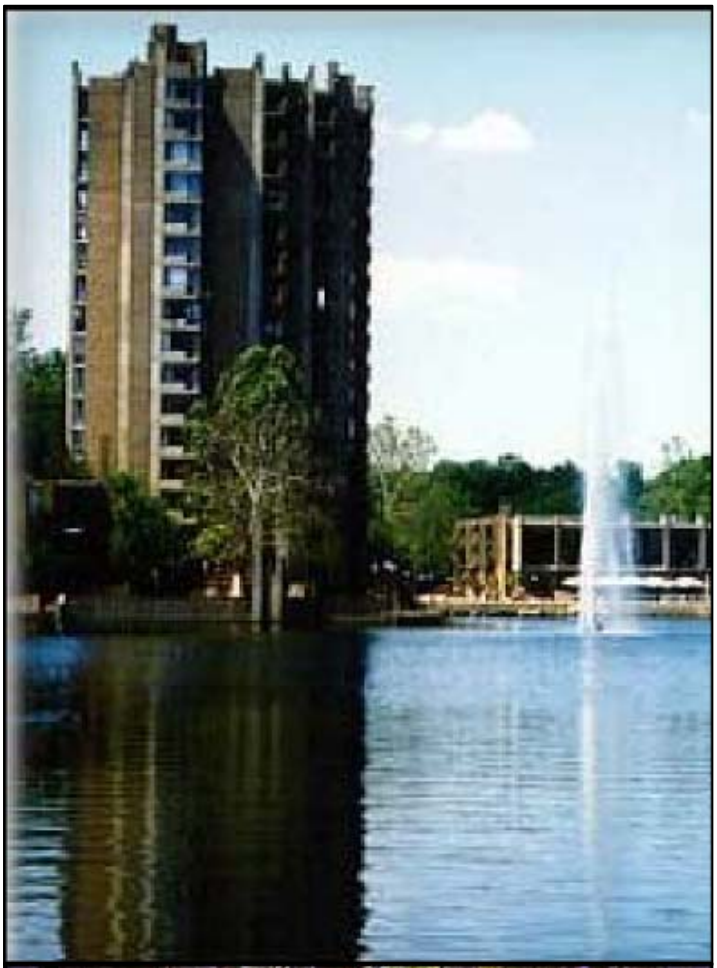
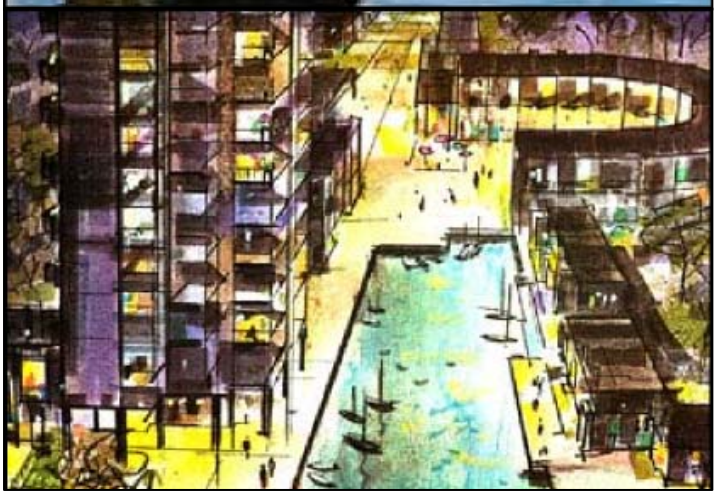
Lake Anne Village Center

Recommendations
for Draft
Comprehensive Plan
Text &
Urban Design
Guidelines

March 28, 2007

Submitted for Review to:
Fairfax County
Department of Housing
and Community
Development, Office of
Revitalization





Prepared by:
BBP Associates

In Association with:
Conklin Costantin Architects
Architecture, Inc.

Executive Summary

This report presents recommendations for an amendment to the Fairfax County Comprehensive Plan text, fulfilling the original objectives for the Lake Anne Village Center (LAVC) as presented in the 1962 Reston Master Plan and establishing a vision for the Lake Anne Village Center based on a recent public input and planning analysis.

The purpose of these recommendations is to define development concepts that will revitalize Washington Plaza, while preserving the historic character, and to upgrade the physical environment of the LAVC.

Background

The unique ambience and mix of uses in the LAVC contributed to its peak in commercial activity in the 1970s. However, declining levels of commercial investment, physical neglect, changing market dynamics, and increasing levels of competition have negatively impacted retail activity and community vitality of the LAVC.

Formal calls for revitalization in the LAVC were voiced as early as 1983. In the 1983 LAVC Historic District justification, it was noted that "economic revitalization is needed to restore the plaza to its original role and appearance." Since that time, community groups, government leaders, and county departments have engaged in significant efforts to catalogue the existing conditions, explore possible revitalization concepts, and institute policies and programs to support revitalization in this historic center of the Reston community.

These revitalization efforts have included:

- establishment of the Lake Anne Village Center Historic District to ensure that all new development and any exterior alteration to existing structures will be compatible
- designation of the Lake Anne Village Center Revitalization Area to apply additional county resources and a public/private partnership approach designed to improve the economic vitality of older commercial areas
- economic and market analysis and development of alternative revitalization scenarios by an outside consulting firm
- public meetings and a formal community input into the visioning process through focus groups and a design charrette
- designation by the Hunter Mill Supervisor of a specific study area for a comprehensive plan text amendment and design guidelines that will formalize a development vision for the LAVC
- appointment of the LAVC Comprehensive Plan Text Amendment and Design Guideline Technical Advisory Panel (TAP), to provide input for the development of the text amendment and design guidelines

The development of comprehensive plan text amendment recommendations represents the culmination of these revitalization efforts. A consultant team led by Basile Baumann Prost and Associates, an economic and real estate development advisory firm, was hired by the County to prepare the plan text and design guideline recommendations. This team also includes senior planning advisory services by Conklin Costantin Architects, represented by one of the leaders of the original planning team for the LAVC, and architectural review and advisory services by Reston-based Architecture Inc.

Representing a crucial link to local expertise and understanding of the unique architectural, development, and planning concerns present in Fairfax County, Reston, and Lake Anne, a Technical Advisory Panel (TAP) was selected by the Fairfax County Hunter Mill District Supervisor to advise the consultant team in the development of the plan language. The consultant team met with the TAP six times over the course of three months to review prior planning efforts, to craft preliminary design concepts, and to provide input into the development of the draft plan text and design guidelines.

The TAP input was instrumental in crafting the development vision and specific development concepts for the LAVC. Operating from consensus that the revitalization of Washington Plaza and enhancement of the physical environment of the LAVC are the overarching goals for the new plan language, the TAP reconfirmed development objectives and planning principles set forth in the original Reston Master Plan and clarified during the economic/market analysis and the community focus groups and design charrette.

These objectives include the following:

- appropriate increases in the residential and day-time population base
- moderate increases in retail space to improve the LAVC's competitive position
- removal of key structures to improve visibility into Washington Plaza
- enhancements to the existing pedestrian and vehicular circulation network
- preservation of a historic core

These objectives were used as a foundation to establish an overarching vision and specific land use, design, and transportation recommendations. These elements are summarized in the following section.

Summary of the Recommendations

The plan recommendations are comprised of the following elements:

- Background
- Overarching Goals and Vision
- Implementation
- Inner and Outer Ring Policy Areas Development Vision
- Sub Area Recommendations
- Transportation Guidelines
- Design Guidelines
- Additional Design and Development Guidelines

As identified in the Background section, the overarching goals of the plan text amendment and design guidelines recommendations are to revitalize Washington Plaza while preserving the historic character and to upgrade the physical environment of the LAVC.

The plan text presented in the sections to follow sets forth a development vision that seeks to achieve these goals. The key principles of this vision are as follows:

- Grounded in its Historic Roots, Reflective of Progressive Architectural Design
- Oriented Toward Washington Plaza
- A Vibrant Community where People Live, Work, and Play
- Easily Accessible by Regional and Local Visitors – Arriving by Car and Bus
- Internally Connected with Inviting Pedestrian Corridors

- Reinforced by a Mixed-Use "Inner Ring and Residential "Outer Ring"

The next section of the text presents key implementation strategies that will be employed to achieve the development vision. These strategies address:

- Affordable housing
- Community involvement
- Land ownership
- Public/private cooperation
- Organization

This section is followed by the presentation of the development vision for the Inner and Outer Ring Policy Areas, characterized broadly as a mixed-use inner ring and residential outer ring. Expectations for parking and the significance of the Historic District Overlay are also addressed.

The Sub Area Recommendations provide the most specific proposals for development in the LAVC. These recommendations address planning objectives, land use objectives, building relationships and massing, open space, parking provisions, and implementation.

Designed to accommodate current as well as anticipated future development pressure, the consultant team's recommendations establish a development vision for the LAVC at build out – the mix and scale of uses that should be present when the community has been developed to its maximum potential. Premised upon achieving the long-term economic and financial stability of the LAVC, the design applies the scale of development recommended in its economic and market analysis report for the Crescent Apartments and Good Shepherd Lutheran Church sites to the rest of the community – introducing a mix of uses that will address the long-term challenge associated with ever increasing competition from other activity centers in the region.

As designed, the recommended land use mix and scale will secure the revitalization of the LAVC, as well as its continued vitality into the future. The recommendations propose the introduction of 919 net new residential units on the Crescent Apartments and Good Shepherd Lutheran sites, an additional 319 to 624 net new units (for a total of 1,767 to 2,070 dwelling units – existing plus permitted) throughout the rest of the LAVC, and a mix of uses adjacent to Washington Plaza featuring residential development as well as 163,500 square feet of net new office space (for a total of 253,250 square feet – existing plus permitted) and 82,250 square feet of net new retail space (for a total of 123,250 square feet – existing plus permitted).

These recommended maximum development levels are compared to maximum development levels as defined in prior planning efforts in the table on the following page. Consistent with the LAVC revitalization goals, the recommended maximum residential, office, and retail development levels represent an increase from the current Comprehensive Plan by-right development levels. This increase in allowable development provides for a development vision that will accommodate not only current but also future development pressures, will meet the long-term challenge associated with ever increasing competition from other activity centers in the region, and will secure the long-term economic and financial stability of the LAVC.

The Transportation and Urban Design Guidelines are presented in the following section. The Transportation Guidelines address the major transportation goals, which are to:

- Establish coordinated and non-conflicting pedestrian and automobile circulation systems.

- Enhance access for automobiles and deliveries and enhance public transit.
- Implement the changes necessary to encourage further pedestrian and bicycle use within LAVC.

The purpose of the Design Guidelines is to provide guidance for existing and future redevelopment consistent with the character and aesthetics of the existing Washington Plaza and Lake Anne Historic District. These guidelines address elements including building design and massing, open space, landscaping, street furniture, signage, and parking. This section also includes Additional Design and Development Principles, which addresses building height, open space, and energy conservation.

Lake Anne Village Center - Total Development At Build Out							
	Existing Development (2007)*	Reston Master Plan (1962)	Existing Comprehensive Plan/ PRC Zone (2007)	Economic and Market Analysis/ Master Plan Realization Revitalization Scenario** (2005)	Charrette (2005)	Plan Text Recommendations - Option #1 (2007)	Plan Text Recommendations - Option #2 (2007)
Residential (units)	528	1,119	1,276	1,282	1,307	1,768	2,071
Office (SF)	89,866	n/s	n/s	186,866	140,000	253,250	253,250
Retail (SF)	46,952	n/s	99,267	41,952	65,000	123,250	123,250

* Source: Fairfax County Department of Planning and Zoning

** Reflects development on selected parcels for five year projection period - 72% of total study area acreage

n/s = Not specified

Lake Anne Village Center
Comprehensive Plan Text &
Urban Design Guideline Recommendations

The purpose of these recommendations is to establish provisions and guidelines for the realization of the Lake Anne Village Center (LAVC) as envisioned in the Reston Master Plan. The provisions and guidelines were designed to respond to two overarching goals for the LAVC. These goals are to:

1) Achieve the long-term economic and financial stability of the Lake Anne Village Center
2) Upgrade the physical character of the LAVC

The text for the Lake Anne Village Center consists of a discussion of the area's character, planning history, approaches for implementing the plan text, recommendations concerning land use, transportation, sub area guidelines, urban design, and additional design and development principles.

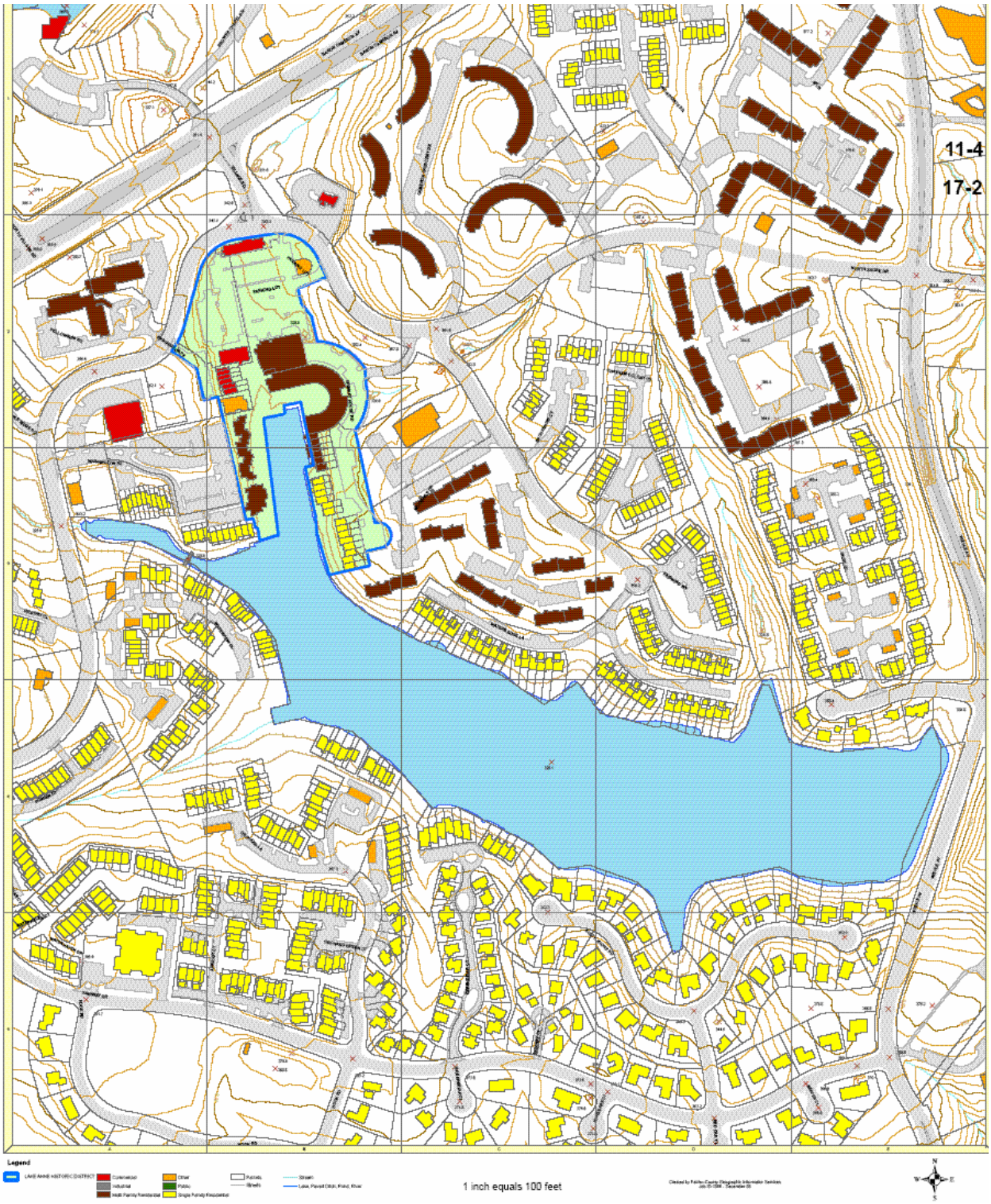
I. CHARACTER

The Lake Anne Village Center is a 42.16 acre area (including roads) generally bounded by Baron Cameron Ave (Rte 606) to the north, Lake Anne to the south, North Shore Drive to the west, and Moorings Drive to the east (Figure 1). It includes the Lake Anne Village Center, Fellowship Square, the Crescent Apartments, and the Good Shepherd Lutheran Church.

The LAVC was designed to be one of seven community shopping and social centers connecting the Reston neighborhoods. Of all the planned village centers, Lake Anne Village Center although not built as planned is commonly held to be the closest approximation to the original spirit of the Reston Master Plan. As a result, since 1965, Lake Anne Village has been the historic iconic center of Reston, Virginia. With its brick plaza, shops, sixteen-story Heron House, and modern townhouses surrounding a man-made lake, it has the unique form and feel of a European waterfront community.

The area has at its core Washington Plaza, an exclusively pedestrian area centered on Lake Anne. Shopping and community gathering places line the northern borders of the plaza. Housing is present in several classic forms – as condominium apartments in the sixteen-story, 46-unit Heron House, in the multi-level, 240-unit, Fellowship House complex, and above the ground-level shops on Washington Plaza as well as in low-rise garden style units in several residential clusters flanking the lake and in the 181-unit Crescent Apartments.

Figure 1: Lake Anne Village Center



II. MAJOR CHALLENGES

Commercial Vitality

The unique ambience and mix of uses in the LAVC contributed to its peak in commercial activity in the 1970s. However, declining levels of commercial investment, on-going physical neglect, changing market dynamics, and increasing levels of competition have impacted retail activity and the community vitality of the Lake Anne Village Center area. The commercial core within Washington Plaza now reports modest retail sales and capture rates, particularly in the winter and early spring/late fall.

Apart from growing competition from newer shopping, dining, and entertainment destinations, the most significant reason for the LAVC's declining commercial vitality is that the current resident population does not meet the critical mass necessary to support existing commercial activity. Furthermore, daytime social and retail activity is limited by small at-place employment. The lack of a retail or activity anchor, relatively high operating costs, deferred infrastructure maintenance, limited visibility and poor signage, and constrained access are also significant elements of the challenges faced by the retail establishments located within the LAVC.

As part of a recommended strategy to provide additional support for the retail establishments within Washington Plaza, the Economic and Market Analysis report conducted by an outside consulting firm in 2005 examined opportunities for development on key sites in the LAVC area–focusing on the Crescent Apartments and Good Shepherd Lutheran Church. The report recommended development of over 750 net new dwelling units on the Crescent Apartment Site and Good Shepherd Lutheran Church Site (in addition to 350 existing units in the LAVC). The report also recommended development of over 100,000 square feet of net new office space to augment the day-time population (in addition to 81,000 square feet of existing space within the LAVC). The projected impact of these new residents and employees is an increase of $4.9 million in retail sales, a 69 percent increase in retail sales much needed to revitalize the existing retail establishments in Washington Plaza.

Vehicular and Pedestrian Circulation

Another significant challenge impacting the viability of the LAVC is the pedestrian and vehicular circulation system. One of the major vehicular issues is problematic access into the Village Center. Primary access to the study area is by Baron Cameron Avenue (Route 606). Once visitors have turned onto Village Road from Route 606, they are faced with a t-intersection with North Shore Drive. It is at this intersection that visual access to the study area's retailers and restaurants is blocked by the Association of School Business Officials (ASBO) building and is indirect and confusing.

In addition, the Village Center lacks adequate parking facilities at peak periods. Because many patrons are either accessing a single establishment or are accustomed to suburban retail layouts, they expect to be able to park directly in front of their destinations. Peak study area periods during good weather, drop-off and pick-up times at the daycare, and Washington Plaza events (e.g. Farmers Market) sometimes frustrate these expectations. The lack of adequate parking locations for loading and deliveries is also a concern.

Visibility and signage are also problematic. Unlike most post-automobile retail centers, the Lake Anne Village Center is not readily visible or accessible from a major thoroughfare. Visitors must be well aware of Lake Anne Village Center and know how to access its retail environment. The study area's low visibility is compounded with inadequate retail signage. Way finding devices, in general, are inadequate in and around the study area. Furthermore, although the ASBO office building screens the visually

unattractive surface parking lot from view, it also breaks visual contact with the lake and the retail environment on Washington Plaza.

Finally, pedestrian connections throughout the LAVC, and particularly to Washington Plaza, are less than desirable. Although originally envisioned as a village community, the LAVC was ultimately built to provide priority for the automobile – with large surface parking lots and wide and straight roadways with minimal traffic calming measures. In order to walk to Washington Plaza from Baron Cameron Avenue, residents must cross multiple roadways with the aid of only modest sidewalks and pedestrian crossings. Access to the plaza from points east and west is also confusing, with only poorly identified access points to pedestrian trails.

III. PLAN HISTORY

Reston Master Plan

The birth of the Lake Anne Village Center originated with the development of the New Town of Reston. The site that would become the New Town of Reston lies to the east of the Town of Herndon in western Fairfax County, Virginia. At the time of its initial development, it consisted of 6,750 acres or approximately 10.5 square miles of gently rolling forested land in the Northern Virginia Piedmont.

Robert E. Simon purchased the singly owned Sunset Hills Farm with the proceeds of the sale of New York's Carnegie Hall in the early 1960s. His plan was to bring a popular movement in community building popular in England and Scandinavia to Northern Virginia. "Reston" (the combination of his initials and the English suffix for "town") would be a New Town, a planned urban community created in a rural or undeveloped area and designed to be self-sufficient with its own housing, education, commerce, and recreation facilities.

Adopted in 1962, the Reston Master Plan was the vision of Robert Simon for his New Town in Northern Virginia. The plan's goals for Reston included a wide choice of leisure activities, a mix of housing types, the opportunity to live and work in the same community, a balance of commercial, cultural, and recreation facilities, and high standards for both the built and natural environments.

In carrying out his vision, Simon engaged a team of prominent urban designers, architects, and open space planners. As part of the effort, a new type of zoning, Residential Planned Community (RPC) was created. The first of its kind in the country, this flexible ordinance allowed for the clustering of housing, thereby preserving open space. By basing approvals on population density rather than housing density, the same amount of people could be accommodated - albeit within a smaller land area.

The Lake Anne Village Center was constructed in 1965 as the first of seven village centers – designed to link the residential neighborhoods of Reston together. Of all the planned village centers, Lake Anne Village Center is commonly held to be the closest approximation to the original spirit of the Master Plan. Even so, it does not achieve the residential densities as intended in the plan. Most notably, areas designated *high-density residential* do not achieve the 28.5 dwelling units per acre (net) as envisioned in the Master Plan or the 50 dwelling units per acre as permitted by the Planned Residential Community District (PRC) in the Fairfax County Zoning Ordinance.

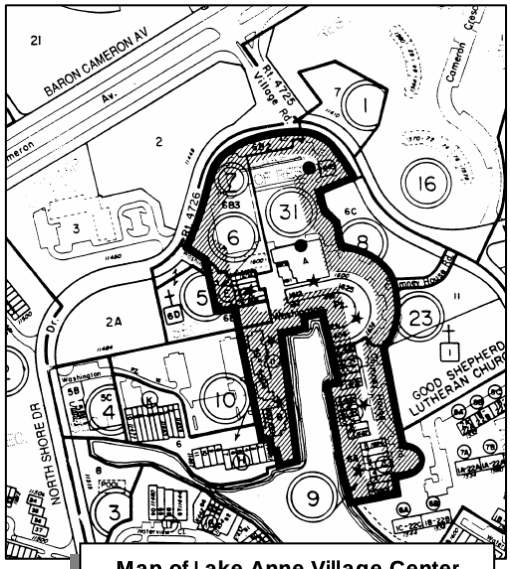
Fairfax County Comprehensive Plan

Due to the comprehensive zoning approval and subsequent development of Reston under the Reston Master Plan, the Fairfax County Comprehensive Plan incorporates three Master Plans (Land Use Plan,

Community Facilities Plan and Transportation Plan) by reference and has historically provided minimal additional guidance for areas within Reston. The extent of the current Lake Anne Village Center includes the Lake Anne Village Center Historic Overlay District (established in 1983) as shown in Figure 2 plus the area to the west of the Washington Plaza that is the location of the Lake Anne Office Building and the adjacent vacant parcel. One outcome of the proposed changes to the Comprehensive Plan for Lake Anne is that the boundary of the Village Center will be extended to include the parcels that make up the Lake Anne Commercial Revitalization Area and key adjacent parcels, including the Crescent Apartments, the western portion of the Fellowship Square property, and the Good Shepherd Lutheran Church.

Lake Anne Village Center Historic Overlay District

Figure 2



Map of Lake Anne Village Center Historic Overlay District

As time passed and market conditions evolved, a degree of new development and redevelopment began to occur. During these modifications, several elements of the original design were lost. In response, the Lake Anne Village Center Historic Overlay District was created in 1983.

According to the Fairfax County Zoning Ordinance the purpose of the Lake Anne Village Center Historic Overlay District is to:

- Protect against destruction of the historic and architectural quality of the landmark;
- Encourage uses which will lead to its continuance, conservation, and improvement;
- Assure that new uses within the district will be in keeping with the character to be preserved and enhanced.

In addition to protecting the character of the district's original design, the overlay was also created to "encourage uses which will lead to its continuance, conservation, and improvement." To achieve this objective, some flexibility will be needed to reconcile the existing character of the historic Lake Anne Village Center with modern building standards. In addition, relocation or removal of existing buildings within the Historic Overlay District may be needed.

Designation as a Fairfax County Commercial Revitalization Area

The unique design of Washington Plaza and limited alternative commercial options in the vicinity of Reston fueled the vitality of the commercial core of Washington Plaza through the 1970s and 1980s. However, declining levels of commercial investment, physical neglect, changing market dynamics, and increasing levels of competition gradually took its toll on the retail activity of the LAVC.

These economic challenges were mirrored in other parts of the County during this same time period as new retail competition in Fairfax County and beyond reduced the attractiveness of more mature commercial centers to consumers. Declining retail sales and profit margins led to physical neglect and a reduction in commercial investment within these established centers.

The Fairfax County Board of Supervisors (BOS) responded in 1998 by establishing five Commercial Revitalization Districts and two Commercial Revitalization Areas, each in a different magisterial district.

The study area for the Plan amendment encompasses the Lake Anne Commercial Revitalization Area, which is the designated Revitalization Area within the Hunter Mill District, and key adjacent properties.

Commercial revitalization is intended to accommodate renovations and changes to existing developments, as well as to foster new development and redevelopment. The regulations governing commercial revitalization districts and areas provide flexibility in building set-backs, building heights, parking and screening requirements. These regulations also provide expedited review processes. In addition, the Reston Community Reinvestment Corporation (RCRC) was designated in 2004 as the official representative body for the Lake Anne Revitalization Area. Its mission is to promote the social and economic revitalization of the Lake Anne Village Center by educating the public, developers and area businesses on the short- and long-term benefits of community revitalization.

Economic Analysis and Initial Revitalization Concepts

RCRC, in concert with the Hunter Mill District Supervisor and LAVC community groups, spurred a County initiative to conduct an economic analysis of the Lake Anne Village Center to determine the need for future revitalization of this area. This study, completed in 2005, identified the key challenges presented above (i.e. constrained retail trade area, declining levels of commercial investment, low market capture rates and retail sales, poorly integrated and accessible vehicle and pedestrian circulation systems, deteriorating utilities, and complicated land ownership patterns).

As noted in the section above on "Major Challenges" the report recommended development of new residential and office-based development to provide new support for the Washington Plaza retail. The study focused on the Crescent Apartment Site and the Good Shepherd Lutheran site - recommending a total of 750 net new dwelling units in these two locations. Development of 100,000 square feet of net new office space to augment the day-time population was also recommended. This development will provide much needed support for the existing retail establishments in Washington Plaza, projected to generate a 69 percent increase in retail sales.

The study also emphasized that revitalization in Lake Anne is tied to change at multiple levels. While the introduction of new development is essential to secure the long-term financial and economic stability of the LAVC retail establishments, additional improvements, such as organizational changes, infrastructure investments, and urban design enhancements must also be pursued. Organizational improvements include enhanced marketing coordination amongst existing retail shops and creation of a strong retail theme to enhance the status of LAVC as a destination for shopping entertainment, dining and community activities. Partnerships amongst property owners to realize the desired development vision will also be needed. In addition, changes to the regulations governing the residential and non-residential condominiums are also required. In addition, infrastructure investments and urban design enhancements, such as improved signage, enhanced pedestrian and vehicular circulation systems, and strong architectural ties between the existing historic core of Washington Plaza and new development are also necessary to achieve revitalization. It is also important to ensure that the LAVC remains a diverse community, and proportional development of affordable housing must be addressed.

Focus Groups and Design Charrette

The economic and revitalization study for the LAVC was followed by two processes designed to obtain community input and consensus regarding the realization of these revitalization opportunities. Focus groups and a design charrette were conducted over a period of several months in 2004 and 2005, involving hundreds of participants. They culminated in a series of proposals and recommendations for organization, land use and design within the LAVC.

The focus groups were designed as small groups of similar perspectives to ensure that specific ideas and interests were not lost or overwhelmed at larger public meetings and that individuals had the opportunity to fully explore ideas that are important to them. Common revitalization principles that emerged from the focus groups include respect for the aesthetic beauty, architecture and design of public spaces, diversity, ease of access and walkability, and uniqueness and sense of place. Common revitalization goals included enhanced retail amenities and services, preservation of the unique character, increases in residential density, support for and encouragement of cultural diversity, and expanded public transportation links.

The design charrette was held to translate the market and economic-based recommendations in the market and economic analysis and the revitalization principles and goals voiced in the focus groups into land use development options and additional strategies to achieve revitalization. The land use development options included five alternatives – varying in scale. Key design principles of these options include, but are not limited to, introduction of additional residential density, introduction of new mixed uses adjacent to Washington Plaza, creation of a pedestrian connection between Washington Plaza and a new, northern plaza extension, relocation of the ASBO building, landscaping and parking enhancements, pedestrian access improvements, and a widening of the Washington Plaza gateway. Additional strategies proposed to achieve revitalization include improvements to the organization of the Washington Plaza merchants in relation to marketing and signage, enhancements to the pedestrian and vehicular circulation network and parking, and implementation strategies related to the development process.

Among the most significant outcomes of both processes was consensus that the historic core of the Washington Plaza, as illustrated in Figure 2, will be preserved and revitalized, improvements should be made for pedestrian accessibility, and that significant increases in residential density are paramount to revitalize the historic core of Washington Plaza and achieve long-term revitalization.

Land Use Recommendations and Design Guidelines Study

A consultant team was retained by the Fairfax County Department of Housing and Community Development, Office of Revitalization, in the fall of 2006 to prepare findings and draft recommendations as to the appropriate mix and scale of land uses in the Village Center to achieve the revitalization goals identified by the economic analysis report and discussed in the focus groups and the design charrette. In addition, the consultant team was tasked with developing land use design guidelines to ensure that redevelopment in the Village Center area would be complementary to the historically significant development in the Historic Overlay District.

A Technical Advisory Panel (TAP) was appointed by the Hunter Mill District Supervisor to provide local historic perspective and technical expertise to the consultant team in their development of recommendations. The Panel provided valuable input into the crafting of the land use recommendations prepared by the consultant team for consideration by County staff and the community.

Addressing current as well as anticipated future development pressure, the consultant team's recommendations establish a development vision for the LAVC at build out – the mix and scale of uses that should be present when the community has been developed to its maximum potential. Premised upon achieving the long-term economic and financial stability of the LAVC, the design applies the scale of development recommended in the economic and market analysis report for the Crescent Apartments and Good Shepherd Lutheran Church sites to the rest of the community – introducing a mix of uses that will address the long-term challenge associated with ever increasing competition from other activity centers in the region.

As designed, the recommended land use mix and scale will secure the revitalization of the LAVC, as well as its continued vitality, into the future. The recommendations propose the introduction of 916 net new residential units on the Crescent Apartments and Good Shepherd Lutheran sites, an additional 319 to 624 net new units (for a total of 1,767 to 2,070 dwelling units – existing plus permitted) throughout the rest of the LAVC, and a mix of uses adjacent to Washington Plaza featuring residential development as well as 163,500 square feet of net new office space (for a total of 253,250 square feet – existing plus permitted) and 82,250 square feet of net new retail space (for a total of 123,250 square feet – existing plus permitted).

IV. PLAN GOALS

As presented in the preceding sections, the development history, planning studies, and community and County desires, call for improvements to the Lake Anne Village Center. The overarching goals for the LAVC, as defined by the planning history, are to:

- Achieve the long-term economic and financial stability of the LAVC
- Upgrade the physical character of the LAVC

The plan text presented in the sections to follow sets forth a development vision that seeks to achieve these goals.

V. LAVC OVERARCHING VISION

Grounded in its Historic Roots, Reflective of Progressive Architectural Design

- Introduce architectural elements that are consistent with the character and design of historic core of Washington Plaza and the Lake Anne Historic District.
- Introduce "green" architectural elements that contribute to revitalization goals.

Oriented Toward Washington Plaza

- Achieve development that enhances Washington Plaza and that could draw activity to the plaza, rather than allowing development that competes with businesses and properties on the Washington Plaza.
- Improve visibility into Washington Plaza from Baron Cameron Avenue.
- Extend the pedestrian access to Washington Plaza from all points within Lake Anne Village Center.
- Create a new gateway for Washington Plaza by redesigning the existing bank building in order to widen the entrance into the plaza.

A Vibrant Community where People Live, Work, and Play

- Support and complement the existing Washington Plaza retail**.**
- Create an activity center that includes a mix of residential, retail, office, and community uses consistent with the original Reston Master Plan concepts.
- Foster growth of LAVC as a destination center for community activities, including dining, arts, shopping, and children's activities.
- Encourage the incorporation of universal design in a percentage of new dwelling units.

Easily Accessible by Regional and Local Visitors – Arriving by Car and Bus

- Enhance the quality of bus and passenger drop-off opportunities close to Washington Plaza.
- Avoid unnecessary conflicts with pedestrian amenities.
- Provide a multilevel below-grade parking structure.
- Provide easy access to new parking facilities.

Internally Connected with Inviting Pedestrian Corridors

- Ensure priority of movement for pedestrians, bicycles, strollers, and people with disabilities internal to Washington Plaza.
- Introduce specific traffic-calming measures which can safely, conveniently, and cost-effectively deal with the potential conflicts between pedestrians and motor vehicles.
- Limit vehicular through access on the northern edge of Washington Plaza.

Reinforced by a Mixed-Use "Inner Ring" and Residential "Outer Ring"

- Attract mixed-use development as close as possible to Washington Plaza.
- Require preponderance of new development to be residential.
- Prohibit new retail along Baron Cameron Avenue.
- Ensure development of affordable housing units, including workforce housing.

VI. IMPLEMENTATION

Affordable Housing

Given the Reston Master Plan's commitment to accommodate varying income groups and the dearth of affordable housing in Fairfax County, all new residential (re)development should include a provision for affordable housing. Existing units should be replaced on a 1-for-1 basis and additional units will be provided in line with the County's objective that a minimum of 12 percent of new units produced should be affordable.

Community Involvement

The continued involvement of the community in the review of these draft recommendations and the consideration of proposals to implement the Plan guidance that is ultimately added to the Comprehensive Plan is important. All development proposals for the Village Center area will be subject to review by the Reston Planning and Zoning Committee and the Reston Design Review Board. Implementation of the Plan recommendations will require coordination with and cooperation among these entities in addition to the standard review process of the Fairfax County Planning Commission and Board of Supervisors.

Land Ownership

The current land ownership pattern within the Plan Amendment study area is complicated and may present challenges in achieving the parcel consolidation and/or formal cooperative agreements that will be necessary to realize the implementation of revitalization goals for the Lake Anne Village Center. The entities involved include the Lake Anne Reston Condominium Association (LARCA), Lake Anne Fellowship Square, the Association of School Business Officials (ASBO), the Crescent Apartments, which are presently owned by Fairfax County, the Good Shepherd Lutheran Church, and residential clusters adjacent to the study area. In order to implement the plan recommendations, the formation of new cooperative relationships between property owners is encouraged.

Public/Private Cooperation

Creative funding approaches will need to be developed to provide for the improvement of streetscape, the improvement of the transportation network, the provision of parking facilities, as well as the provision of other urban design amenities in the LAVC. The use of public funds may be considered for this purpose.

The allowance of more residential density than is typically planned for village centers should be viewed as a public sector incentive to achieve the overarching plan goals, particularly as the incentive relates to the unique costs associated with infill development (i.e. demolition, property consolidation, parking construction costs, traffic calming, utilities, and affordable housing), County requirements regarding the inclusion of affordable residential units, and the provision of public uses, such as pedestrian access, community and children's gathering places, and active and passive green spaces.

The expedited processing of development applications, as defined in the provisions of the Fairfax County Revitalization Areas, should also be pursued and viewed as part of the County partnership.

Organization

The draft land use text recommendations that follow address land use, urban design, and transportation. While the strategies to achieve these land use plans include community involvement and public/private partnerships, the adoption of additional initiatives related to the organization of the existing and new retail is encouraged as additional strategies to achieve LAVC revitalization.

One of the challenges associated with enhancing the historic core of Washington Plaza is that the commercial portion is owned by individuals – rather than leased by a centralized ownership or management structure. As a result of this individual ownership, the retail mix and operations of Lake Anne continues to be subject to the uncoordinated decisions of the individual commercial space owners. There is no control over how and when improvements and investments are made to maintain the high quality of the physical environment.

In order to address these challenges, the creation of a merchant association and/or business improvement district has been recommended. The creation of this structure is encouraged as a strategy to complement the improvements made to the physical character of the surrounding LAVC.

VII. LAND USE RECOMMENDATIONS

The Lake Anne Village Center Plan has two components providing guidance on future land use and character of development.

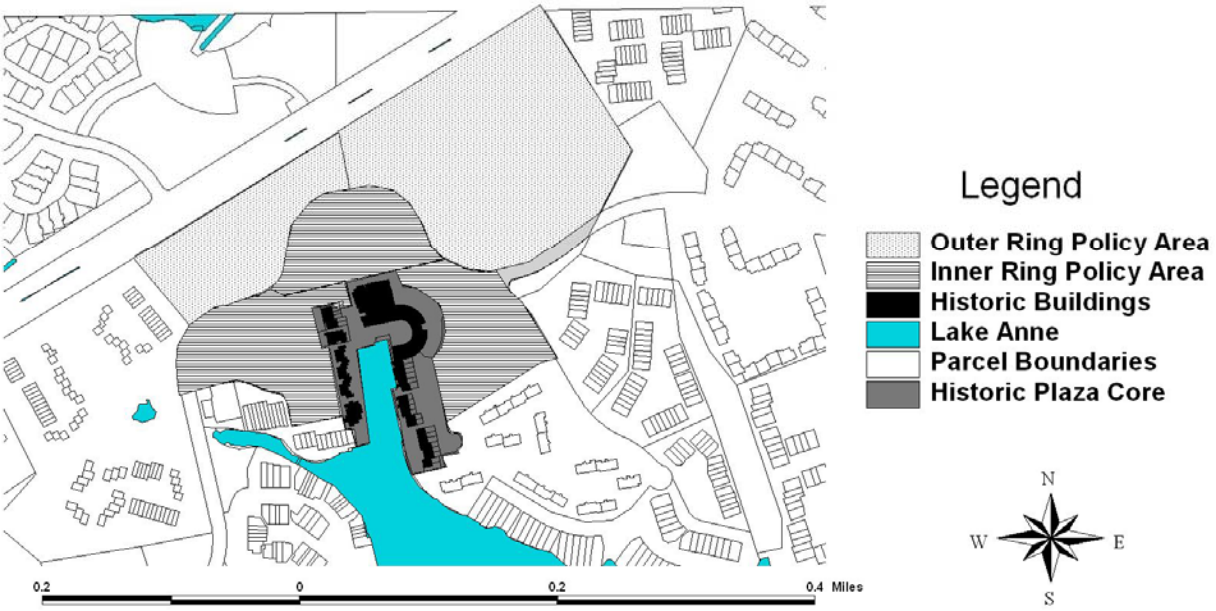
1. Inner Ring and Outer Ring Policy Area recommendations, which provide land use and transportation recommendations for these two broad areas within the LAVC.
2. Sub Area Guidelines, which provide further guidance for the development of each of five sub areas within the Inner and Outer Ring Policy Areas.

The Urban Design Guidelines follow in a separate section and guide the character of the development. Additional Design and Development Guidelines, which provide guidance related to building heights and view sheds, open space, and energy conservation are also presented.

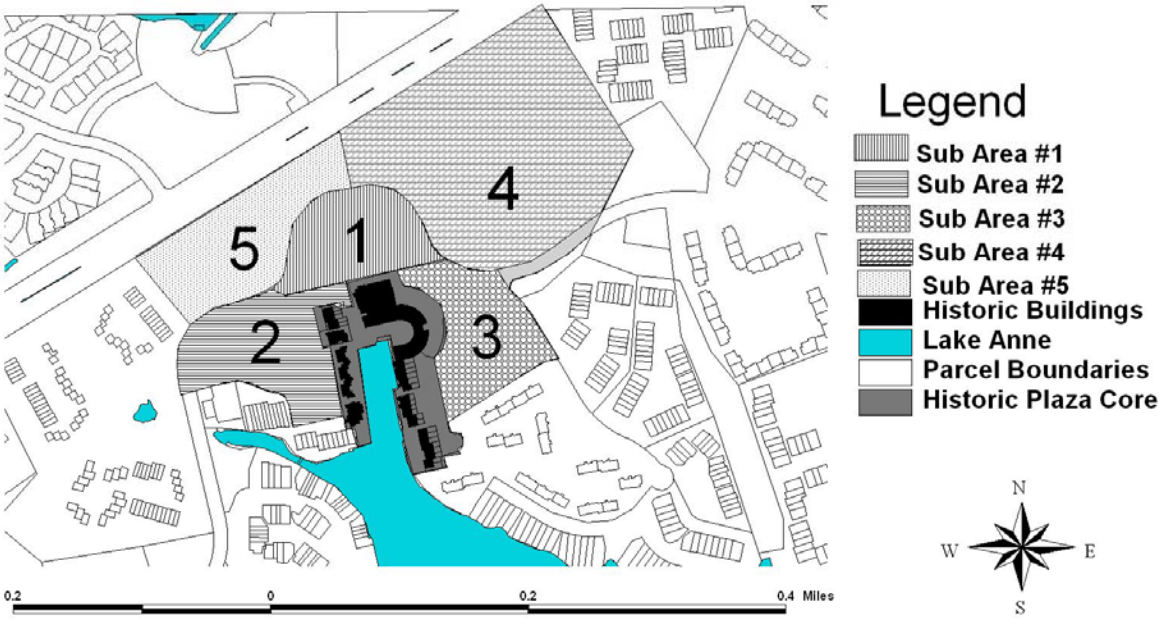
Maps of the Inner and Outer Ring Policy Areas (Figure 3) and the five sub areas (Figure 4) are provided below.

Figure 3

Inner and Outer Ring Policy Area Designations



Sub Area Designations



A. INNER RING POLICY AREA

Overarching Goal: Reinforce Washington Plaza economy by providing a mixture of predominantly residential land uses that support the Lake Anne Historic District and Washington Plaza.

Geographic Definition: All land area located within the outer bounds of the present alignment of North Shore Drive (Figure 3).

Existing Development: 107 residential units (61 Heron House, 46 stacked town houses), 89,866 SF of office space, 46,952 SF of retail space, and 50,000 SF of community use space (Reston community center, Washington Plaza Baptist Church, Good Shepherd Lutheran Church).

Land Use

The goal of the land use recommendations is to address current and future development pressure and to achieve the long-term economic and financial stability of the LAVC. The development programs for each sub area were designed accordingly to realize these revitalization goals. As a result, the phased development of the Inner Ring Policy Area over time must ultimately achieve at build out the maximum allowable density and desired mix of uses outlined in Figure 5 and also correspond to the rest of the provisions in Figure 5.

Figure 5: Inner Ring Policy Area Development Program (Total - Existing and Permitted)

Land Area (Including Roads)	665,080 SF (15.27 acres)
Land Use Concept	Mixed-use development
Land Use Mix	Approximately 72% residential (which may include a small hotel or B&B), 21% office, 7% retail and public
At Build-Out Density	Residential*: Maximum of 825,000 SF (which may include a small hotel or B&B) Office: Maximum of 237,000 SF Retail and Public: Maximum of 77,000 SF Max FAR = 1.7
Circulation	Bus and automobile passenger drop off access to retail development near Washington Plaza without creating unnecessary conflicts with pedestrian amenities. Pedestrian access from Washington Plaza north to the vicinity of existing North Shore Drive, sloping upward from the existing plaza level to the existing North Shore Drive level and providing adequate vertical access. Pedestrian walkways connecting sub areas #2, #3, #4 and #5 to Washington Plaza.

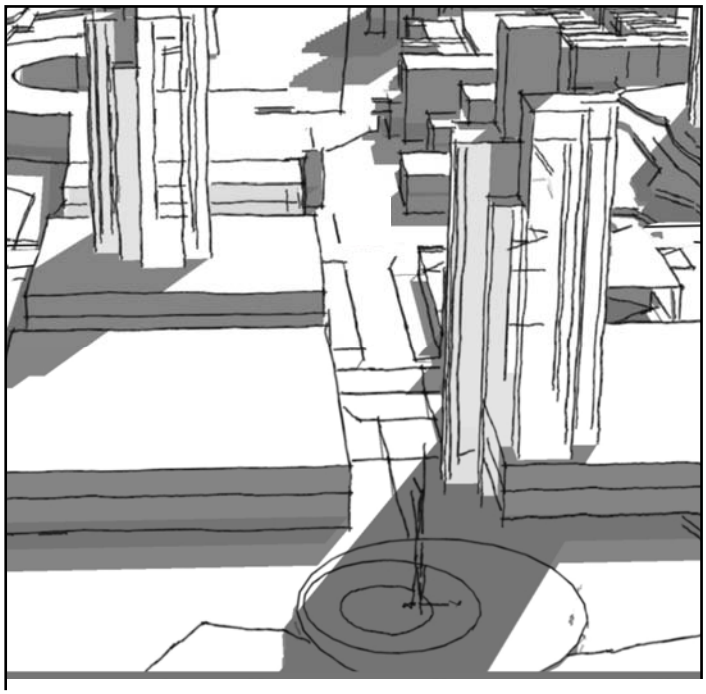
* Dwelling units assumed to be 1,650 SF/unit, an average square footage to account for common spaces in the residential buildings and to account for the range of sizes represented in different unit types (i.e. multi-family apartment units, townhouses)

Development Vision

The overarching goal for this area is to enhance and revitalize the economy and vibrancy of Washington Plaza. To achieve that goal, development proposals will plan for an urban activity center with a mixture of land uses. The extension of Washington Plaza, sloping up from the existing Washington Plaza gateway to the northern edge of North Shore Drive, is envisioned. The distribution of residential, office,

retail, and public uses will remain the same as proportioned in the Inner Ring Policy Area Development Program (Total – Existing and Permitted) provided in Figure 5.

Figure 6



Example of Plaza Extension Development

Note: This figure is intended to be illustrative only and demonstrate building height differentials, massing, and orientation, as well as the connection between the Plaza Extension and Washington Plaza.

See Sub area #1 recommendations for additional guidance.

Visibility into Washington Plaza and the Historic District from Baron Cameron Avenue as well as from the northern edge of an internal circulator road will be improved. In order to realize this objective, the Village Road connection between Baron Cameron Avenue and North Shore Drive should be improved and may need to be moved, the existing ASBO Building will be removed, and there will be pedestrian-only access extending from the northern edge of the internal circulator road through a plaza extension to Washington Plaza.

This pedestrian access way will represent a focal point of the Inner Ring Policy Area and be designed to draw people towards Washington Plaza. Creation of special amenities, such as a water element leading visitors to LAVC and Washington Plaza, is encouraged for the pedestrian walk way. This pedestrian access will be flanked by ground level retail uses (designed to accommodate the unique topography present in the downward slope of the North Parking Lot and complementary with the existing Washington Plaza retail) and supported by multiple levels of residential units and office space above and structured parking below.

The new retail will be designed and oriented in such a way so as to attract visitors to the historic core of Washington Plaza. Retail tenants will complement, rather than compete with, existing retail in the historic Washington Plaza. Public-private partnerships are encouraged as a strategy to attract complementary retail tenants.

To the immediate west and east of the historic core, predominantly residential development, plus a moderate amount of office space, is envisioned.

The creation of active open space and public spaces, such as special events space, community gathering places, community centers, or a seasonal farmers' market, will also occur.

Parking

Parking will be provided in accordance with the provisions of the Planned Residential Community zoning district, and the majority of parking will be accommodated in one or more below-grade parking structure(s). Furthermore, parking provided on site will be sufficient to accommodate all retail, office, residential, and special uses, including special events (i.e. festivals, seasonal farmers' market, and other community events).

However, the need for sufficient parking must be balanced with the unique opportunities for progressive parking management inherent in the development vision for LAVC – relatively dense, mixed-use development with a strong pedestrian orientation. As such, development proposals will take advantage of 1) the differential peak-parking usage periods characteristic of mixed-use development and 2) the potential for alternative forms of transit (bus, bicycles, future Metrorail) provided by the strongly pedestrian orientation of LAVC and its appeal as a future location for improved mass transit.

In order to provide parking that accommodates all desired uses and also takes advantage of the different peak-parking usage periods and potential for alternative forms of transit, development proposals will include a transportation demand management study (TDM). The TDM will allow flexibility in parking management by detailing the development proposal's strategy for meeting parking needs through a combination of on-site parking, off-site parking (such as well-marked parallel parking spaces on the internal circulator road), shared parking, assumptions regarding pedestrian access, and alternative forms of transit, including bus and shuttle services.

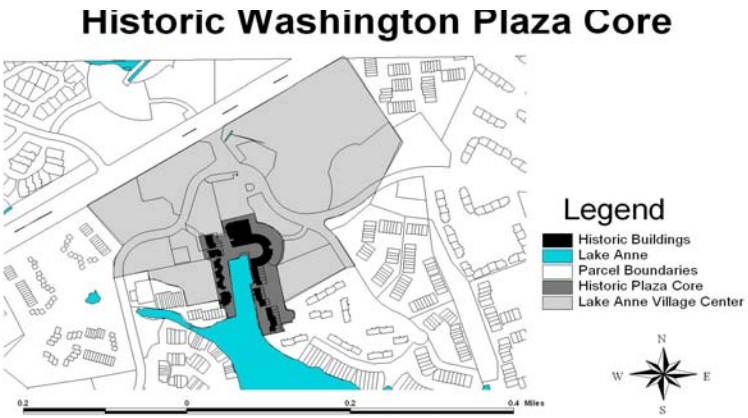
The TDM will take into account that a degree of shared parking is assumed for the area situated within the existing North Parking Lot (sub area #1), on the existing Lutheran Church Site (Sub Area #3, and on the existing Baptist Church Site (sub area #2), particularly in relation to new mixed-use developments proximate to this area. Development that responds to the County's design vision and revitalization goals for this area is encouraged to seek partnerships with the County to provide required infrastructure.

On street parking is also planned for the Inner Ring Policy Area. Parking spaces along both sides of an internal circulator roadway will be prominently marked on the pavement from Washington Plaza west to the vicinity of Lake Anne Park, except for bus stops and adjacent to all intersections and vehicle entrances.

Significance of Historic Overlay District

Development in the Inner Ring Policy Area will be consistent with the provisions of the Lake Anne Village Center Historic Overlay District. New development must balance the dual goals of reinforcing Washington Plaza with higher intensity uses and preserving the historic and architectural quality. To achieve these goals, new development will occur, yet it must be compatible with the existing architecture, grounded in its historic roots and reflective of progressive architectural design.

Figure 7



At the same time, there is an area within which new development will not be considered. This represents the historic Washington Plaza core and is defined in Figure 7.

Proposals for new development within the Inner Ring Policy Area will demonstrate how historic, lower density areas will be buffered from new, higher density areas.

B. OUTER RING POLICY AREA

Overarching Goal: Reinforce Washington Plaza economy by achieving additional residential development.

Geographic Definition: All land area located north of the outer bounds of the present alignment of North Shore Drive and south of Baron Cameron Avenue. (Figure 3)

Existing Development: Approximately 420 residential units (Fellowship House = 240 units; Crescent Apartments = 181 units) and 5,000 SF of retail space

Alternative Development Scenarios

This policy area allows for two alternative development scenarios. These alternative scenarios demonstrate the same land use character, in terms of mix, design, and orientation toward Washington Plaza. Their chief differences are found within the orientation and flow of the internal road network and the residential density permitted in the western portion of this policy area.

Option #1
This development option relies on the existing road network and land parcel boundaries. The scenario takes into account the difficulties associated with achieving land assembly and making significant infrastructure investments and provides for densities that are realistic given the size and scale of the existing parcel layout.

Option #2
This development option stems from the desire to improve the existing automobile and pedestrian circulation network. It is recognized that a new and improved network could be designed so as to realize key objectives and ultimately facilitate realization of the overarching goals for LAVC.

These objectives are as follows:

1. Establish coordinated and non-conflicting pedestrian and automobile circulation systems.
2. Enhance access for automobiles and deliveries and increase public transit.
3. Implement the changes necessary to encourage further pedestrian and bicycle use within LAVC.

Proposals that will achieve these objectives are encouraged. Such proposals are eligible for review according to the Option #2 development standards. These standards provide for the following:

1. Reflects the assemblage opportunities that will be possible with a new road network alignment (on land abutting the southern border of Baron Cameron Avenue and the western border of the present alignment of the Crescent Apartments parcel).
2. Allows for higher density land use consistent with the increase in contiguous land area and expected increases in road capacity.
3. Reflects the County's support for this type of infrastructure investment.

Additional details regarding the desired improvements in pedestrian and automobile circulation, including an illustrative diagram of the proposed flow improvements, are provided in the "Transportation" section.

Land Use

The goal of the land use recommendations is to address current and future development pressure and to achieve the long-term economic and financial stability of the LAVC. The development programs for each sub area were designed accordingly to realize these revitalization goals. As a result, the phased

development of the Outer Ring Policy Area over time must ultimately achieve at build out the maximum allowable density and desired mix of uses outlined in Figure 8 and also correspond to the rest of the provisions in Figure 8.

Figure 8: Outer Ring Policy Area Development Program (Total - Existing and Permitted)

	Option #1	Option #2
Land Area (Including Roads)	1,045,551 SF (24 acres)	1,045,551 SF (24 acres)
Land Use Concept	Residential development with minimal retail and live/work space	Residential development with minimal retail and live/work space
Land Use Mix	Residential, with maximum of 5,000 SF of convenience retail and 75,000 SF of live/work space	Residential, with maximum of 5,000 SF of convenience retail and 75,000 SF of live/work space
Density Range	Res*: Maximum of 1,880,000 SF (96%) Retail: Maximum of 5,000 SF (.25%) Live/work: Maximum of 75,000 SF (3.75%) Max FAR 1.9	Res*: Maximum of 2,380,000 SF (96.75%) Retail: Maximum of 5,000 SF (0.25%) Live/work: Maximum of 75,000 SF (3%) Max FAR 2.35
Circulation	Automobile access from existing North Shore Drive and multiple pedestrian connections to Washington Plaza	Automobile access from improved circulation network that responds to the County's transportation objectives and multiple pedestrian connections to Washington Plaza.

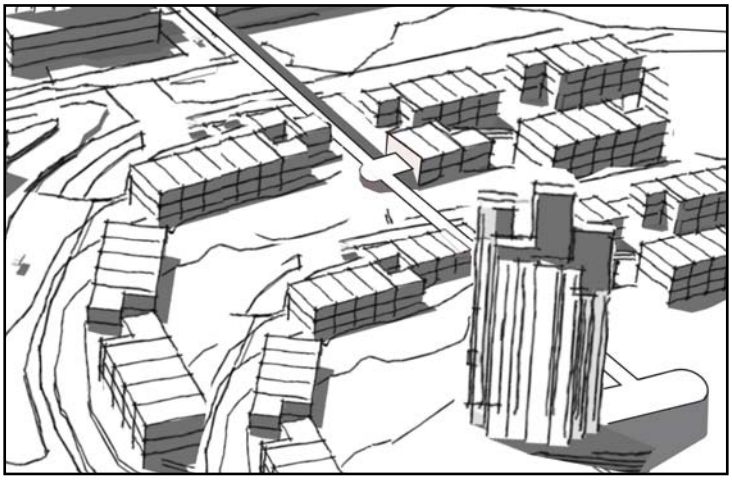
* Dwelling units assumed to be 1,650 SF/unit, an average square footage to account for common spaces in the residential buildings and to account for the range of sizes represented in different unit types (i.e. multi-family apartment units, townhouses)

Development Vision

The primary goal of this area is to bolster the Washington Plaza economy by adding new disposable income to the LAVC. To achieve that goal, new residential development is planned for this policy area.

Assuming a unit size of 1,650 square feet per unit, the total new residential development represents a net increase of 718 units at the high end of Option #1 and a net increase of 1,021 units at the high end of Option #2. The distribution of residential, retail, and live/work units will remain the same as proportioned in the Total Development Program provided in Figure 8. Furthermore, development proposed for the live/work and retail components will include measures to ensure high quality offerings and maintenance. To this end, development

Figure 9



Example of Crescent Hill Village with a Pedestrian Connection to a Plaza Extension

Note: This figure is intended to be illustrative only and demonstrate building height differentials, massing, and orientation, as well as pedestrian connections within the LAVC.

See Sub area #4 recommendations for additional guidance.

proposals will either be based on a lease structure for the commercial space or include clear policies and practices to mitigate the quality and maintenance risks associated with condominium ownership of this type of commercial space.

The introduction of new retail and live/work uses that complement and bolster the existing Washington Plaza retail, rather than compete with the existing uses, is also a key element of this development vision. To this end, pad site retail uses are not permitted in the LAVC, and retail is limited to less than 0.3 percent of the total space and is allowed only as an ancillary use proposed as part of a residential development proposal. Furthermore, any retail and live/work uses proposed for the areas north of the internal circulator roadway will be concentrated as close to the internal circulator road as possible (rather than oriented toward Baron Cameron Avenue) and be part of a continuous ground level, "Main Street" style corridor – designed to draw visitors into Washington Plaza and the historic district. The live/work uses envisioned for this are client-oriented offices for independent professionals (i.e. doctors, attorneys, architects, writers, etc.), and studio space for artists and craftspeople.

Preservation and enhancement of the view shed into the historic core is also a key element of this development vision. Development north of the internal circulator roadway (particularly in Option #2) will include a plaza extension and new pedestrian-only access connecting the area north of the internal circulator roadway to the area south of the internal circulator roadway without impeding the views.

Direct access to and from Baron Cameron will be considered with proposals that meet the overarching goals for the revitalization of LAVC.

Parking

Parking will be provided in accordance with the provisions of the Planned Residential Community zoning district. Furthermore, the amount of parking provided on site will be sufficient to accommodate all uses. Residential development in sub areas #4 and #5 will require on site parking – preferably as below grade structured or above grade construction clad with development - to maximize potential for residential units and open space.

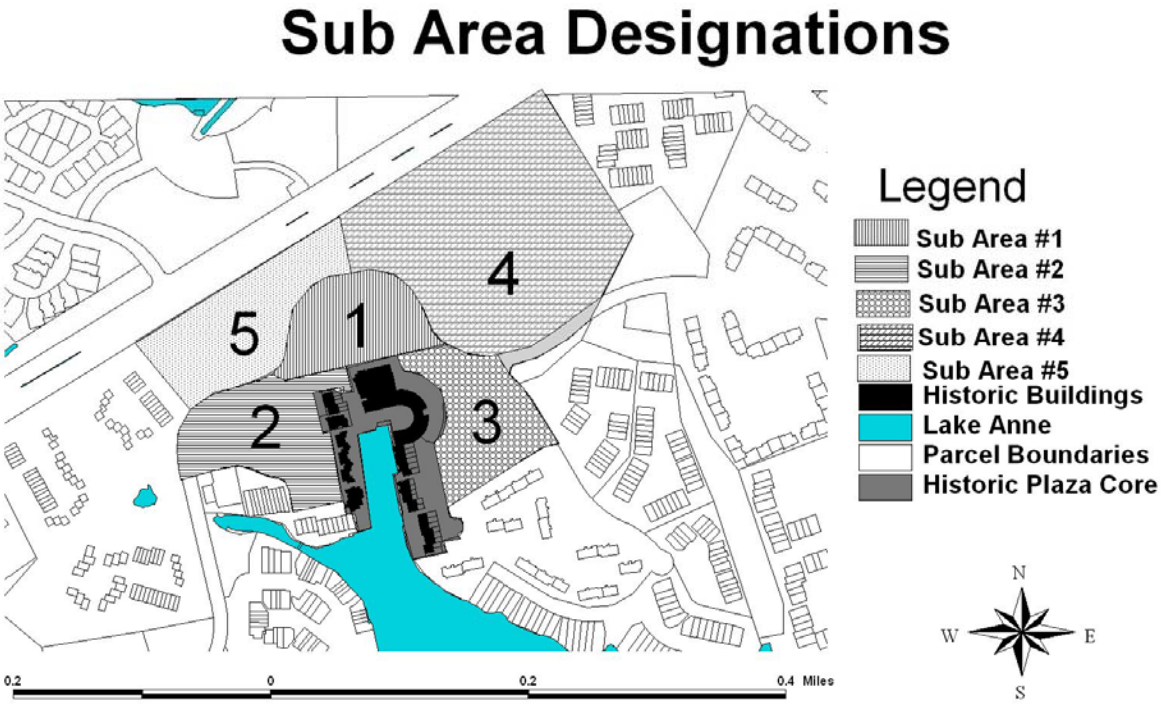
In order to provide parking that accommodates all desired uses and also take advantage of the different peak parking usage periods and potential for alternative forms of transit, development proposals will include a transportation demand management study (TDM). The TDM will allow flexibility in parking management by detailing the development proposal's strategy for meeting parking needs through a combination of on-site parking, shared parking, assumptions regarding pedestrian access, and alternative forms of transit, including bus and shuttle services.

The TDM will take into account that a degree of shared parking is assumed and is desired for the below grade structures situated within the Inner Ring Policy Area (sub area #1, #2, and #3). Proposals for the Outer Ring Policy Area should seek to take advantage of this shared parking opportunity in order to reduce on site parking requirements. Development that responds to the County's design vision and revitalization goals for this area are also encouraged to seek partnerships with the County to provide required infrastructure.

C. SUB AREA GUIDELINES

Figure 10 presents a map of the LAVC sub areas.

Figure 10



The development program at build out in each of the LAVC sub areas will correspond to the provisions as presented in the tables below.

As stated in the Inner Ring and Outer Ring Policy Areas, the goal of the land use recommendations is to address current and future development pressure and to achieve the long-term economic and financial stability of the LAVC. The development programs for each sub area were designed accordingly to realize these revitalization goals. As a result, proposals for an entire sub area will correspond to the desired design and development provisions and achieve the maximum development levels and distribution of land uses allowed for a sub area - as outlined in the tables below. Alternatively, the phased development of a sub area over time must also ultimately (at build out) correspond to the desired design and development provisions and achieve the maximum allowable density and desired mix of uses for that sub area.

Sub Area #1

Guidelines

Land Area (With Roads)	199,210 SF (4.57 acres)
Planning Objective	Revitalize the economy of the historic core by creating an extension to Washington Plaza that will provide a new base of predominantly residential dwellings with office space, and complementary retail and public uses. This will draw new people to Washington Plaza who will come to LAVC to experience community events, such as children's activities and a seasonal farmer's market, and enjoy the dining and shopping offerings.
Land Use Objective	Pedestrian-oriented plaza, or "Spanish Steps" - styled walkway flanked by

	minimum of 415,000 SF of low rise (3 to 4 stories) at build out in mixed-use structures that feature predominantly residential (approximately 70%), a maximum of 15% retail and public space at ground level, and approximately 15% office space above ground level. Maximum FAR (excluding structured parking) of 2.1.
Building Envelope/Relationships	Given the downward slope of this sub area, ground level retail and community uses will be achieved through a tiered design in which storefronts are accessed from the plaza, with main entrances on an upper level at the north end of the new plaza and on a lower level at the south end. Public uses will be located as close to the intersection of the north-south and east-west pedestrian walk ways as possible.
Parking Requirement	A TDM is required to define the strategy for meeting on site parking demand and providing for overflow parking from sub areas #2, #3, and #5. The majority of the on-site parking will be accommodated in one or more below-grade parking structure(s). Parking spaces along both sides of an internal circulator roadway will be prominently marked on the pavement from Washington Plaza west to the vicinity of Lake Anne Park, except for bus stops and adjacent to all intersections and vehicle entrances.
Open Space	A pedestrian focused plaza or "Spanish Steps" - styled walkway, will serve as the focal point of this sub area, designed to draw people into the historic Washington Plaza. In addition to the plaza, the planting of public access, plaza-style roof space is encouraged.
Other Considerations	See Section VIII for additional, LAVC-wide design and development principles. Public uses, such as special events space, community gathering places, community centers, or a seasonal farmers market, are desired for this sub area.
Implementation	To achieve the on site parking requirements and include public uses, redevelopment proposals should consider public-private partnerships in which the public sector will consider investments in infrastructure necessary for the revitalization of LAVC.
Sub Area #2 Guidelines	
Land Area (with Roads)	248,244 SF (5.69 acres)
Planning Objective	Establish residential and office infill (re)development that connects the western LAVC residential clusters to Washington Plaza and provides additional support for the Washington Plaza economy.
Land Use Objective	Minimum of 125,000 SF of residential development and 175,000 SF of office space at build out. Maximum of 10,000 SF of ground level retail space at build out to provide for extension of Washington Plaza on the western edge of the historic core.

	Maximum FAR of 1.25.
Building Envelope/Relationships	Residential units will be clustered in building types of varying scale to provide for architectural character consistent with the vision of the historic Reston Master Plan. Mid-rise (4 to 8 stories) residential development will be located as close to the internal circulator road as possible, with the balance accommodated in low density row homes, consistent in scale and design with the adjacent residential clusters. The office space will be developed in a mid-rise (4 to 8 stories) structure – also located as close to the internal circulator road as possible.
Parking Requirement	A TDM is required to define the strategy for meeting on site parking demand. The majority of the on-site parking is envisioned to be accommodated in one or more below-grade parking structure(s). A portion (up to 30 percent) of the required on-site parking may be accommodated in centralized parking facilities, such as in a structured parking garage located under the plaza extension proposed for the area directly north of the Washington Plaza and the historic district.
Open Space	A minimum of 15% of total land area will be preserved for urban and green open space (see Design Guidelines for definitions). In addition, open space will be reserved for a pedestrian walkway connecting the western residential clusters to Washington Plaza. In addition, the planting of a public access, plaza-style roof on the garden style residential structure is encouraged.
Other Considerations	See Section VIII for additional, LAVC-wide design and development principles.
Implementation	Proposals for redevelopment will ensure the provision of a pedestrian walkway to connect the western residential clusters to Washington Plaza. To accommodate the on site parking requirements, redevelopment proposals are encouraged to consider public-private partnerships in which the public sector will consider investments in infrastructure necessary for the revitalization of LAVC.

Sub Area #3

Guidelines

Land Area (With Roads)	217,626 SF (4.99 acres)
Land Use Objective	Minimum of 440,000 SF of residential units at build out. A maximum of 5,000 SF of retail will be allowed on the ground level of residential units located immediately adjacent to the internal circulator road and the east-west pedestrian walkway connecting the sub area #4 residential development to Washington Plaza. Maximum FAR of 2.1

Building Envelope/Relationships	Residential units will be clustered in building types of varying scale to provide for architectural character consistent with the vision of the historic Reston Master Plan. The preponderance of the residential units will be accommodated in a combination of high-rise (at least 14 stories) and low-rise (3 to 4 stories) residential structures concentrated on the southeastern corner of the site with a view to Lake Anne and Lake Newport. Buildings offering a single-family attached row home style will accommodate the balance of the units and be concentrated as closely as possible to Washington Plaza, preserving access to the rear of the Washington Plaza retail shops.
Parking Requirement	A TDM is required to define the strategy for meeting on site parking demand. The majority of the on-site parking will be accommodated in one or more below-grade parking structure(s). A portion (up to 30 percent) of the required on-site parking may be accommodated in centralized parking facilities, such as in a structured parking garage located under the plaza extension proposed for the area directly north of the Washington Plaza and the historic district.
Open Space	A minimum of 15% of total land area will be preserved for urban and green open space (see Design Guidelines for definitions). In addition, open space will be reserved for a pedestrian walkway connecting the new residential development in this sub area to Washington Plaza.
Other Considerations	See Section VIII for additional, LAVC-wide design and development principles.
Implementation	Proposals for redevelopment will ensure the provision of a pedestrian walkway to connect the western residential clusters to Washington Plaza. To accommodate the on site parking requirements, redevelopment proposals are encouraged to consider public-private partnerships in which the public sector will consider investments in infrastructure necessary for the revitalization of LAVC.

Sub Area #4

Guidelines

Land Area (With Roads)	769,023 SF (17.6 acres)
Land Use Objective	Minimum of 1,450,000 SF of residential space at build out with opportunity to provide additional maximum 30,000 SF (2% of total development program) of live/work space at grade with residential units above. Maximum FAR of 2.0.
Building Envelope/Relationships	Residential units will be clustered in building types of varying scale to provide for architectural character consistent with the vision of the historic

	Reston Master Plan. Live/work and retail space will be concentrated adjacent to areas with pedestrian access – preferably designed to reflect a Main Street orientation along the major north-south pedestrian access to Washington Plaza. The combination will include more than one high rise (at least 14 stories) residential structures concentrated on the northeastern corner of the site with a view to Lake Anne and Lake Newport. Buildings offering a single-family attached row home style will represent the dominant use and slope in a tiered style down toward Washington Plaza. Site design will include a centrally located, publicly accessible gathering place that serves as a terminus for a pedestrian promenade leading toward Washington Plaza. Site design will provide ample public green space as well as reserved open space for active uses.
Parking Requirement	A TDM is required to define the strategy for meeting on site parking demand. Below grade parking and above grade, development clad structured parking is envisioned for the high-rise towers to maximize open space and contribute to the high quality architectural design.
Open Space	Site design will provide at least 15% of total land area for publicly accessible "green" passive and active uses (see Design Guidelines for definitions).
Other Considerations	This sub area will include a pedestrian promenade originating in the center of the development, leading toward Washington Plaza, and bridging the internal circulator road. Direct access to and from Baron Cameron will be considered with proposals that meet the overarching goals for the revitalization of LAVC. See Section VIII for additional, LAVC-wide design and development principles.
Implementation	Redevelopment proposals will ensure the provision a pedestrian-oriented area that bridges the internal circulator road and draws residents toward Washington Plaza.

Sub Area #5

Guidelines

Land Area (With Roads)	276,528 SF (6.34 acres)
Land Use Objective	Option #1 Minimum of 430,000 SF of residential units at build out, with opportunity to reserve 10 percent of residential square footage for live/work units on grade with residential above. Maximum of 5,000 SF of convenience retail space allowed to provide on-site amenity for residents. Maximum intensity of 1.6 FAR.

	Option #2 With implementation of transportation improvements, as defined in the Transportation section, it is anticipated that contiguous land area may be assembled for new development and new infrastructure, including a new pedestrian walkway and extension to Washington Plaza. This opportunity lends itself to the development of additional residential development – a minimum of 500,000 SF of additional residential units at build out. Opportunity to reserve 10 percent of residential square footage allotment for live/work units on grade with residential above. Maximum of 5,000 SF of convenience retail space allowed to provide on-site amenity for residents. Base intensity of 1.6 FAR and maximum intensity of 3.4 FAR.
Building Envelope/Relationships	Residential units will be clustered in building types of varying scale to provide for post-modern and modern architectural character consistent with the vision of the historic Reston Master Plan. Live/work and retail space will be concentrated adjacent to areas with pedestrian access – preferably designed to reflect a Main Street orientation along the major north-south pedestrian access to Washington Plaza. Option #1 One high rise residential tower (at least 14 stories) proposed with a view of Lake Newport and Lake Anne and one low-rise garden style structure (3 to 4 stories) will be concentrated toward the western edge of the parcel, with residential row homes and interspersed green space providing a sloping lawn down toward Washington Plaza and preserving the visibility into and out of Washington Plaza. Option #2 In addition to the development vision identified in Option #1, one or more additional high-rise (at least 14 stories) towers are envisioned for the western edge of the parcel, and one additional high-rise (at least 14 stories) residential tower is envisioned for the eastern edge of the parcel on top of low rise (3 to 4 stories) structures which include ground level retail and live/work space.
Parking Requirement	A TDM is required to define the strategy for meeting on site parking demand. Below grade parking and above grade, development clad structured parking is envisioned to maximize open space opportunities.
Open Space	A minimum of 15% of total land area will be preserved for green passive open space (which may include playgrounds). In addition, the planting of a public access, plaza-style roof on the garden style residential structures is encouraged.
Other Considerations	A public pedestrian walkway will be designed to pass north-south through the sub area to provide access from Baron Cameron and residential developments north of the plaza to Washington Plaza. Direct access to and from Baron Cameron will be considered with

	proposals that meet the overarching goals for the revitalization of LAVC. See Section VIII for additional, LAVC-wide design and development principles.
Implementation	To maximize open space, the County will consider redevelopment proposals that allocate up to 30% of required parking spaces to (a) underground parking garage(s) planned for construction adjacent to the northern edge of Washington Plaza. Variations in building height will also be considered to offset the accommodation of open space and pedestrian walkway investments. To encourage creation of improved internal circulation network, proposals that include an increase in total sub area FAR from 1.6 to 3.4 will be considered.

D. TRANSPORTATION

A key challenge associated with achieving development goals in LAVC stems from the constrained road network. Furthermore, impacts of higher intensity, predominantly residential land uses envisioned for LAVC on the flow of automobile traffic will need to be mitigated.

In order to achieve the LAVC's overarching goals, several significant transportation-related objectives must be met:

1. Establish coordinated and non-conflicting pedestrian and automobile circulation systems.
2. Enhance access for automobiles and deliveries and increase public transit.
3. Implement the changes necessary to encourage further pedestrian and bicycle use within LAVC.

Figure 11

Existing Road Network

Key transportation-related strategies to achieve these objectives are as follows:

- Improved automobile and bus passenger drop off access to the historic Washington Plaza and to new structured parking.

- Improved access to multiple parking destinations and a "park once" mentality.

- Improved capacity and flow at the intersection of Village Road with Baron Cameron, to accommodate the influx of automobile traffic that will accompany higher intensity, predominantly residential land uses envisioned for LAVC.

- Improved connections across Baron Cameron Avenue.

- Traffic calming elements to maintain traffic speeds below 25 mph and significantly lower speeds proximate to pedestrian walk ways, drop off points, and the access points to Washington Plaza.

- Minimal interaction between pedestrians and automobiles.

- Pedestrian walkways, designed to avoid conflict with automobile circulation, through grade separations and air-rights development.

- Increased public transit options.

- Parallel parking along both sides of the roadway, wide sidewalks with ample space for street trees, and landscaping to achieve desired traffic calming.

- Parking spaces along both sides of an internal circulator roadway prominently marked on the pavement from Washington Plaza west to the vicinity of Lake Anne Park, except for bus stops and adjacent to all intersections and vehicle entrances.

Development and circulation proposals that respect these principles are strongly encouraged. All proposals for modifications to the existing road network are subject to County review and study.

VIII. URBAN DESIGN

The purpose of the Urban Design Guidelines is to provide guidance for existing and future redevelopment consistent with the character and aesthetics of the existing Washington Plaza and Lake Anne Historic District. This section addresses the following architectural elements:

- Building design
- Open Space
- Streetscapes
- Street Furniture
- Walls
- Landscaping
- Utilities
- Lighting
- Parking
- Signs

The appendix presents a sectional illustration, designed by Conklin Costantin Architects, Inc., of one example of how these design guidelines may be applied to the development of Sub Area #1. This plan was designed by one of the original planners and architects for the LAVC. It represents completion of the original LAVC development vision and is consistent with the principles of the historic Reston Master Plan. It reflects the input of the Technical Advisory Panel.

URBAN DESIGN GUIDELINES

1. **Building Design**

Character

Buildings in LAVC will demonstrate architectural treatment consistent with the modern and postmodern design present in the historic core of the LAVC. Examples of the types of design that are encouraged are presented in Figures 1 and 2.

Building facades of large areas of solid walls with large areas of windows interspersed either in strips or in blocks of window walls are envisioned. Regular placement of traditional windows in building facades is neither required nor encouraged. Eclectic design, as depicted in the two different styles presented in Figure 1 and 2, is encouraged.

Figure 1: H..C. Price Company Tower, Oklahoma City

Figure 2: Heron House, LAVC

Materials

Dominance of form and minimal ornament, is encouraged, as is a strong reliance on concrete, steel, and glass.

In addition, the use of "green" architectural elements is encouraged. Roof planting is envisioned as one of the possible manifestations of this principle and is presented in Figure 3.

Massing and Building Height

The contrast between low-rise and high-rise structures will be carried into the new development proposed for the LAVC.

The preponderance of the structures will be either "high rise" or "low rise," and high-rise structures will be at least 14 stories while low-rise structures will be no more than 4 stories. Mid-rise buildings will be between 4 and 8 stories. Figure 4 presents an illustration of this key massing principle.

In addition to respecting the original building height planning principle, key view sheds will be preserved/ enhanced:

1) To and from Heron House
2) To and from the Washington Plaza gateway

Figure 3: Building with Green Roof

Figure 4: Washington Plaza, LAVC

Setbacks and Relation to Pedestrian Access

Inner Ring Policy Area

As presented in Figure 5, buildings within the Inner Ring Policy Area will be located as close as possible to the pedestrian access ways and vehicle rights-of-way.

Where street parking and loading zones are provided, buildings will be located no more than 80 feet from the right-of-way line.

This setback provides sufficient room for one double sided bay of parking to be located between the building and the sidewalk with adequate space for screening and landscaping.

Where street parking is not provided, buildings will be located no more than 15 feet from the street right-of-way line. Wider setbacks may be granted for special plaza or outdoor dining areas of exceptional design.

Where vehicle rights-of-way run parallel to pedestrian access ways and development blocks, vehicle entrances from the street to each parcel are discouraged. Vehicular access to each parcel will be designed to minimize the number of direct site entrances from the road way.

Outer Ring Policy Area

Where the vast preponderance of the development program is residential (as compared to the portions abutting the northern edge of the plaza extension in the Inner Ring Policy Area where ground level retail or live/work uses are permitted), building setbacks are envisioned to be longer to permit creation of ample open space for residents and visitors.

Figure 6 presents an illustration of how this set back may be produced. A green lawn, with ample space for informal gatherings, has been reserved adjacent to the development. Benches are also appropriate for these open areas.

This illustration also provides an example of how the pedestrian walkways connecting the Outer Ring Policy Area to the Washington Plaza may be constructed.

The walkway and green space flow together to create a natural connection with other areas of the LAVC while also providing a buffer from the higher intensity uses in the Inner Ring Policy Area and the internal vehicular circulation network.

Figure 5: Washington Plaza, LAVC

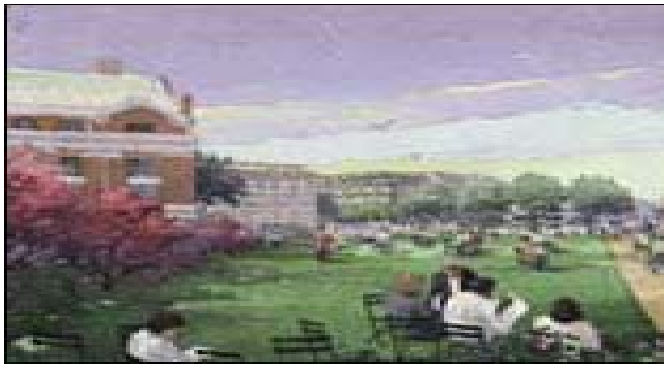


Figure 6: Vision for Near Southeast in the District of Columbia, AWI Framework Pan

2. **Open Space**

Character

Open space is envisioned to be both "urban", as structured civic gathering spaces and expansive pedestrian access points, and "green", as passive and active park land.

Given the intensity of uses envisioned for the Inner Ring Policy Area and the character of the existing Washington Plaza Open space in the Inner Ring Policy Area, open space in the Inner Ring Policy Area is envisioned as predominantly "urban" - providing developed gathering spaces for activities

Figure 7: Spanish Steps, Rome

such as community events, seasonal events (farmer's market), and children's activities. The urban open space should be constructed of red brick and concrete, consistent with the design of Washington Plaza as presented in Figure 8. The pedestrian access way connecting the new plaza extension to the historic core of Washington Plaza is envisioned to reflect the design of the original Spanish Steps in Rome, Italy (Figure 7). A small fountain element—designed to serve as a counterpart to the large fountain in Lake Anne—is also envisioned.

In the Outer Ring Policy Area, open

Figure 8: Washington Plaza, LAVC

space is envisioned to have a predominantly "green" character—both passive and active. This space will provide a respite from the intensity of the urban activity in Washington Plaza and residents with green outdoor space they can enjoy proximate to their multifamily apartment or condominium.

Passive park land will provide sloping lawns and areas of both light and shade.

Active park land will be designated to include amenities such as tennis courts, children's play grounds, a community amphitheater, and pedestrian trails connecting the residential sections of the Outer Ring to Washington Plaza. Figure 9 provides an illustration of how active park land could be structured.

Figure 9: Active park land

Amenities

"Green" open space amenities will include amenities such as tennis courts, children's play grounds, a community amphitheaters. Figures 10 and 11 provide illustrations of the types of amenities that are envisioned.

Amphitheater
Figure 10 presents an illustration of an appropriate type of community amphitheater. This type of space will be used for activities such as community theater as well as for informal gatherings, public lectures, and other events requiring a stadium-style venue. The sloping topography of Sub Area #4 is particularly suitable for this type of development.

Figure 10: Public Amphitheater

Pedestrian Promenades
Figure 11 illustrates the type of pedestrian promenade that is envisioned to connect Sub Area #4 and Sub Area #5 to the Inner Ring Policy Area. As in the Inner Ring Policy Area, the hardscape will be constructed of red brick and concrete. As presented in the illustration, edges will be lushly planted yet also provide multiple access points for pedestrians moving from the green space onto the pedestrian walkways.

Figure 11: Pedestrian Promenade

Pedestrian Bridges
In locations where bridges are required to extend the pedestrian access over the internal road network, use of unpainted wood and an architectural design similar to the design and treatment of the pedestrian bridges adjacent to Washington Plaza is encouraged (Figure 13).

"Urban" open space will include features such as modern public art, as presented in Figure 12.

Materials will be consistent with the architectural treatment of the surrounding uses within the LAVC.

A small fountain element is also envisioned for the northern edge of the plaza extension where the north-south and east-west pedestrian walk ways connect. This should be designed to represent a counterpart to the larger fountain within Washington Plaza.

Figure 12: Public Art in Washington Plaza , LAVC

Figure 13: Pedestrian Bridge near Washington Plaza, LAVC

3. Streetscapes

A single design concept for the streetscape design treatment will be provided throughout the LAVC.

A sidewalk corridor will exhibit three functional zones:

- The furnishings zone: where street trees, signs, and street furniture are located. Special paving or lawn will be located here, depending on the intensity level of pedestrian activity.
- The through pedestrian zone: the paved area, free of obstructions, where pedestrian travel will be encouraged.
- The frontage zone: where stairs, stoops, and building projections will be found. In wider sidewalk corridors there may be enough space for outdoor dining areas or merchandise display.

Material

The hardscape will be constructed of red brick and concrete.

Dimensions

An illustration of prototypical streetscape design is provided in Figure 15. The pedestrian zone will be a minimum of 10 feet, with a minimum of 5 feet abutting the vehicular right-of-way reserved for street trees and benches and a minimum of 5 feet abutting the building frontage reserved exclusively for pedestrian movement.

Crossings

Pedestrian crossing will be clearly marked and raised above the grade of the vehicular right-of-way. Figure 14 presents an illustration of a possible pedestrian crossing.

Figure 14: Raised Pedestrian Crossing

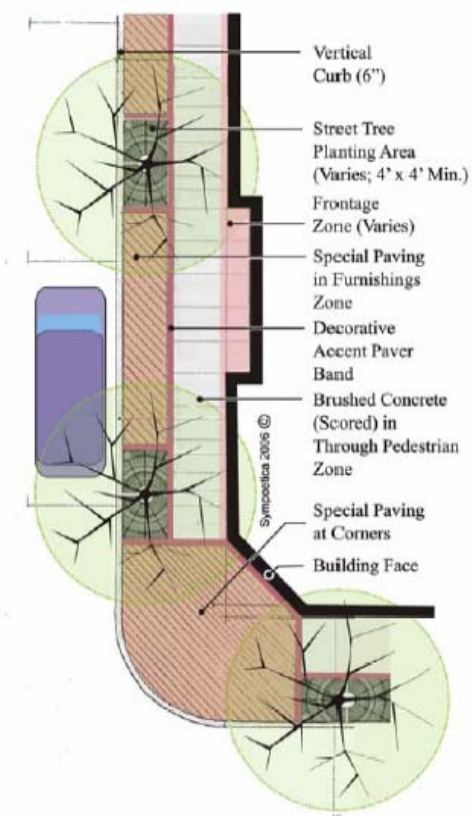


Figure 15: Streetscape Concept Plan, City of Fredericksburg Design Guidelines

4. Walls

Building facades fronting on pedestrian access ways of taupe colored brick and concrete—consistent with the design of Washington Plaza—are encouraged.

Unadorned blank walls dominating entire sides of buildings will not be utilized on any facades visible from pedestrian areas.

5. Street Furniture

Street furniture will be of a consistent design—reflective of the modern architecture presented through the LAVC and using materials commonly found in Washington Plaza (e.g. concrete, taupe brick, and steel). The following images represent examples of styles that would be appropriate for the LAVC.

Figure 16: Trash Receptacles

Figure 17: Benches

Figure 18: Planters

Figure 19: Bicycle Parking

10. Utilities

To the extent possible, on-site utilities will be placed underground or out of sight from the front of the building, pedestrian walkways, and other public entrances.

Service areas and loading docks that are visible from streets or adjoining parcels will be screened with proper landscaping, fences, or walls.

Noise-generating features will be sited away from neighboring properties, especially residences, or wil-luse noise barriers or other means of reducing the impact.

Rooftop mechanical equipment will be properly screened with materials that are compatible with and integral to the architecture.

6. Lighting

Design and Style: The design, style and materials chosen for site light fixtures will be compatible with architectural style and materials of the buildings on site.

Lighting will be coordinated with landscaping and pedestrian circulation to ensure that pedestrian and parking areas are well lit and that any conflict between trees and light fixtures is avoided.

Figure 20: Lamp Posts in Washington Plaza, Designed by Seymour Evans for Conklin Roussant

Pedestrian paths will be lit with light poles 12-14 feet in height.

Lighting will be directed toward the object to be lit. Light leakage off site will be limited, and lights will be directed so as to avoid causing glare for motorists.

Figure 20 presents an illustration of street lighting that will be appropriate for the LAVC. Minimal ornamentation in lighting design, consistent with the architectural style of the historic core of Washington Plaza, is encouraged.

7. Landscaping

Landscaping will be consistent with the landscape design of Washington Plaza. In the Inner Ring Policy Area, raised planters (made of concrete and taupe brick materials) and street trees should be interspersed at appropriate intervals throughout the plaza areas and along the streetscape. Figure 23 presents an example of suitable design for raised planters and tree boxes.

Along the pedestrian promenades and in the "green" spaces located throughout the LAVC, lush plantings similar in design and varieties to those found along the existing pedestrian walkways are encouraged (Figures 21, 22, and 23).

Figure 21: View of Lake Anne

Figure 22: Pedestrian Bridge LAVC

Figure 23: Raised Tree Box in Washington Plaza, LAVC

8. Parking

Parking will be located on street and off street in underground parking garages, in above-ground structured parking garages, and in surface parking lots.

Figure 24: Well Marked On-Street Parking

On Street Parking

On-street parking and loading spaces will be maintained wherever right-of-way width permits. Parking and loading spaces will be set back at least 20 feet from intersections and will be well marked on the pavement. Figure 24 presents an illustration of how on-street marking will be marked and how it relates to the abutting side-

Off-Street Parking

Off-street parking will be located in underground parking garages, in above-ground structured parking garages, and in surface parking lots.

In the Outer Ring Policy Area, the preponderance of parking will be located primarily in underground and above ground parking garages.

In cases where above ground structured parking is provided, the parking structures will be clad with development.

Where surface parking is required, the following guidelines will be followed.

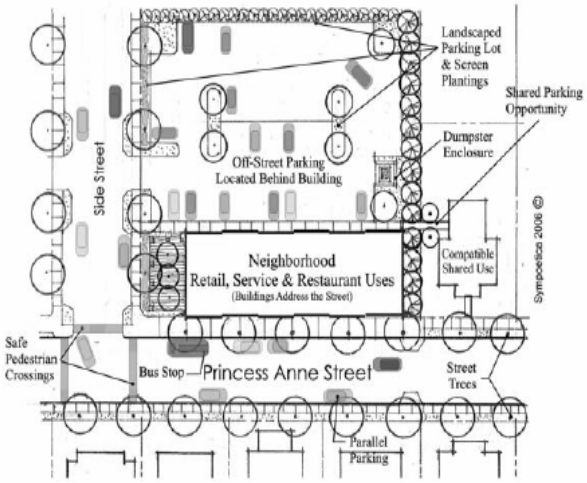


Figure 25: Off-Street Parking Diagram—Located Behind Buildings, City of Fredericksburg Design Guidelines

No development will include parking lots of large expanses of pavement unbroken by landscaped islands. Linear landscaped islands will be used in all parking lots of 15 or more spaces to break up the parking into multiple smaller pavement areas.

Whenever a parking lot abuts a street, whether a main road or a side street, the parking lot will be screened.

The screening will consist of:

- Shrubs of a type that will reach a height of 3 to 4 feet at maturity. The shrubs will be planted so as to create a solid screen to hide the cars behind.
- One tree every 30 linear feet.

- A combination of a 4 foot high fence or wall with trees planted behind every 30 linear feet.

- A combination of a 4 foot high fence or wall with shrubs, ground covers and flowers planted in front, to be used where trees would conflict with street trees.

Figures 25 and 26 present diagrams of how surface parking will be designed.

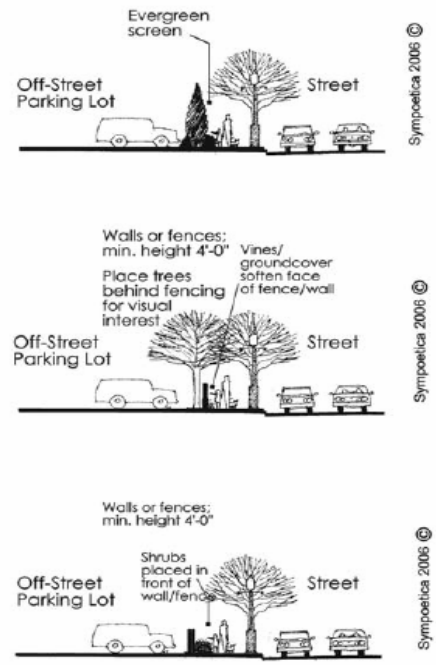


Figure 26: Off-Street Parking Diagram—Screening, City of Fredericksburg Design Guidelines

9. Signs

Signs will complement the architecture of the building. They will not obstruct architectural elements and details that define the design of the building. The placement of signs will be orderly. Placement of signs by different businesses in the same building will be coordinated. The number of permanent signs per business will be limited to two different types.

Figure 27 provides examples of how building signage will be coordinated.

The following sign types are discouraged: freestanding monument signs, freestanding signs mounted on poles. These signs are appropriate only in situations where the building is not located on or close to the right-of-way so that a sign located on the building will not be easily seen.

Figure 27: Coordinated Signage Diagram, Richmond Highway Façade Improvement Design Guidelines

Location

The following guidelines will be followed when locating signs on any building:

- Signs will be located so as not to obscure the signs of other businesses or to conflict with
- streetscape elements.
- Roof signs are discouraged unless designed as part of the architecture of the building.
- Signs located above the second floor of buildings will not be utilized.
- Projecting signs and marquees will be located at least eight (8) feet above the sidewalk and extend no more than forty-two (42) inches from the building wall. The minimum clearance for such signs above an alley or driveway is fifteen (15) feet.

Type Face and Size

Size of Lettering: The lettering of signs will not exceed 12 inches in height for wall or monument signs and 8 inches for window and awning signs. Directory sign lettering will not exceed 2 inches in height. The color of signs will be consistent throughout the LAVC.

Materials

Sign materials will complement the materials used in the building.

Appropriate Type of Sign Materials:

- Flat wall signs or projecting signs: painted or
- Finished wood, metal, glass, matte finish plastic
- Marquees: painted or finished wood, metal, glass
- Limited plastic
- Window: paint or applique (on a clear backing) on glass
- Neon signs may not be used.

Originality

Public art which conveys the same message as a sign, such as examples presented from the historic Washington Plaza, is encouraged (Figures 30 and 31).

Figure 28: Appropriate Directory Sign

Figure 29: Appropriate Retail Store Sign

Figure 30: Original Public Art , Washington Plaza

Figure 31: Original Public Art , Washington Plaza

Additional Design and Development Principles

View Sheds/Building Heights

One of the original planning principles that makes the Lake Anne Village Center such an architecturally well known destination is the attention paid to building heights and the stark contrast between low-rise and high-rise structures. This differential calls particular attention to the form and structure of the Heron House, the village center's most iconic structure, while creating an intimate sense of community amongst the low-rise residential clusters.

The contrast between low-rise and high-rise structures should be carried into the new development proposed for the LAVC. The sub area recommendations reflect this principle in the building envelope/relationship guidelines. The preponderance of the structures are envisioned as either high rise or low rise, and high-rise structures will be at least 14 stories while low-rise structures will be no more than 4 stories. The mid-rise structures envisioned for sub area #2 will be between 4 and 8 stories.

In addition to respecting the original building height planning principle, the development visions for the LAVC contain guidelines for the location of the high-rise and low-rise structures. The most important requirement is preservation and/or enhancement of key view sheds: 1) to and from Heron House and 2) to and from the Washington Plaza gateway. To preserve these view sheds, high-rise structures will be located on the western edges of the Outer Ring Policy Area and in the northwestern section of the Inner Ring Policy Area.

Open Space

The Reston village centers were designed to weave the residential communities together by providing destinations for shopping needs, gathering spaces for community activities, and passive and active open space for recreation and children's activities. The provision of open space is particularly important within dense residential communities in which privately held open space is limited.

The Lake Anne Village Center is known for the multitude of community events that are held in its existing open space, such as festivals and the seasonal farmers' market. The strong sense of community engendered by these events is a key element of the LAVC's unique appeal and charm.

The LAVC will continue to accommodate these types of community events. The recommendations for new development include provisions that will not only ensure that this type of space is created but will also enhance and increase the amount and types of open space present in the LAVC.

Within the Inner Ring Policy Area where space is limited and there is a need for a development pattern which draws residents and visitors to the historic core of Washington Plaza, open space is envisioned, primarily in the form of civic gathering places, pedestrian access ways, planted roof tops, and limited access road ways designated for customer drop offs which may be closed for special events. The land that abuts the plaza on the east and west will also include "urban" and "green" passive and active uses (see Design Guidelines for definitions) - at least 15 percent of the total land area. The planting of public access, plaza-style roofs is encouraged.

Within the Outer Ring Policy Area, where land is more plentiful and a residential development pattern will predominate, more open space – "green" both passive and active – is envisioned. These areas will include pedestrian promenades originating in the center of the development, leading toward Washington Plaza. In addition, at least 15 percent of the land area in sub area #5 will be designated for "green" passive open space and at least 15 percent of the land area in sub area #4 (approximately 2.7 acres) will

be designated for a combination of publicly accessible “green” passive open space and publicly accessible “green” active open space (i.e. playgrounds, tennis courts, community arts and theatre venue).

Energy Conservation

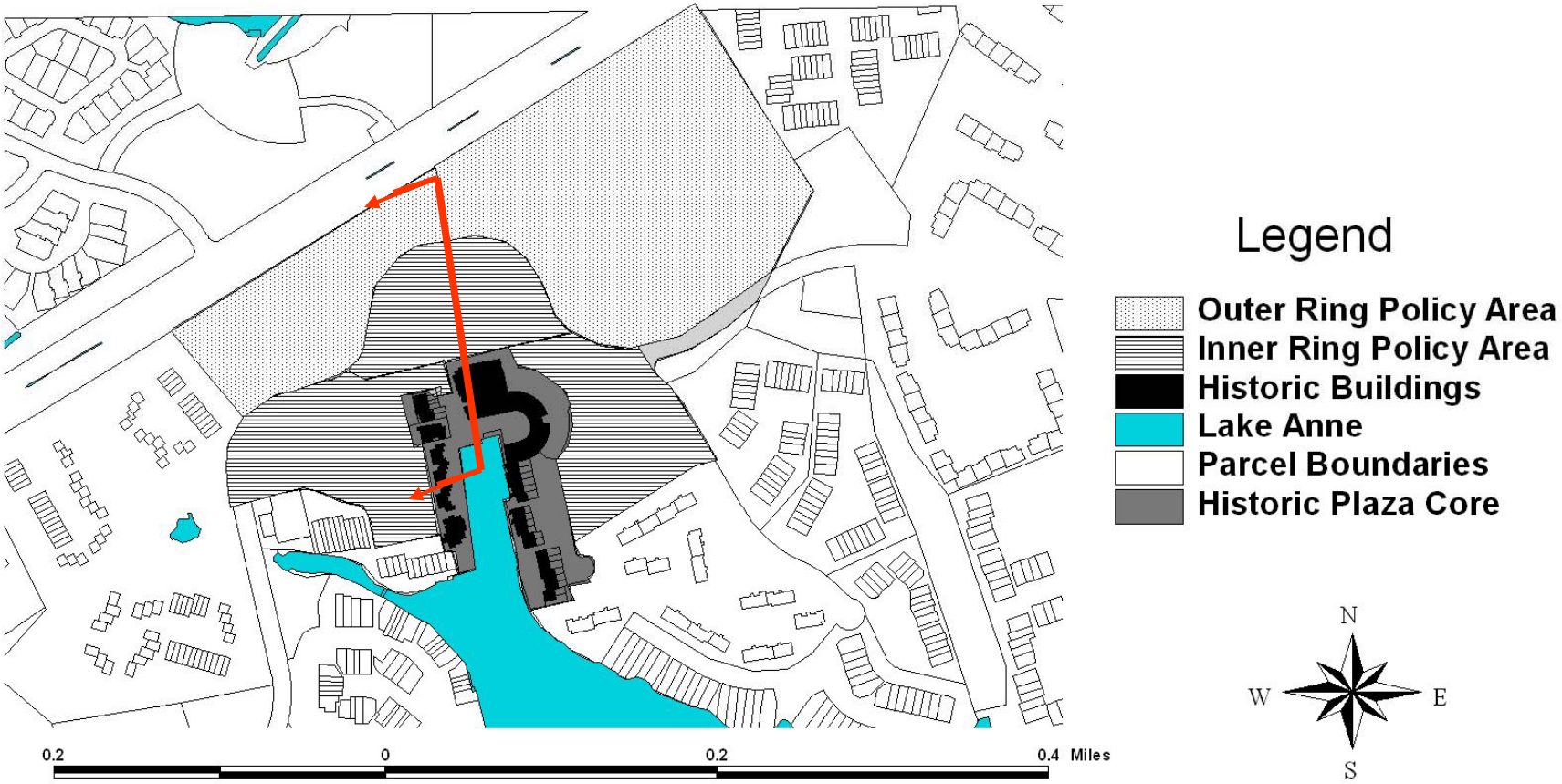
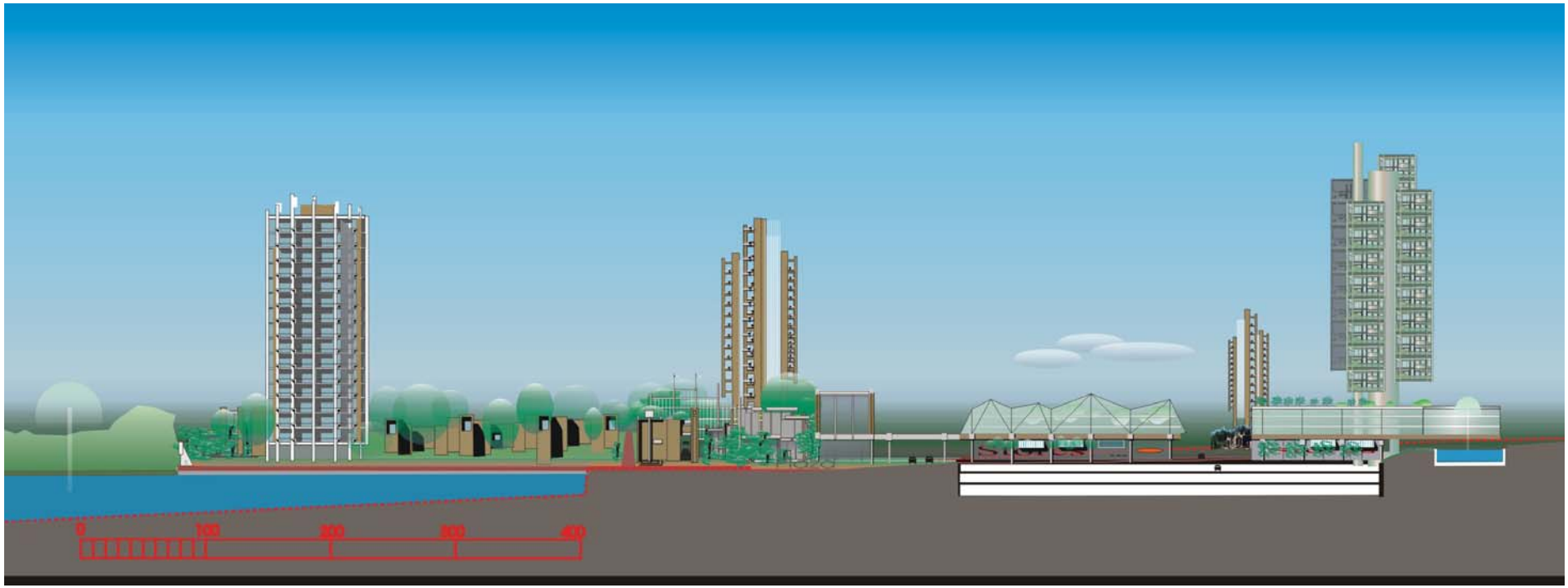
In keeping with its heritage as a progressively designed community, the LAVC is envisioned as acommunity that seeks to achieve energy conservation and demonstrates environmentally friendly architectural design. Such design may:

- Preserve natural vegetation;
- Contain non-toxic or recycled-content building materials;
- Maintain good indoor air-quality;
- Use water and energy efficiently;
- Conserve natural resources;
- Feature natural lighting;
- Include recycling facilities throughout;
- Include access to public transportation;
- Feature flexible interiors;
- Recycle construction and demolition waste; and
- Require a “lights out at night” policy for all office spaces above ground level, except for interior rooms (essential for mixed-use communities).

The US Green Building Council's Leadership in Energy and Environmental Design (LEED™) Green Building Rating System has become the national standard for measuring the energy and environmental performance of buildings. All builders and developers are encouraged to address the LEED ™ system and incorporate “green” components in all projects.

LEED ™ offers four levels of certification for buildings meeting specific standards. Development proposals that meet the LEED™ green building standards are encouraged. To facilitate the realization of progressive design, the County will consider proposals that include public private partnerships in combination with design that meets LEED™ green building standards.

Appendix: Illustrative Section



Appendix: Illustrative Section