

Reston Master Plan Special Study (Phase I)  
Plan Amendment Item ST09-III-UP1(A)

Supervisor Catherine M. Hudgins

February 11, 2014

**Proposed Plan Text Changes  
to the Planning Commission Recommendation**

## RESTON TRANSIT STATION AREAS

### OVERVIEW

Reston is located in the northwestern quadrant of Fairfax County, approximately 20 miles west of Washington DC, seven miles west of Tysons and six miles east of Washington Dulles International Airport. It is a community of approximately 6,700 acres and is bisected by the Dulles Airport Access Road and Dulles Toll Road (DAAR, Route 267) (see Figure 1). The community will be served by three Metrorail Silver Line stations: the Reston Town Center Station, the Wiehle-Reston East Station and the Herndon Station, as shown on Figure 2. For purposes of the Comprehensive Plan, the areas around these stations are designated as Transit Station Areas (TSAs), as shown on Figure 3. The Vision for Reston articulated below and the associated Planning Principles should apply to the whole community of Reston. The other guidance in this section is designed to apply only to the Transit Station Areas.

The Wiehle-Reston East and Reston Town Center TSAs are located along both sides of the DAAR from the Virginia Department of Transportation owned storage facility to the east, Hunter Mill Road on the southeast and Fairfax County Parkway on the west. The Herndon TSA is located along the south side of the DAAR and is bounded by Fairfax County Parkway on the east, Fox Mill Road and Sunrise Valley Drive on the south, and Centreville Road on the west. Land to the north of the Herndon Station is within the Town of Herndon.

The character of development within these three TSAs varies greatly. Development includes office parks at varying development intensities\* from low intensity office parks with buildings of two and three-stories and mostly surface parking, to medium intensity office buildings of 5-10 stories with above-grade structured parking, to the Reston Town Center, a high-intensity mixed-use area that includes office and residential buildings of up to twenty-stories, to residential neighborhoods at various densities\* in the Reston Town Center TSA (e.g. West Market) and the Herndon TSA (e.g. Great Oak).



Plaza surrounded by high-intensity commercial uses in Reston Town Center.



Two Discovery Square, a medium intensity office building and parking garage located in Reston Town Center.



Arboretum Building, a low intensity office building near Sunrise Valley Wetlands Nature Park.

\* As defined in the Comprehensive Plan Glossary.

property owners for the area known as the Reston Center for Industry and Government, creating the opportunity for the desired mixed-use development in the TSAs.

### **Reston Master Plan Special Study Task Force**

In October 2009, the Fairfax County Board of Supervisors established the Reston Master Plan Special Study Task Force to work with County planning staff to review current plan guidance related to the community of Reston in the Fairfax County Comprehensive Plan and make recommendations to the Planning Commission and Board regarding appropriate changes to the Comprehensive Plan.

The Task Force included over 40 members and its membership comprised representatives from multiple community organizations, including the Reston Association, the Reston Citizens Association, the Reston Community Center, the Greater Reston Chamber of Commerce, and the Reston Planning and Zoning Committee, as well as commercial property owners and residents. The Task Force developed the following Vision statement and Planning Principles to help guide future development in Reston.

#### **VISION FOR RESTON**

Reston has since its inception been envisioned to be a place to live, work and play. It will continue to evolve over the next four or five decades into a community with an even greater variety of opportunities to do so. As Reston evolves, it is important to respect the characteristics that have helped to define Reston from its inception. A foundational characteristic is a commitment to encouraging a strong sense of community, through design as well as the provision of a wide variety of community amenities. The design character should be enhanced in the future by integrating gathering places of varying types and sizes throughout new development. In the Village Centers, a central plaza is planned to be a key feature of any future redevelopment. In the Wiehle-Reston East and Reston Town Center TSAs, at least one plaza should be provided on both the north and south side of the DAAR in close proximity to the transit station and with ground-level retail along the plaza, while in the Herndon TSA, a plaza should be provided on the south side of the DAAR at or near the transit station and with ground-level retail along the plaza.

The Policy Plan provides guidance for establishing green neighborhood and building practices. The planning and design of development within the Transit Station Areas should be guided by green neighborhood principles on place making, creating pedestrian oriented connections, energy conservation, and preservation of natural resources. Non-residential development should be planned and designed to achieve LEED silver or equivalent standards, at a minimum, in light of the level of redevelopment proposed for the TSAs. Residential development should also be guided by the Policy



**Pedestrian bridge crossing over the Washington and Old Dominion Qrail near Reston Town Center.**

- Provision for enhanced stormwater management
- Conservation of existing forest areas in accordance with the Fairfax County policies

Development within the TSAs can become better integrated into the fabric of the larger Reston community by providing future TSA residents and employees access and robust connectivity to existing community amenities, including the lakes and the network of trails throughout Reston. This can best be achieved through incorporation into the existing Reston Association or the Reston Town Center Association. Each of these entities has indicated a willingness to include these new developments in their associations.

A second foundational characteristic of Reston has been a commitment to preserve natural areas and integrate open space throughout the community. The sustainable design of the community lends itself to the preservation of parkland, natural areas, clean lakes and walking trails. In the TSAs, this characteristic should be acknowledged via incorporation of a Reston-specific urban landscape. This landscape should preserve trees and existing landscaping in key, designated locations and incorporates more trees and plantings in the streetscape of selected new streets as further described in the Urban Design and Placemaking section.



Reston Town Square Park, Reston Town Center.

Another key Reston characteristic is an emphasis on pedestrian and bicycle connectivity. Future development in the TSAs should augment this connectivity by providing appropriate links within and between the TSAs as well as multiple links to the existing Reston trail system in the areas adjacent to the TSAs.

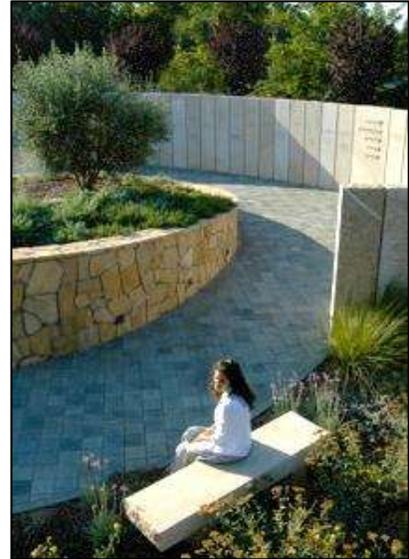
From its beginning in 1964, the planned community of Reston has lacked a special place where one can go to remember and memorialize loved ones. A Memorial Garden of Reflection is a community facility that should be developed. A clear vision for such a facility has emerged through the work of the Initiative for Public Art – Reston (IPAR):

- It should be a universal and inclusive place, where Restonians can remember and reflect upon the passing of loved ones. It should respect and support the many ways in which people choose to acknowledge the passing of life. And, its design should provide a setting for tranquil reflection, contemplation, meditation, inspiration and healing.



The Memorial Garden is an environmental artwork designed and created by artists Richard Deutsch and Larry Kirkland for Congregation Shir Hadash, Los Gatos, CA.

The selection of an appropriate site would be key to the success of a Memorial Garden. Candidate sites could include existing parks, open space, stream valleys or other available property owned by Fairfax County, Reston Association or other entities. Candidate sites could also be property that is currently owned by a developer, but acquired through a development agreement, land swap, proffer or other means. It could be clustered and integrated with other community uses. Efforts to develop a Memorial Garden of Reflection include facilitating community engagement, establishing design criteria, considering location opportunities and requirements, exploring governance options, and determining financing for its development and operations in accordance with the principles and processes described in the Reston Public Art Master Plan that is incorporated here by reference.



The Memorial Garden is an environmental artwork designed and created by artists Richard Deutsch and Larry Kirkland for Congregation Shir Hadash, Los Gatos, CA.

Finally, public art has been a component of the effort to achieve quality urban design in Reston since the community's inception. In order to continue to realize the goal of making Reston a vibrant place to live, work and play, public art should be encouraged in future development in Reston. Additional guidance is provided in the Urban Design and Placemaking section and the Urban Parks Recreation Facilities and Cultural Facilities section.

One of the goals for the TSAs is to help achieve a better balance within Reston between the available jobs and the housing opportunities near those jobs. A benefit of an improved balance is a more efficient use of the overall transportation network and better functioning of the street network as compared to a community with a greater imbalance. Much of the future employment and residential growth is planned to occur in the three TSAs, with a significant proportion of the new growth planned for the TOD areas located within ½ mile of the transit station.

The Reston Master Plan Special Study Task Force prepared the following Vision statement and Planning Principles to articulate its approach in preparing recommendations to guide this future evolution.

### **Vision Statement**

Reston will be a complete community designed for the 21<sup>st</sup> century with broad choices in jobs, housing, and lifestyles for an increasingly diverse residential population. To achieve this vision:

- Planning will take full advantage of the Metrorail Silver Line Extension. Metrorail will connect to the Washington Metropolitan Region and Washington Dulles International Airport and will be complemented by improved station area connectivity, a strong local and regional bus network, complete streets that serve pedestrians, bicyclists and transit users, and a network of trails.

**8. Connectivity and mobility will be strengthened.**

A range of high-quality transportation facilities—including roads, bridges, tunnels, sidewalks, bikeways, trails, strengthened and expanded bus and shuttle services, and Metro will link the residential community and resident workers with activity centers, employment, open spaces, parks, schools, and civic, cultural and recreational facilities. New bridges and tunnels across the DAAR near the stations are a high priority to increase mobility on the existing road network. A robust transit system, expanded pedestrian and bicycle networks and transportation demand management strategies will also help reduce reliance on the automobile while increasing community mobility.

**9. High quality public open spaces will be required.**

Abundant open space and a range of recreational and cultural opportunities are essential components of the high quality of life in Reston. The transit station areas and village centers should include a variety of public spaces such as a large urban central park, recreational facilities, urban plazas and greens, pocket parks, playgrounds, and other public amenities within easy walking distance for area residents, workers and visitors. Larger active recreation areas appropriate to Reston’s residential and commercial populations should be provided outside of the transit corridor.

**10. Public participation in planning and zoning will continue to be the community’s foundation.**

Local participation should remain a hallmark of the planning and zoning processes as Reston continues to evolve as a complete community for the 21<sup>st</sup> century over several decades. The cumulative impacts of development and redevelopment should be routinely assessed and evaluated.



Water feature in Reston Town Square Park, Reston Town Center.

## PLANNING HORIZON

The evolution of Reston’s Transit Station Areas is planned to occur over a period of 40 years or more. This Comprehensive Plan guidance is designed to guide redevelopment over the next 25-30 years and is in line with growth forecasts for housing and employment to 2040. The Plan seeks to achieve transit-oriented, compact, higher-intensity mixed use development adjacent to and in close proximity to the three transit stations to accommodate future growth in a manner

Proposals requesting bonus development intensity should provide clear benefits above and beyond those identified in the Development Review Performance Objectives. Specifically, consideration will be given to proposals that achieve a combination of two or more of the following additional development objectives in a manner that demonstrates a better functioning transit-oriented development environment as compared to what can be achieved under the Redevelopment Options in the District Recommendations.

- Contribute to realizing significant infrastructure needs by providing a contribution of land or building space for a major public facility need such as a crossing of the DAAR, a school, or a large urban park. Monetary contributions toward realizing a crossing of the DAAR may be considered.
- Lower vehicle trips in the TOD districts by providing a firm commitment to additional TDM measures so as to further reduce trips on a proportional basis to the increase in FAR being requested beyond the percentages shown in the Transportation section.
- Achieve a greater diversity in housing in the TOD districts by providing a firm commitment to offer Workforce Dwelling Units to families making 60 percent and 70 percent of Area Median Income or by providing more Workforce Dwelling Units on a proportional basis to the increase in FAR being requested.
- Achieve a higher standard of site design via parcel consolidation with two or more owners that results in a logical assemblage of parcels that realize TOD objectives and is of sufficient size to allow projects to function in a compatible, well-designed and efficient manner. In general, any unconsolidated parcels should still be able to develop in a manner that supports the planning objectives of the Comprehensive Plan or should represent stable development.

“Bonus” development intensity beyond the 0.5 FAR specified above may be considered for **substantial** contributions toward realizing a **multi-modal** crossing of the DAAR.

### **Non-TOD District Intensity**

Many portions of Non-TOD Districts are planned for office use. In some instances, new development can be added under the existing approved zoning. In other cases, infill new development or redevelopment is planned. Specific guidance for the six Non-TOD Districts can be found in the District Recommendations.

### **Phasing Development**

#### ***Phasing to Transportation Improvements and Programs***

The amount of new development planned for the Reston TSAs will require significant transportation improvements and changes in travel patterns. Planned roadway improvements, including several new crossings of the DAAR, are necessary to enhance circulation and access in the area and help relieve congestion at key intersections. Improvements to transit and to pedestrian and bicycle networks are also needed to encourage travel by these modes. The provision of such infrastructure and the achievement of trip reduction objectives should occur in

pedestrians of all types and bicyclists of all skill levels. In addition, they should incorporate design and landscaping elements to connect these neighborhoods physically (e.g. via connections to the existing trail network) and visually (via common design approaches and elements) to each other and to the larger Reston community.

Urban design is the discipline that guides the appearance, arrangement, and functional elements of the physical environment, with a particular emphasis on public spaces. An urban environment is comprised of many elements including streets, blocks, open spaces, pedestrian areas, and buildings. The following recommendations provide guidance for each of these elements, with a particular emphasis on creating a high-quality urban environment that is walkable and pedestrian-friendly and are applicable to all areas of the TSAs.

These Plan recommendations should be used in conjunction with any Urban Design Guidelines as may be endorsed by the Board of Supervisors subsequent to the adoption of this Plan. In addition, these recommendations are intended to complement the existing urban design guidelines of the Reston Town Center Association that apply to properties located in the Town Center. There are several existing **entities and** design review bodies in Reston that developers **should may** submit plans to for review **and local community input**.

The other parts of the TSAs, outside of the TOD areas, are generally envisioned to retain their current or approved uses, intensities and form. The exception is a portion of the Town Center North District, which is also planned to develop into a more urban area.

### **Urban Design Vision**

The Reston Master Plan Special Study Task Force articulated the following vision to help guide future development in the TSAs. Development and redevelopment should be of the highest caliber in terms of planning, architectural design, compatibility, and livability. Redeveloped areas should be designed as integral parts of the larger Reston community. High standards should be expected for neighborhood and building practices for all public and private development that incorporate best practices in placemaking (including but not limited to a mix of uses, integrated urban parks, variety in housing types, pedestrian connectivity), environmental protection and preservation (as appropriate for an urbanizing environment), and energy efficiency and conservation. Public art should be integrated into development and redevelopment in a manner consistent with the Reston Public Art Master Plan.

### **Urban Design Principles**

Development in the TSAs should be guided by the following urban design principles, which also provide a framework for possible future urban design guidelines that may be endorsed by the Board of Supervisors.

#### ***Enhance Local and Regional Identity***

- Advance Reston as Fairfax County's premiere planned community. Key Reston characteristics include the provision of community gathering spaces to provide

provided as needed to serve the adjacent land uses. Attractive street lighting should be provided to illuminate both the street and the sidewalk.

*Sidewalk*

A minimum 8-foot wide sidewalk should be provided.

*Building Zone*

Typically the building zone for Reston Parkway south of the DAAR will be for buildings that are not fronting on this street. A minimum 8-foot wide multi-use zone that accommodates a second row of trees and possibly additional plantings should be provided. Major shade trees should be planted in a manner to ensure that they have building clearance at their mature size. The trees within the building zone should be planted to achieve a staggered effect with those planted in the landscape amenity panel.

***Sunset Hills Road Avenue, Sunrise Valley Drive and Wiehle Avenue Streetscape***

In selected locations, the existing streetscapes include mature trees, stands of trees, and other desirable landscaping features, as shown in Figure 9. To the extent possible, streetscapes should incorporate these features, particularly healthy mature trees, while accommodating the pedestrian activities generated by the adjacent land uses. See the Publicly Accessible Open Space section for further information.

**Figure 9. Streetscape**



Streetscape along Sunrise Valley Drive.

Publicly accessible open spaces do not include streets, parking and driveways or areas for vehicles, streetscape widths that are less than 12 feet wide, and roof top areas not readily accessible to the public. In some instances, publicly accessible open space may need to be identified by a wayfinding sign.

### ***Calculation of Publicly Accessible Open Space***

The following guidelines apply when considering the total amount of publicly accessible open space to be provided by any given project:

- The open space goal should be 20 percent of the net lot area (total lot area not including areas for public or private streets and 12 feet of the streetscape area). Flexibility in location should be used in applying this goal, recognizing that smaller open spaces are more appropriate and are generally used and enjoyed in the highest density areas. Some portions of the 20 percent goal may be more readily located in the immediate proximity of the transit station areas.
- The publicly accessible open space goal for each parcel may be met by open space located off-site and combined with other properties within the TSA to create larger public spaces (e.g. the proposed large civic green in the South TOD area of the Town Center TSA and the proposed green, linear park along Sunrise Valley Drive). In some cases, **it may be desirable for monetary contributions for open space ~~may be areas in Reston to be~~ provided in lieu of land contributions, where such can be used to either acquire new or to improve existing open space in Reston.**
- Publicly accessible open space may include active space such as an outdoor performance space, active recreation fields, public parks, and a memorial sculpture garden.
- Flexibility on the percentage of open space may be granted for exceptional design and exceptional land dedications for public use.

### **Interim Conditions**

In many cases developments will be phased over time. In addition to demonstrating how projects will ultimately adhere to the Urban Design Principles contained in the Plan, phased developments should prepare plans and supporting graphics that demonstrate how all interim conditions will meet Plan objectives, including those related to urban design. Among other design considerations, these plans should:

- Provide pedestrian circulation that meets the connectivity goals of the Plan.
- Show how any interim parking facilities will adhere to parking design and phasing goals.
- Show how landscape and sustainable hardscape improvements will improve the aesthetic character of any existing or proposed interim uses.
- Show how interim stormwater facilities can be creatively incorporated into a high quality landscape design.
- Provide streetscape improvements that conform to Plan guidelines and that result in enhanced continuity of the streetscape design.
- Show how proposed public amenities such as open spaces and Urban Parks will be integrated into the site.

The design guidelines for street types should be followed when providing new private or public roadway connections or when proposing improvements to the existing roadway network in the TSAs (to the extent consistent with applicable County standards). Minor Arterials primarily function as through traffic carriers. The collector streets collect traffic from the local streets and route them to arterials while the local streets allow internal circulation and connectivity within the area.

The existing and planned roadways in the TSAs and vicinity are categorized as follows according to the Fairfax County Guidelines for Functional Classification of Roadways. The guidance below is for roads associated with redevelopment or new development. Some of these characteristics may not be desirable due to the type of environment or be able to be implemented due to development constraints. Flexibility should be provided for roads that transition to existing roads. In addition, if new roads cross environmentally sensitive land there should be flexibility in road design. The Urban Design section includes the streetscape recommendations.

### ***Minor Arterials–Type A***

Reston Parkway is an example of a Minor Arterial-Type A in the Reston Town Center TSA primarily carrying the longer-distance through traffic from adjacent areas such as the Town of Herndon and Loudoun County.

#### **Curb to Curb Area:**

- Median width of approximately 8 to 22 feet (may be wider for areas with frequent and/or heavy pedestrian crossings)
- 2-3 travel lanes per direction (11 feet for each lane)
- 5-6 foot on-road bike lane per direction, if found desirable
  - If an on-road bike lane cannot be provided, and biking is anticipated to occur on the road, then one extra wide travel lane per direction may be desirable, adjacent to the curb, to accommodate bikes (14 feet)
  - If bike facilities are not desirable within the curb to curb area due to the nature of the road, then they should be accommodated on a shared-use path adjacent to the road
- A target posted speed of 30-35 miles per hour is desirable for Reston Parkway.

### ***Minor Arterials-Type B***

Sunrise Valley Drive, Sunset Hills Road and Wiehle Avenue are examples of Minor Arterials-Type B in and adjacent to the TSAs. These roadways carry shorter-distance through traffic, and carry less traffic volume than Principle Arterials (as defined in the Transportation section of the Policy Plan).

#### **Curb to Curb Area:**

- Median width of approximately 8 to 22 feet, if provided, to allow for safe pedestrian refuge
- 2 travel lanes per direction (11 feet for each lane)
- 5-6 foot on-road bike lane per direction, as shown on the bicycle facilities map

- If an on-road bike lane is not provided, then one extra wide travel lane per direction may be desirable, adjacent to the curb, to accommodate bikes (14 feet). The lane should be marked or signs posted indicating that bikes are using the outside lane.
- 8 feet for on-street parallel parking if found desirable
- A target posted speed of 30 miles per hour is desirable for Sunset Hills Road, Sunrise Valley Drive and Wiehle Avenue.

### ***Collector Streets***

Town Center Parkway and New Dominion Parkway, as well as, Monroe Street, Hunter Mill Road and the future Soapstone Road, South Lakes Drive and Town Center Parkway extensions are examples of collectors in and adjacent to the TSAs. These roadways route traffic to major and minor arterials from the local streets.

#### **Curb to Curb Area:**

- A median is not preferred; however, if provided the width should be approximately 14 to 22 feet
- 1 to 2 travel lanes per direction (11 feet for each lane)
- 5-6 foot on-road bike lane, as shown on the bicycle facilities map
  - If an on-road bike lane is not provided, then one extra wide travel lane per direction may be desirable, adjacent to the curb, to accommodate bikes (14 feet). The lane should be marked or signs posted indicating that bikes are using the outside lane.
- 8 feet for on-street parallel parking per direction
- A target posted speed of 30 miles per hour is desirable for Collectors. In some cases, 25 miles per hour may be desirable for Collectors.

### ***Local Streets (Local)***

Local streets in this area include the internal circulation roads and the new planned streets which connect the land uses to collector roads and allow internal circulation.

#### **Curb to Curb Area:**

- Medians are not desirable and should only be required when they are part of the urban design concept and the landscape or open space plan
- 1-2 travel lanes per direction (10-11 feet for each lane)
  - The outside lane is a shared travel lane between bicycles and vehicles. Local streets are low speed facilities that normally may not require bike lanes.
- 7-8 feet for on-street parking\*
- A target posted speed of 25 miles per hour is desirable for Local Streets

---

\* 7 feet for residential areas; 8 feet for mixed-use commercial areas.

As described in the Areawide text on Urban Parks, Recreation Facilities, and Cultural Facilities, athletic field needs will be met through the construction of new fields as well as improvements to existing nearby fields. **As a part of this, an** Areawide Plan guidance establishes a goal of one new full-service athletic field within each TSA. Contributions toward land and improvements sufficient to achieve this goal should be provided with development.

This TSA includes three districts: the Wiehle Station Transit-Oriented Development (TOD) District, the Reston East Non-TOD District and the Sunset Hills Non-TOD District. The Wiehle Station TOD District is further divided into the North Subdistrict and South Subdistrict.

### **Wiehle Station Transit-Oriented Development (TOD) District**

The Wiehle Station TOD District is envisioned to evolve into an educationally-focused urban neighborhood with residential areas that are well-connected to transit via multiple new pedestrian-oriented streets. In the North Subdistrict, these streets are to be anchored by a new “main street,” Reston Station Boulevard (as extended), with ground floor retail providing a safe, varied and comfortable pedestrian environment.

The district’s retail uses are planned to have more of a local serving (as compared to regional serving) function. In addition, redevelopment should integrate urban parks that are linked by the new street grid to provide places for people of all ages to walk and enjoy outdoor spaces. It should also facilitate multiple links to two important nearby existing recreational amenities in the area, the W&OD trail and Lake Fairfax Park.

Guidance for evaluating development proposals in each subdistrict is contained in the Areawide Recommendations and the following subdistrict recommendations. Redevelopment options are dependent on the degree to which necessary public infrastructure can be provided and Plan objectives and development conditions set forth in the Areawide and subdistrict guidance can be satisfied by development proposals.

#### ***North Subdistrict***

The North TOD subdistrict is comprised of approximately 193 acres and is bounded by the Hidden Creek Country Club on the north, Lake Fairfax Park on the northeast, the DAAR on the south and the Plaza America shopping center on the west. Sunset Hills Road extends from east to west through the subdistrict with Wiehle Avenue being the primary north-south street, as shown on Figure 25.

Existing development in the area is predominantly suburban office parks housing a variety of office uses (including medical offices, educational uses, specifically Northern Virginia Community College and Marymount University, and banks), and retail and service-oriented uses (including fast food restaurants, childcare facilities and fitness businesses). Reston Fire and Rescue Station 25 is located in this district. Other development includes Reston Station, an approved but as yet unbuilt mixed-use development in the northwest quadrant of the intersection of Wiehle Avenue and the DAAR located on top of a seven-level County-owned and operated transit center and park-and-ride facility with 2,300 spaces for Metro parking.

Isaac Newton Square is the area bounded by Wiehle Avenue, Sunset Hills Road and Hidden Creek golf course. It is planned for up to 2.0 FAR with a residential and hotel component on the order of 90 percent of new development (approximately 3,200 units of the 4,600 units in the Residential Mixed Use area). In light of the older, very low-density buildings, surface parking lots and undeveloped areas in this business park, a shift to a residential focus for this area can be achieved. Residential buildings should front on tree-lined streets and be designed with inviting street level facades. This area represents an opportunity to create a new residential neighborhood organized around a local-serving park. This area should also be considered as a potential location for an athletic field to meet the need for the TSA. In addition, development along the W&OD trail should be oriented and designed in order to create connections to the park property. This regional asset should be assimilated as much as possible into the development pattern in order to create a more urban fabric for the park property. This would include plazas, greens and other public gathering spaces abutting the park property. Careful attention to design is necessary to maintain safe passage for through trail users and should be coordinated with the Northern Virginia Regional Park Authority.



Isaac Newton Square entrance on Wiehle Avenue.

Individual development may have flexibility to build more than the stated percentages if other developments are built or rezoned with a use mix that maintains these proportions for the area designated as Residential Mixed Use. Ground level retail and support service uses are encouraged to add to the vibrancy and enhance the pedestrian environment. Support retail uses should be located in office, hotel or residential buildings and be complementary to other uses with the objective of allowing residents and employees to minimize daily automobile use.

### ***South Subdistrict***

The South TOD subdistrict includes approximately 116 acres and is bounded by the DAAR on the north, Upper Lake Drive on the east, Sunrise Valley on the south and the Reston Heights mixed-use development on the west. Wiehle Avenue is the primary north-south street in the subdistrict, as shown on Figure 25.

Existing development in the area is predominantly suburban office parks housing typical office uses with limited retail and support service uses located on the ground floor of several office buildings. The Association Drive office park is notable in that it consists of ten low-density office buildings built in the 1970s and early 1980s that are owned by various professional associations and represent a prime redevelopment opportunity.

### **Base Plan**

The subdistrict is planned for office use at .35 FAR or residential use at up to 30 dwelling units per acre.

the Skatequest ice rink, an important private community recreation facility, which should be preserved in any redevelopment of this area. To provide an incentive for this facility to continue operation after redevelopment of this area, a redevelopment option of residential use up to a 1.0 FAR is planned provided these parcels are consolidated, safe, convenient pedestrian access is provided to the W&OD trail and to the pedestrian network for the TOD district, and the ice rink is a component of the redevelopment.

### **Sunset Hills District**

The Sunset Hills District consists of approximately 64 acres and is bounded on the north by residential neighborhoods served by North Shore Drive, on the east by the western edge of Hidden Creek Country Club, on the south by the DAAR and on the west by Old Reston Avenue and the Oracle campus, as shown in Figure 27.

Existing development includes office uses in medium and high-rise buildings (served by structured and surface parking) and retail uses in the Plaza America shopping center, which is served by surface parking. The office development to the north of Sunset Hills Road incorporates open space amenities into its stormwater retention facilities. It includes vacant land that has zoning approval for additional office use.

It is desirable to maintain the heritage and character of Old Reston Avenue and adjacent structures, Sunset Hills (also known as the A. Smith Bowman House, 1856 Old Reston Avenue; Tax Map 17-4((1))1) and the A. Smith Bowman Distillery/Wiehle Town Hall (1890 Old Reston Avenue; Tax Map 17-4((1))5B). Old Reston Avenue is a Virginia Byway and subject to improvements to provide enhanced safety for vehicular and pedestrian access and improved traffic flow, should retain the aesthetic elements of its present character from north of the W&OD Trail to the old location of Temporary Road.

This district is planned for mixed use up to .50 FAR or office and retail uses at currently approved development intensities.

Local-serving amenities such as pocket parks, trails, and public art should be provided throughout the district and for all types of development. Local-serving amenities are guided by the Areawide text on Urban Parks, Recreation Facilities, and Cultural Facilities as well as the Urban Parks Framework in the Policy Plan. There may be an additional opportunity to provide an enhanced stormwater park in this district, to cluster amenities around the stormwater features and create a valued recreational and/or cultural asset.

Opportunities to provide small-scale recreational waysides (e.g. seating areas, playgrounds) near the W&OD and in collaboration with NVRPA should be explored.

### **RESTON TOWN CENTER TRANSIT STATION AREA**

The Reston Town Center Transit Station Area (TSA) is bounded on the north by Baron Cameron Drive, on the east by Reston Parkway, Old Reston Avenue and the Plaza America office development and development immediately west of Roland Clarke Place. To the south,

Station TOD District is further divided into the North Subdistrict and South Subdistrict. The Town Center North District is further divided into the East Fountain Drive Subdistrict and the West Fountain Drive Subdistrict.

Local-serving amenities including plazas, other urban parks, trails, and public art should be provided throughout the districts to serve local leisure and recreation needs. The exact number of urban parks, their sizes and distribution will be determined by the amount and type of new development, in accordance with the Urban Parks Framework in the Policy Plan. Recreational impacts of new development should be offset through provision of recreation facilities on-site or contributions to nearby parks.

As described in the Areawide text on Urban Parks, Recreation Facilities, and Cultural Facilities, athletic field needs will be met through the construction of new fields as well as improvements to existing nearby fields. As a part of this, aAreawide Plan guidance establishes a goal of one new full-service athletic field within each TSA. Contributions toward land and improvements sufficient to achieve this goal should be provided with development.

### **Reston Town Center Station Transit-Oriented Development (TOD) District**

The Reston Town Center Station TOD District is envisioned to complement the existing Reston Town Center urban core with urban neighborhoods that are well-connected to transit via existing streets, which should have facilities added to become more pedestrian-friendly; new pedestrian-oriented streets; and new pedestrian-only connections. These neighborhoods should have a balanced mix of diverse uses including arts and entertainment uses similar to those already found in the Town Center urban core.

The district is divided into two subdistricts, as shown on **Error! Reference source not found.** - the North subdistrict and the South subdistrict. The vision for the North subdistrict is an extension of the Town Center core with a balanced mix of uses to include new office uses, destination retail uses and restaurants, a hotel with convention facilities, a significant residential component, one or more civic uses and ground floor uses that foster a varied and interesting pedestrian environment.

The vision for the South subdistrict is for a new urban neighborhood that complements the development in the North TOD subdistrict but at a lower intensity.

Guidance for evaluating development proposals in each subdistrict is contained in the Areawide Recommendations and the following subdistrict recommendations. Redevelopment options are dependent on the degree to which necessary public infrastructure can be provided and Plan objectives and development conditions set forth in the Areawide and subdistrict guidance can be satisfied by development proposals.

Reston Hospital Center and associated medical office buildings, a YMCA facility, a Reston Association storage facility and a Target store. The district is planned to maintain existing character, uses and development intensities (.50-1.0 FAR).

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

Opportunities to provide small-scale recreational waysides (e.g. seating areas, playgrounds) or larger recreational or cultural facilities (e.g. gathering places) near the W&OD and in collaboration with NVRPA should be explored.

### **Old Reston Avenue District**

The Old Reston Avenue District is comprised of approximately 44 acres and is bounded on the northwest by the Stratford House residential community, Old Reston Avenue on the east, the DAAR on the south and Reston Parkway on the west, as shown on **Error! Reference source not found.**

Existing development includes office uses in medium and high-rise buildings (served by structured and surface parking), free-standing auto-oriented retail uses at the intersection of Old Reston Avenue and Sunset Hills Road, and the Carlton House residential condominium building.

The Old Reston Avenue district is planned for mixed use up to .50 FAR or office and retail uses at currently approved development intensities, or with respect to Tax Map 17-4 ((1)) 1 office and/or residential uses up to .64 FAR. **Sunset Hills, also known as the A. Smith Bowman House (1856 Old Reston Avenue; Tax Map 17-4((1))1), should be preserved, its present exterior retained and new buildings should be sensitively sited in relationship to the house. Other scenic assets and natural features such as the pond and gazebo should be preserved as much as possible.** The Oracle campus to the east of Reston Parkway is planned for office and residential uses at an already approved intensity of 1.11 FAR.

Local-serving amenities such as pocket parks, trails, and public art should be provided throughout the district and for all types of development. Local-serving amenities are guided by the Areawide text on Urban Parks, Recreation Facilities, and Cultural Facilities as well as the Urban Parks Framework in the Policy Plan. There may be an additional opportunity to provide an enhanced stormwater park in this district, to cluster amenities around the stormwater features and create a valued recreational and/or cultural asset.

Opportunities to provide small-scale recreational waysides (e.g. seating areas, playgrounds) near the W&OD and in collaboration with NVRPA should be explored.

## HERNDON TRANSIT STATION AREA

The Herndon Transit Station Area is bounded on the north by the DAAR, on the east by Fairfax County Parkway, on the south by Sunrise Valley Drive, Frying Pan Road and Fox Mill Road, and on the west by Centreville Road.

Local-serving amenities including plazas, other urban parks, trails, and public art should be provided throughout the districts to serve local leisure and recreation needs. The exact number of urban parks, their sizes and distribution will be determined by the amount and type of new development, in accordance with the Urban Parks Framework in the Policy Plan. Recreational impacts of new development should be offset through provision of recreation facilities on-site or contributions to nearby parks.

The existing Sunrise Valley Wetlands Nature Park provides a particular opportunity to link a publicly accessible natural habitat by trails and pedestrian facilities planned for the TSA to other small semi-urban scale parks along Sunrise Valley Drive in a connected park amenity.

As described in the Areawide text on Urban Parks, Recreation Facilities, and Cultural Facilities, athletic field needs will be met through the construction of new fields as well as improvements to existing nearby fields. **As a part of this, a** Areawide Plan guidance establishes a goal of one new full-service athletic field within each TSA. Contributions toward land and improvements sufficient to achieve this goal should be provided with development.

This TSA includes the Herndon Transit-Oriented Development (TOD) Station District and the Woodland Park/Great Oak District.

### **Herndon Station Transit-Oriented Development (TOD) District**

The vision of the Herndon Station TOD District is for a moderate intensity urban neighborhood with a mix of uses including office, residential, and hotel, together with support retail and services, adjacent to a district-defining natural resource amenity. In addition, redevelopment should create pedestrian-friendly connections to one or more smaller urban plazas or parks to provide gathering places for people of all ages as well as places to walk and enjoy green spaces.

Guidance for evaluating development proposals in each district is contained in the Areawide Recommendations and the following district and subdistrict recommendations. Redevelopment options are dependent on the degree to which necessary public infrastructure can be provided and Plan objectives and development conditions set forth in the Areawide and subdistrict guidance can be satisfied by development proposals.

The Herndon Station District is comprised of approximately 126 acres and is generally bounded by the DAAR on the north, the Fairfax County Parkway on the east, Sunrise Valley Drive on the south and the Woodland Park office development on the west, as shown on Page 36. Monroe Street is the primary north-south street in the district.