

DRAFT

Urban Design Objectives

The Reston Transit Station Area Plan recommendations seek to encourage the creation of a land use environment which is supportive of mass transit, minimizes the need for the single-occupant automobile, and fosters a vibrant pedestrian atmosphere. They provide the foundation for the creation of transit-oriented development (TOD) centers. Transit-oriented development can be described as pedestrian-friendly, mixed-use developments within walking distance of a transit station. The design, configuration, and mix of buildings and activities emphasize pedestrian-oriented environments and encourage use of public transportation. The Plan recommendations provide opportunities for compact, mixed-use development at higher densities/intensities at locations close to transit station platforms, as well as opportunities to move safely and conveniently about the community by foot or bicycle.

The intent of the following design objectives is twofold. First, they are intended to create a pedestrian-friendly environment which will form the basis for the plan recommendations. Creating an environment at a pedestrian scale requires thoughtful consideration of the proportion of spaces that people use, and the types of features within an environment found pleasing to a pedestrian. Success in attracting people to walk depends upon the quality of the walkways, types of destinations, perceptions of safety, and obstacles encountered along the way.

The second objective is to protect the existing high-quality building environment and natural environment which exists within, and to ensure the compatibility of future development. The age of existing buildings and the maturity of the landscaping and vegetation varies throughout the three Transit Station Areas. Generally, the eastern part of the Reston Corridor has older development and mature landscaping, while the structures and the landscaped environment in the western portion is more recent, with some parts not yet developed. It is important that the quality of development that has occurred in the eastern portion of the Corridor be continued or enhanced throughout the entire length of the Dulles Corridor.

URBAN DESIGN GUIDELINES FOR RESTON TRANSIT STATION AREAS

The Urban Design Guidelines enumerated below apply to the entire site environment, both buildings and natural areas, and include aspects such as the massing and appearance of buildings, relationships among a number of buildings, open spaces, roadways, pedestrian paths, vegetative plantings, and signage. In general terms, they include anything that a person sees and uses to inform themselves about where they are a, how to move about an area, and where various activities take place. These urban design guidelines apply specifically to the three Transit Station Areas located within Reston (the Wiehle Avenue, Reston Center (Parkway), and Herndon-Monroe Transit Station Areas located in the Reston Urban Core). They encourage future projects to be designed to take advantage of the benefits associated with transit-oriented development. In addition, these guidelines apply generally to the areas within the Reston Urban Center that are located outside of the Transit Station Areas to encourage continuity in design between the Transit Station Areas and adjacent areas in the Urban Core.

Providing for good urban design exemplified by high quality site design that is both pedestrian-friendly and transit-oriented is a major objective of the Transit Station Areas Plan recommendations. Through redevelopment and new development on vacant parcels, there are opportunities to implement the vision for future development of the Transit Station Areas through coordinated development incorporating high quality design. Consideration should be given to providing a better interrelationship among buildings and sites, implementing area-wide open space and pedestrian circulation systems, and providing for plazas and other elements that characterize a pedestrian- and transit-friendly environment. Urban design guidelines that apply specifically to the Transit Station Areas and generally to the other areas in the Suburban Center are provided before specific detailed land unit recommendations. They should be used in evaluating all development proposals in the three Transit Station Areas in the Reston Urban Center (as well as the Route 28/CIT Transit Station Area), which involve new development or redevelopment that increases intensity/density above the baseline recommendation, increase height or substantially change the design of previously approved development projects.

In order to preserve the integrity of existing development adjacent to Transit Station Areas, and particularly areas of transition between non-residential and residential areas, special consideration needs to be given to future developments on the periphery of each Transit Station Area. For example, the form of development and extensive landscaping that has occurred along Sunrise Valley Drive between where the Washington & Old Dominion trail crosses Sunrise Valley Drive to the area just west of the Fairfax County Parkway is a good example of the type of environment that should be created along the edge of a Transit Station Area when it lies adjacent to an existing residential neighborhood. Design features along this stretch of road include low to mid-rise buildings that are compatible with adjacent detached neighborhoods, buildings constructed at grades below street level, sidewalks along both sides of the street, heavily landscaped yards with earth berms used to screen more intensive development and to assist in the transition between non-residential and residential uses. Also effective is the design of parking structures with significant landscaping either surrounding the structure or incorporated into the structure design itself.

Reston Town Center provides a good example of the type and form of development that is envisioned to be found internally to the three Transit Station Areas within the Corridor. The Core area of the Town Center can be described as having wide pedestrian ways, public open spaces, ground-floor storefront uses such as shops and cafes with multiple windows for pedestrians to view into, and buildings constructed to the sidewalk edge.

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.

The Reston community, under the leadership of the Initiative for Public Art in Reston (IPAR), developed a Public Art Master Plan which establishes a process for planning and commissioning public art including community roles as well as collection management. The Plan also suggests working zones on where to focus efforts. The IPAR Plan should be used as a guide for public art efforts in the establishment of public art and as a resource for the review of new development and redevelopment proposals within the Master Plan area.

General Design Guidelines for Reston Transit Station Areas:

The following general urban design guidelines should be achieved throughout the three Transit Station Areas within the Dulles Corridor.

- Create high quality development which is functionally integrated, orderly, identifiable and attractive.
- Create a pedestrian environment that is enjoyable and provides an experience which is visually diverse and stimulating. Pedestrian walkways should be provided to facilitate circulation throughout each land unit and should connect to walkways in adjacent land units and to existing Reston trails or sidewalks along major streets in or around each land unit.
- Provide direct and effective pedestrian access to all the transit stations from all employment, retail and residential destinations. Where these access-ways must cross major vehicular traffic-ways, they should be grade-separated if possible.
- Minimize conflicts between vehicular and pedestrian traffic circulation.
- Provide open space for active and passive recreation and visual relief.
- Protect and enhance environmental and historic resources.
- Ensure a more efficient use of the land through strategies such as allowing shared parking for uses which have different peak demand periods.
- Protect adjacent residential neighborhoods from the impact of new development through use of landscaped buffers, berms and/or other landscaping features, maintaining a high standard for architectural quality, and minimizing noise, glare and traffic intrusion.
- Rooftops and other horizontal surfaces visible to the public should be extensively landscaped with hardy vegetation that is well-maintained throughout the life of the building.
- Create highway corridors that function well, are visually appealing, and provide linkages throughout all the Transit Station Areas within the Dulles Corridor.
- All building construction must meet a minimum of LEED Silver certification or its equivalent.

- Aggressive Transportation Demand Management (TDM) measures as discussed on below should be utilized to the maximum extent possible.
- Assure that all buildings are readily served by frequent and effective feeder bus or shuttle bus service so as to minimize the usage of single-occupant automobiles within Urban Center locations.
- The active recreation needs of the residents should be met either through provision of appropriate facilities on-site or a written agreement with another nearby residential development allowing use of their facilities.
- Where possible residential units and their associated common open space areas should be incorporated under the overall community management umbrella of Reston Association.
- All development and redevelopment projects must make a fair pro rata contribution to a Reston Infrastructure escrow fund to be established in order to finance various planned and programmed Reston infrastructure projects as accumulated funds permit. Fairfax County will establish, administer and maintain this fund along with an associated formally approved capital improvements program. Revenues will accrue to this fund via development contributions and proffers. Funds will also be derived from a Reston-wide tax district (such as Small District 5).
- In addition, an increment of the revenues derived from the increase in Reston-wide residential and non-residential property values that are related to the advent of rail transit and other infrastructure improvements will be reinvested through this escrow fund mechanism. The adopted capital improvements program will set priorities among potential infrastructure improvements projects and schedule their implementation.

Quantitative Development Standards

1. Substantial parcel consolidation within sub-units should be achieved in order to realize the benefit of comprehensive urban design and circulation/access principles. Incentives, such as an increase in permitted development density or building height, should be provided where appropriate to encourage parcel consolidation or cooperative development plans prepared by two or more landowners. A significant density credit and permitted additional building height advantage is given if one or more landowners are able to consolidate a group of parcels totaling at least 20 acres for development under a single site plan. The same incentives can be made available if these landowners can work cooperatively to prepare a single joint site plan covering the development of at least 20 acres held in a multiplicity of ownerships.
2. At least 40% of total allowable development building space within this Core area must be multifamily residential space.
3. Meeting the housing needs of the full spectrum of families and individuals of all ages, physical abilities, in all income levels is a basic governing principle for Reston. All new development is expected to at least meet, if not exceed, the minimum County standards for the provision of “Affordable” and “Workforce” housing. Such units must be provided on-site if at all possible. Where this premise is not possible on-site, all required units must be provided within the limits of the Reston Master Plan. All affordable and workforce units should be equitably dispersed throughout the community, and not concentrated in a limited number of land units.
4. At least 40% but no more than 60% of total allowable development space must be non-residential space.
5. Retail uses should be located on the ground floor of applicable buildings with direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets. Two-level retail space can be permitted by special exception. No more than 5% of the total allowable development space can be support retail space. In general, destination retail areas and individual uses must be restricted to Town Center and village centers.
6. At least 25% of the total ground floor area of the site should be retained as common landscaped plaza, pedestrian ways, and natural open space. Such space does not include any space frequently used by motor vehicles. Public plazas and open-space on levels other than the ground floor can be considered toward meeting this requirement subject to Special Exception. A primary criteria for accepting such spaces is ease of direct public access

Generally Allowable Density and Building Height – for development densities that are specified in terms of FAR, the cumulative floor areas of the entire mix of office, all other non-residential and all residential development floor areas are included in the total. Unless otherwise specified in the detailed wording of the specific Plan section:

Within the Town Center – Reston Parkway Station Area Only-

Within 700 feet of a transit station entrance –

- If a consolidated or coordinated site plan can be developed for a site area of at least 20 acres, then an overall FAR of up to 3.00 is allowed throughout the site. Allowable building heights of up to 300 feet.
- For development plans covering a single parcel or an assemblage of sites less than 20 acres total, an overall FAR of up to 2.75 is allowed. Allowable building height up to 275 feet.

Between 700 and 1,400 feet of a transit station entrance –

- If a consolidated or coordinated site plan can be developed for a site area of at least 20 acres, then an overall FAR of up to 2.75 is allowed throughout the site. Allowable building height of up to 275 feet.
- For development plans covering a single parcel or an assemblage of sites less than 20 acres total, an overall FAR of up to 2.50 is allowed. Allowable building height up to 250 feet.

For sites partially within 700 feet of a transit station entrance and partially beyond 700 feet, prorate the allowable FAR.

- That is, for a site area of less than 20 acres, 60% of which is within the 700 foot radius and 40% beyond, 60% is authorized an FAR of up to 2.75 and 40% is authorized an FAR of up to 2.50. This prorated allocation also applies to maximum allowable building heights.
- For a coordinated site plan of 20 acres or greater that has at least 60% of this land area within the 700 foot radius, the higher FAR's above can apply throughout the project. With less than 60%, the density is allocated on a pro rata basis among the associated density categories.
- Apply these general principles with respect to all development sectors at all stations.

Between 1,400 feet and 2,100 feet of a transit station entrance –

- If a consolidated or coordinated site plan can be developed for a site area of at least 20 acres, then an overall FAR of up to 2.50 is allowed throughout the site. Allowable building height up to 250 feet.
- For development plans covering a single parcel or an assemblage of sites less than 20 acres total, an overall FAR of up to 2.25 is allowed. Allowable building height up to 225 feet.

Between 2,100 feet and 2,800 feet of a transit station entrance –

- If a consolidated or coordinated site plan can be developed for a site area of at least 20 acres, then an overall FAR of up to 2.25 is allowed. Allowable building height up to 225 feet.
- For development plans covering a single parcel or an assemblage of sites less than 20 acres total, an overall FAR of up to 2.00 is allowed. Allowable building height up to 200 feet.

At the Wiehle Avenue and Herndon-Monroe Street Stations:

Within 700 feet of a transit station entrance –

- If a consolidated or coordinated site plan can be developed for a site area of at least 20 acres, then an overall FAR of up to 2.50 is allowed. Allowable building height up to 275 feet..
- For development plans covering a single parcel or an assemblage of sites less than 20 acres total, an overall FAR of up to 2.00 is allowed. Allowable building height up to 250 feet.

Between 700 and 1,400 feet of a transit station entrance –

- If a consolidated or coordinated site plan can be developed for a site area of at least 20 acres, then an overall FAR of up to 2.25 is allowed. Allowable building height up to 250 feet.
- For development plans covering a single parcel or an assemblage of sites less than 20 acres total, an overall FAR of up to 1.75 is allowed. Allowable building height up to 225 feet.

For sites partially within 700 feet of a transit station entrance and partially beyond 700 feet, prorate the allowable FAR.

- That is, for a site area of less than 20 acres, 60% of which is within the 700 foot radius and 40% beyond, 60% is authorized an FAR of up to 2.75 and 40% is authorized an FAR of up to 2.50. This prorated allocation also applies to maximum allowable building heights.
- For a coordinated site plan of 20 acres or greater that has at least 60% of this land area within the 700 foot radius, the higher FAR's above can apply throughout the project. With less than 60% the density is allocated on a pro rata basis among the associated density categories.
- Apply these principles with respect to all development sectors at all stations.

Between 1,400 feet and 2,100 feet of a transit station entrance –

- If a consolidated or coordinated site plan can be developed for a site area of at least 20 acres, then an overall FAR of up to 2.00 is allowed. Allowable building height up to 200 feet.
- For development plans covering a single parcel or an assemblage of sites less than 20 acres total, an overall FAR of up to 1.50 is allowed. Allowable building height up to 175 feet.

Between 2,100 feet and 2,800 feet of a transit station entrance –

- If a consolidated or coordinated site plan can be developed for a site area of at least 20 acres, then an overall FAR of up to 1.75 is allowed. Allowable building height up to 175 feet.
- For development plans covering a single parcel or an assemblage of sites less than 20 acres total, an overall FAR of up to 1.25 is allowed. Allowable building height up to 150 feet.

Between 2,800 feet and 3,500 feet of a transit station entrance –

- If a consolidated or coordinated site plan can be developed for a site area of at least 20 acres, then an overall FAR of up to 1.50 is allowed. Allowable building height up to 150 feet.
- For development plans covering a single parcel or an assemblage of sites less than 20 acres total, an overall FAR of up to 1.00 is allowed. Allowable building height up to 125 feet.

Between 3,500 feet and 4,200 feet of a transit station entrance –

- If a consolidated or coordinated site plan can be developed for a site area of at least 20 acres, then an overall FAR of up to 1.00 is allowed. Allowable building height up to 125 feet.
- For development plans covering a single parcel or an assemblage of sites less than 20 acres total, an overall FAR of up to 0.75 is allowed. Allowable building height up to 100 feet.

Continue the allocation of this pattern of density increments for distances beyond 4,200 feet of a transit station entrance.

Building Design and Massing

- Building masses must be so arranged as to assure adequate access of light and air, but must avoid creating a wind tunnel affect
- Building heights and masses should be greatest closest to the transit station platform and to the Dulles Highway (Airport Access Road), transitioning to lower heights and masses at the outer edge of transit station

areas especially adjacent to established lower density residential areas. See specific height limitation in the land unit recommendations section.

- Buildings at the outer edge of transit station areas should be sensitive to neighboring development with regard to height and mass.
- Varied building heights and roof lines are strongly encouraged to create greater visual interest.
- Building facades should incorporate elements to establish a human scale and foster a pedestrian-friendly environment
- Building facades should be interesting and varied, with an avoidance of blank walls. Buildings should be designed with features such as multiple windows, doors, and awnings. Blank walls on the side and back of buildings should be mitigated with landscaping, screening and buffering. Long expanses of blank walls along major roads should be avoided.
- To encourage a more urban environment and pedestrian scale, the bulk and mass of buildings should be minimized through the articulation of the building form, step backs from the building base, and plane changes within the building elevations.

Arrangement and Siting of Buildings

- Buildings should be arranged so that they frame and define the fronting streets, and give deliberate form to the street and sidewalk areas.
- Buildings should be arranged in a manner that creates a sense of enclosure and defined space.
- Buildings should not be separated from fronting streets and pedestrian walkways by large surface parking lots.
- Uses should be integrated into the design of the lower floors of both non-residential and residential buildings, .
- Retail and should have direct public access and display windows oriented toward pedestrian walkways, and where appropriate, vehicular drives and/or streets.
- Provision of support retail on pedestrian bridges which provide access to the station platform is encouraged. However, in general, free-standing retail establishments are prohibited

Design Compatibility

- The design, architecture, building materials, and landscaping should be compatible, harmonious, and adhere to a common design theme.
- Development on the periphery of transit station areas adjacent to existing residential areas should be maintain or create an effective transition to the surrounding community in terms of layout, design and appearance.

Transit Access and Connections

- Provide safe, direct, convenient, and effective pedestrian access from all buildings to rail stations. These pedestrian access-ways should be grade-separated where possible.
- Pedestrian-ways should be provided connecting all-transit stops and among all buildings.
- Pathways should be designed such that pedestrians do not cross parking lots/structures to reach a building.
- Assure that all buildings are readily served by frequent and effective feeder bus or shuttle bus service.
- Bus shelters should be provided at transit stops that protect patrons from the weather, are safe, easy to maintain, and relatively vandal-proof.

Vehicular Access and Connections

- Consolidate vehicular access points to the site to the extent feasible.
- Avoid direct access from parking structures onto major arterial streets

Transit Facility Parking Structures - Parking Areas

- Encourage public-private partnerships to facilitate provision of a mix of uses (i.e. retail uses (dry cleaners), child care centers, and similar uses), in County-owned parking structures.
- Design 'Park-n-Ride' lots to be compatible with adjacent development.
- Interior parking lot landscaping should be provided. Large parking lots should be sub-divided into smaller lots by using planting areas as dividers.
- Parking should be provided in either above or underground structures, with limited surface parking areas at the sides or back of buildings. If it is not possible to accommodate parking structures behind or beside buildings, minimize parking in front of buildings.
- Locate priority parking spaces for car/vanpools close to the employee entrance of the building or parking structure to encourage ride-sharing.
- Integrate the design of parking structures with that for the building served.
- Parking structures should be landscaped to create a visually attractive environment. Structures adjacent to residential uses that are outside of the Transit Station Areas should be heavily screened and/or landscaped berms should be used to minimize the visual impact of the structure on neighboring residential communities.
- Parking lots should be screened to control the view and visual impact from the street right-of-way, adjacent development, and buildings being served by the lot. Avoid permitting un-screened parking garages that immediately face residential areas. Where unavoidable, provide landscaped surfaces buffering residential areas. Ground floor retail uses are encouraged in parking garages. Plant materials, walls, fences or earth berms should be used.
- Take advantage of shared parking opportunities to the extent that is feasible.

Pedestrian and Bicycle Access and Connections

- Central to an effectively functioning Reston Urban Core must be a concerted effort to build into the entire fabric of the Core area an exceptionally good pedestrian / bicycle walkway-pathway-public open-space system. If the walking and the bicycle trips to, from and within the Core are safe, comfortable, pleasant and even enjoyable, many hundreds of Restonians will take advantage of this commuting opportunity to the benefit of their health as well as the general transportation system. Special attention must be paid to –
- Safe, patrolled, reasonably sheltered, lighted, and comfortable walk and access-ways.
- Site designs should balance the needs of both the pedestrian and the automobile; however, the circulation systems for pedestrians and automobiles should remain separate.
- Pedestrian/bicycle access should be provided to facilitate circulation within, to, around, and between each transit station area. Pedestrian links could include sidewalks, trails, plazas, courtyards, and parks with path systems.
- Pedestrian access between buildings is essential to ensure opportunities are available for people to walk to nearby uses.
- Pedestrian/bicycle paths of any one development or site should interconnect with pedestrian/bicycle paths of any adjacent development or site, to create a highly-connected transit station area. In addition, pedestrian/bicycle access should connect to the Reston pathway – access-way system serving all of Reston, and with the countywide and regional trail systems
- Safe, convenient, and well-lighted pedestrian street/roadway crossings – grade-separated where at all possible - should be designed to include good access elements carefully designed to accommodate the special needs of citizens with mobility impairments.
- Pedestrian connections across major roadways such as Wiehle Avenue, Reston Parkway, and Monroe Street should be provided as grade-separated connections, preferably as above-ground connections (i.e. bridges) due to the perception that they are safer than tunnels.
- Points of interest or diversion along the way – shopping, landscaped areas, natural features.
- Secure and convenient facilities for bicycle storage, showers and dressing especially for bicyclists should be provided as part of all non-residential development.

- In general, it must be remembered that bicyclist much prefer wide and safe, designated on-street bicycle lanes to pathways – accessways they must share with pedestrians.

Open Spaces

- At least 25% of the total ground floor area of the site should be retained as common landscaped plaza, pedestrian ways, and natural open space. Such open space does not include any space frequently used by motor vehicles. Plazas and open-space on levels other than the ground floor can be considered toward meeting this requirement provided that they are readily accessible to and available to the general public.
- All visible building rooftops, including top levels of parking garages, must be significantly landscaped.
- Small plazas and/or courtyards should be incorporated into the designs of buildings and/or building complexes to serve the daily needs of local employees and visitors. These open spaces should be appealing places to gather with seating, lighting, landscaping and other amenities. These spaces should be integrated purposefully into the overall design of the development, and not merely be residual areas left over after buildings and parking lots are sited.
- Public art and sculpture should be incorporated into all open spaces, and along the primary pathways leading to the transit stations.

Trees, Landscaping and Natural Environment

- Existing vegetation and large specimen trees should be preserved and incorporated into the site design to the extent possible.
- Landscaping should be provided that is attractive in all seasons, and provides shade to seating areas and pedestrian paths/sidewalks during summer months.
- Significant landscaped and/or natural streetscapes, as well as street trees should be provided along all streets and roadways, in particular roadways which form the periphery of the Transit Station Areas (e.g. Sunrise Valley Drive, Sunset Hills Road, Fox Mill Road, and Reston Parkway).

Buffers

- Use natural landscaping to create edges and provide a buffer to define developments.
- Provide significant vegetated buffers in situations where non-residential development on the periphery of the Transit Station Area is adjacent to existing residential neighborhoods.
- Screen from public view rooftop mechanical equipment, materials storage, utility substations and other similar items.

Lighting

- Develop coordinated lighting plans for all development complexes, in order to reinforce the complex’s identity and provide a congruent appearance.
- Provide exterior lighting that enhances nighttime safety and circulation, as well as highlights key landmark features.
- Design lighting in a manner that focuses lighting directly onto parking/driving areas and sidewalks, such that lighting for a development does not project beyond the development’s boundary. Utilization of fully shielded lighting fixtures is desirable in order to minimize the occurrence of glare, light trespass, and urban sky glow.

Signage

- Coordinated signage plans for all developments are strongly encouraged to emphasize the complex’s identity and provide a harmonious appearance.
- Signage should be appropriate for its location and purpose.
- Similar types of signage should be used for developments within a Transit Station Area to facilitate “way-finding”
- Signage should be provided which illustrates walking directions and distances to transit station access points.

FAIRFAX COUNTY COMPREHENSIVE PLAN, 2011 Edition AREA III Upper Potomac Planning District
AREA SPECIFIC PLANNING PROVISIONS

General Development, Site Design and Building Guidelines Above Apply to All Development in Land Units G, H and I

Additional General Guideline: - In general, the Wiehle Station area, while clearly urban in character, is intended to remain subordinate to the Town Center in character, development density and building height.

Land Unit G – Wiehle Station

This land unit is generally located north of the Dulles Airport Access Road along both sides of Sunset Hills Drive between the former Bowman Distillery site on the west and Lake Fairfax Business Park on the east. Figure ___ shows the boundaries of Land Unit G.

This land unit is planned for a transit-oriented mix of office, R&D, hotel, retail, multi-family and community uses (transit-oriented mixed use) up to 2.50 FAR or as specified in the text for the given sub-unit. This FAR varies from sub-unit to sub-unit. Any future development or redevelopment in this land unit should be consistent with these uses and intensities. A high quality living environment can be created through the provision of well-designed residential and mixed-use projects which provide active recreation, entertainment and other site amenities. Each residential development should include on-site affordable housing that is well integrated and dispersed throughout the development.

Sub-unit G-1 (part of Wiehle Avenue Transit Station Area)

1. Sub-unit G-1 includes Isaac Newton Square and is located in the northwest quadrant of Wiehle Avenue and Sunset Hills Road. Current development in the sub-unit includes office, retail, and community-serving uses, including several day care facilities. This sub-unit is planned for transit-oriented mixed uses up to a 2.00 FAR if developed in one or more coordinated design units of at least 20 acres in size. This specified FAR includes all non-residential and all residential floor area. (*Residential use equivalent of up to 40 dwelling units per acre.*) Building heights are permitted up to 225 feet at the south end, with permitted height tapering to 125 feet at the north end of the land unit.
2. For development plans covering a single parcel or an assemblage of parcels of less than 20 acres total, an overall FAR of between 1.75 and 1.00 is permitted depending upon distance from transit station platform. Allowable building height of between 100 feet and 200 feet is permitted depending upon distance from transit station platform.
3. The residential component of land unit G-1 should be at least 40 % but no more than 60% of the total gross floor area of the development. Non-residential uses may not exceed 60% of the total gross floor area and support retail, to be located in office, hotel or residential buildings, may not exceed 5% of the total gross floor area. In addition, the “General Development Guidelines for Transit Station Areas” listed above should be met:

Sub-unit G-2 (part of Wiehle Avenue Transit Station Area)

Sub-unit G-2 is located in the northeast quadrant of Wiehle Avenue and Sunset Hills Road and currently includes office and retail uses, including the SCS Engineers Building and a “fast food restaurant park” located on adjacent parcels with access from Wiehle Avenue and Roger Bacon Drive. The sub-unit also contains The Atrium, an office condominium development.

1. This sub-unit is planned for transit-oriented mixed uses up to a 1.75 FAR if developed in one or more coordinated design units of at least 20 acres in size. (*Residential use equivalent to up to 35 dwelling units per acre.*) Building heights are permitted up to 200 feet nearest Sunset Hill Road, with permitted height tapering to 125 feet at the north end of the land unit.
2. For development plans covering a single parcel or an assemblage of parcels of less than 20 acres total, an overall FAR of between 1.25 and 1.50 is allowed depending upon distance from transit station platform.

Allowable building height of between 100 feet and 150 feet is permitted depending upon distance from transit station platform.

The residential component of land unit G-2 should be at least 35% but no more than 60% of the total gross floor area of the development. Non-residential uses may not exceed 65 % of the total gross floor area and support retail, to be located in office, hotel or residential buildings, may not exceed 10 % of the total gross floor area.

In addition, the “General Development Guidelines for Transit Station Areas” listed above should be met:

- The 4.21 acre parcel at 1775 Wiehle Avenue (Tax Map 17-4((15))1) may be considered for infill office use up to 1.00 FAR so as to have a similar intensity to that of the adjacent transit-oriented mixed use development to the south, provided that the site design is compatible with existing development and it can be demonstrated that any impacts to the road network can be appropriately mitigated. Mitigation measures may include inter-parcel access from the south to improve traffic flow to points south of the subject property.
- [A portion of this Sub-unit is located along Michael Faraday Court (Tax Map 18-3((5))6 and 7). See Sub-unit G-7 for additional Plan guidance.]

Sub-unit G-3 (part of Wiehle Avenue Transit Station Area)

Sub-unit G-3 - is located on the south side of Sunset Hills Road, to the east of the Plaza America shopping center. It is currently developed primarily with office uses.

1. This sub-unit is planned for transit-oriented mixed uses up to 2.00 FAR if developed in one or more coordinated design units of at least 20 acres in size. (*Residential use equivalent to up to 35 dwelling units per acre.*) Building heights are permitted up to 200 feet, with permitted height tapering to 150 feet at the west end of the land unit.
2. For development plans covering a single parcel or an assemblage of parcels of less than 20 acres total, an overall FAR of between 1.75 and 1.25 is allowed depending upon distance from transit station platform. Allowable building height of between 125 feet and 175 feet is permitted depending upon distance from transit station platform.
3. The residential component of land unit G-3 should be at least 40 % but no more than 60% of the total gross floor area of the development. Non-residential uses may not exceed 60% of the total gross floor area and support retail, to be located in office, hotel or residential buildings, may not exceed 5% of the total gross floor area.

In addition, the “General Development Guidelines for Transit Station Areas” listed above should be met:

Sub-unit G-4 - (part of Wiehle Avenue Transit Station Area)

Sub-unit G-4 is bounded by Sunset Hills Road on the north, Wiehle Avenue on the east and the Dulles Airport Access and Toll Road (DAAR) on the south. It is immediately adjacent to proposed location of the transit station platform for the Wiehle Avenue Transit Station. The current uses in the sub-unit include office, a self-storage facility, a bank and a County-owned and operated park-and-ride facility.

1. This sub-unit is planned for transit-oriented mixed uses up to 2.50 FAR if developed in one or more coordinated design units of at least 20 acres in size. (*Residential use equivalent to up to 40 dwelling units per acre.*) Building heights are permitted up to 275 feet.
2. For development plans covering a single parcel or an assemblage of parcels of less than 20 acres total, an overall FAR of 2.00 is allowed. Allowable building height of up to 225 feet is permitted.

3. The residential component of land unit G-4 should be at least 40 % but no more than 60% of the total gross floor area of the development. Non-residential uses may not exceed 60% of the total gross floor area and support retail, to be located in office, hotel or residential buildings, may not exceed 5% of the total gross floor area.
4. In addition, the following condition should be met:
 - A second point of access (preferably to Sunset Hills Road) to this Sub-unit G-4 should be provided.
 - See also the “General Development Guidelines for Transit Station Areas” listed above.

Sub-unit G-5 (part of Wiehle Avenue Transit Station Area)

Sub-unit G-5 consists of a two-building office park and is bounded on the north by Sunset Hills Road, on the west by Wiehle Avenue and on the south by the DAAR.

1. This sub-unit is planned for transit-oriented mixed uses up to 2.25 FAR if developed in one or more coordinated design units of at least 20 acres in size. (*Residential use equivalent to up to 35 dwelling units per acre.*) Building heights are permitted up to 250 feet.
2. For development plans covering a single parcel or an assemblage of parcels of less than 20 acres total, an overall FAR of 2.00 is allowed. Allowable building height of up to 225 feet is permitted.
3. The residential component of land unit G-4 should be at least 40 % but no more than 60% of the total gross floor area of the development. Non-residential uses may not exceed 60% of the total gross floor area and support retail, to be located in office, hotel or residential buildings, may not exceed 5% of the total gross floor area.
4. In addition, the following condition should be met:
 - See also the “General Development Guidelines for Transit Station Areas” listed above.
 - Both parcels in the sub-unit should be consolidated.
 - Grade-separated pedestrian access (bridge or tunnel) across Wiehle Avenue should be provided to facilitate access to the rail station.
 - A street running generally east – west and intersecting Wiehle Avenue opposite Reston Station Boulevard should continue to the east into land unit G-6.

Sub-unit G-6 (part of Wiehle Avenue Transit Station Area)

Sub-unit G-6 is located along the south side of Sunset Hills Road, east of the Wiehle Avenue intersection. It is currently developed with office and limited support retail uses.

1. This sub-unit is planned for transit-oriented mixed uses up to 2.00 FAR if developed in one or more coordinated design units of at least 20 acres in size. (*Residential use equivalent to up to 35 dwelling units per acre.*) Building heights are permitted up to 200 feet.
2. For development plans covering a single parcel or an assemblage of parcels of less than 20 acres total, an overall FAR of 1.50 is allowed. Allowable building height of up to 175 feet is permitted.
3. The residential component of land unit G-6 should be at least 40 % but no more than 60% of the total gross floor area of the development. Non-residential uses may not exceed 60% of the total gross floor area and support retail, to be located in office, hotel or residential buildings, may not exceed 5% of the total gross floor area.
4. An east – west street intersecting with Wiehle Avenue should continue through Land Unit G-6 to intersect with Michael Faraday drive.

In addition, the “General Development Guidelines for Transit Station Areas” listed above should be met.

Sub-unit G-7

Sub-unit G-7 is located along Sunset Hills Road, east of the Wiehle Avenue Transit Station Area. Development in the sub-unit currently includes office uses and a US Post Office facility.

- 1 This sub-unit is planned for transit-oriented mixed uses up to 1.50 FAR if developed in one or more coordinated units of at least 20 acres in size. (*Residential use equivalent to up to 30 dwelling units per acre.*) Building heights are permitted up to 150 feet closest to the Dulles Highway and the W&OD Trail, but tapering down to 45 feet adjacent to the Equestrian Park residential community.
- 2 For development plans covering a single parcel or an assemblage of parcels of less than 20 acres total, an overall FAR of 1.25 is allowed. Allowable building height of up to 125 feet is permitted closest to the Dulles Highway and the W&OD Trail, but tapering down to 45 feet adjacent to the Equestrian Park residential community..
- 3 The residential component of land unit G-7 should be at least 40 % but no more than 60% of the total gross floor area of the development. Non-residential uses may not exceed 60% of the total gross floor area and support retail, to be located in office, hotel or residential buildings, may not exceed 5% of the total gross floor area.
- 4 The extension of Roger Bacon Drive into land unit G-7 should intersect with Business Center Drive.

In addition, the “General Development Guidelines for Transit Station Areas” listed above should be met.

The approximately 65-acre residential area of the tract (Equestrian Park subdivision) has been developed as residential use at 0.2-0.5 dwelling unit per acre. This residential area ensures that low density residential use is maintained to the east of the non-residential area located on the western portion of this tract. This line of demarcation establishes the boundary between non-residential and residential use and the current development on both sides of the line is consistent with this intent;

- The dividing line between the non-residential and residential uses should accommodate and follow the swale commencing on the northerly side of the property at its boundary with Lake Fairfax Park and running southerly towards Sunset Hills Road, following the tree line as it approaches Tax Map 18-3((1))10 and continuing towards Sunset Hills Road to the northwesterly corner of Tax Map 18-3((1))10. Tax Map 18-3((1))12B and the eastern portion of 18-3((8))2 and 3 should be retained as a buffer to the low density residential area. The above line of demarcation will establish the boundary between non-residential and residential uses by relating the transition and land use to physical features of the land, i.e., the tree line and swale;
 - The applicant should install approved plantings to close the gap, which is approximately 50 feet wide, between the tree line running north from Sunset Hills Road to where it most closely approaches the existing trees and tying into the treed swale running south from Lake Fairfax Park. In the event that such plantings are inconsistent with good site planning and land use as determined in the final site planning of the property, the Reston Community Association and the applicant should work out a suitable compromise;
 - Stringent environmental controls should be applied to the non-residential portion of the tract. These include extensive landscaping on Sunset Hills Road, buffering for the residentially planned area to the east, and sedimentation control measures to assure the environmental integrity of Lake Fairfax.
5. The area located south of Sunset Hills Road and directly east of the W&OD Regional Trail (Tax Map 18-3((1))11B and 11C) is on the outer fringe of Reston. It is the transitional property between that portion of Reston planned for non-residential uses and the low density residential area to the east which extends to Hunter Mill Road.
 - This sub-unit is planned for transit-oriented mixed uses up to 0.75 FAR if developed in one or more coordinated design units of at least 20 acres in size. (*Residential use equivalent to up to 20 dwelling units per acre.*) Building heights are permitted up to 100 feet closest to the Dulles Highway and the W&OD Trail, but tapering down to 45 feet adjacent to the Equestrian Park residential community.

- For development plans covering a single parcel or an assemblage of parcels of less than 20 acres total, an overall FAR of 0.50 is allowed. Allowable building height of up to 75 feet is permitted closest to the Dulles Highway and the W&OD Trail, but tapering down to 45 feet adjacent to the Equestrian Park residential community..
 - However, the maximum intensity should only be achievable if effective screening and buffering is provided along Sunset Hills Road.
6. The northern portion of Michael Faraday Court (Tax Map 18-3((5))6, 7, 8 and 9) has older, low-rise buildings that are prime redevelopment sites that can promote mixed-use, transit-oriented development in the Wiehle Transit Station Area. In particular, an important private community recreational facility - the Reston Ice Arena - should be preserved in any such redevelopment.
- This sub-unit is planned for transit-oriented mixed uses up to 1.50 FAR if developed in one or more coordinated design units of at least 20 acres in size. (*Residential use equivalent to up to 20 dwelling units per acre.*) Building heights are permitted up to 150 feet.
 - For development plans covering a single parcel or an assemblage of parcels of less than 20 acres total, an overall FAR of 1.00 is allowed. Allowable building height of up to 125 feet is permitted.

Land Unit H

This land unit is located south of the Dulles Airport Access Road (DAAR) between Association Drive and Wiehle Avenue, as shown in Figure 12. Sunrise Valley Drive is the southern boundary of this land unit.

A high quality living environment can be created through the provision of well-designed residential and mixed-use projects which provide active recreation, entertainment and other site amenities. Each residential development should include on-site affordable housing that is well integrated and dispersed throughout the development.

Sub-unit H-1 (part of Wiehle Avenue Transit Station Area)

Sub-unit H-1 comprises the buildings along Association Drive and is located between the Sunrise Valley Drive and the DAAR. Development in the sub-unit currently consists primarily of one to three story office buildings.

- 1 This sub-unit is planned for transit-oriented mixed uses up to 2.00 FAR if developed in one or more site plan coordinated units of at least 20 acres in size. (*Residential use equivalent to up to 30 dwelling units per acre.*) Building heights are permitted up to 200 feet nearest to the DAAR, tapering to 50 feet adjacent to Sunrise Valley Drive.
- 2 For development plans covering a single parcel or an assemblage of parcels of less than 20 acres total, an overall FAR of 1.75 is allowed. Allowable building height of up to 175 feet is permitted nearest to the DAAR, tapering to 50 feet adjacent to Sunrise Valley Drive.
- 3 The residential component of land unit H-1 should be at least 40 % but no more than 60% of the total gross floor area of the development. Non-residential uses may not exceed 60% of the total gross floor area and support retail, to be located in office, hotel or residential buildings, may not exceed 5% of the total gross floor area.
- 4 In addition, the “General Development Guidelines for Transit Station Areas” listed above should be met.

Sub-unit H-2 (part of Wiehle Avenue Transit Station Area)

Sub-unit H-2 consists of Commerce Executive Park and is located in the southwest quadrant of Wiehle Avenue and the DAAR. The sub-unit is developed with office and support retail uses, including three new 6-story office buildings and associated parking structures along the DAAR.

1. This sub-unit is planned for transit-oriented mixed uses up to 2.50 FAR if developed in one or more units of at least 20 acres in size with a single coordinated site plan. (Residential use equivalent to up to 35 dwelling units per acre.) Building heights are permitted up to 275 feet nearest to the DAAR, tapering to 50 feet adjacent to Sunrise Valley Drive.
2. For development plans covering a single parcel or an assemblage of parcels of less than 20 acres total, an overall FAR of 2.25 is allowed. Allowable building height of up to 250 feet is permitted nearest to the DAAR, tapering to 50 feet adjacent to Sunrise Valley Drive.
3. The residential component of land unit H-2 should be at least 40 % but no more than 60% of the total gross floor area of the development. Non-residential uses may not exceed 60% of the total gross floor area and support retail, to be located in office, hotel or residential buildings, may not exceed 5% of the total gross floor area.
4. In addition, the “General Development Guidelines for Transit Station Areas” listed above should be met.
5. This site, because it is located immediately adjacent to the rail station, should provide direct pedestrian access to the station via a grade-separated pedestrian link.
6. Owners of land unit H-2 should work cooperatively with the owners of land unit I-1 to assist them in providing a grade-separated crossing of Wiehle Avenue to allow convenient access to the rail station.

Land Unit I

This land unit is located south of the Dulles Airport Access Road between Hunter Mill Road and Wiehle Avenue (see Figure 12). Sunrise Valley Drive is the southern boundary of this land unit. Land Unit I is almost fully developed in office uses. A high quality living environment can be created through the provision of well-designed residential and mixed-use projects which provide active recreation, entertainment and other site amenities. Each residential development should include on-site affordable housing that is well integrated and dispersed throughout the development.

Sub-unit I-1 (part of Wiehle Avenue Transit Station Area)

Sub-unit I-1 is located in the southeast quadrant of Wiehle Avenue and the DAAR. The sub-unit consists of two parcels, which are currently developed with office uses.

1. This sub-unit is planned for transit-oriented mixed uses up to 2.25 FAR if developed in one or more units of at least 20 acres in size with a single coordinated site plan. (*Residential use equivalent to up to 35 dwelling units per acre.*) Building heights are permitted up to 250 feet nearest to the DAAR, tapering to 50 feet adjacent to Sunrise Valley Drive.
2. For development plans covering a single parcel or an assemblage of parcels of less than 20 acres total, an overall FAR of 2.00 is allowed. Allowable building height of up to 225 feet is permitted nearest to the DAAR, tapering to 50 feet adjacent to Sunrise Valley Drive.
3. The residential component of land unit I-1 should be at least 40 % but no more than 60% of the total gross floor area of the development. Non-residential uses may not exceed 60% of the total gross floor area and

support retail, to be located in office, hotel or residential buildings, may not exceed 5% of the total gross floor area.

4. In addition, the “General Development Guidelines for Transit Station Areas” listed above should be met.
 - Grade-separated pedestrian access (bridge or tunnel) across Wiehle Avenue should be provided to facilitate access to the rail station.

Sub-unit I-2 (part of Wiehle Avenue Transit Station Area)

Sub-unit I-2 is located on the south side of the DAAR and north of Sunrise Valley Drive, east of the intersection with Wiehle Avenue. The sub-unit is developed as an office park with low and mid-rise office buildings.

1. This sub-unit is planned for transit-oriented mixed uses up to 1.75 FAR if developed in one or more units of at least 20 acres in size with a single coordinated site plan. (*Residential use equivalent to up to 35 dwelling units per acre.*) Building heights are permitted up to 200 feet nearest to the DAAR, tapering to 50 feet adjacent to Sunrise Valley Drive.
2. For development plans covering a single parcel or an assemblage of parcels of less than 20 acres total, an overall FAR of 1.50 is allowed. Allowable building height of up to 175 feet is permitted nearest to the DAAR, tapering to 50 feet adjacent to Sunrise Valley Drive.
3. The residential component of land unit I-2 should be at least 40 % but no more than 60% of the total gross floor area of the development. Non-residential uses may not exceed 60% of the total gross floor area and support retail, to be located in office, hotel or residential buildings, may not exceed 5% of the total gross floor area.
4. In addition, the “General Development Guidelines for Transit Station Areas” listed above should be met.

Sub-unit I-3

Sub-unit I-3 is almost fully developed in office use.

1. This sub-unit is planned for transit-oriented mixed uses up to 1.25 FAR if developed with a single coordinated site plan in one or more units of at least 20 acres in size and located within 3000 feet of the transit station entrance. Building heights are permitted up to 150 feet nearest to the DAAR and the Wiehle Station platform, tapering to 50 feet adjacent to Sunrise Valley Drive. Beyond 3000 feet of the entrance, allowable FAR is 1.00. (*Residential use equivalent to up to 30 dwelling units per acre.*) Building heights are permitted up to 125 feet nearest to the DAAR and the Wiehle Station platform, tapering to 50 feet adjacent to Sunrise Valley Drive or Hunter Mill Road.
2. For a development site plan covering a single parcel or an assemblage of parcels of less than 20 acres total but located within 3000 feet of the transit station entrance., an overall FAR of 1.00 is allowed. Allowable building height of up to 125 feet is permitted nearest to the DAAR and the Wiehle Station platform, tapering to 50 feet adjacent to Sunrise Valley Drive. Beyond 3000 feet of the entrance, allowable FAR is 0.75. Allowable building height of up to 100 feet is permitted nearest to the DAAR and the Wiehle Station platform, tapering to 50 feet adjacent to Sunrise Valley Drive or Hunter Mill Road.

3. The residential component of land unit I-3 should be at least 40 % but no more than 60% of the total gross floor area of the development. Non-residential uses may not exceed 60% of the total gross floor area and support retail, to be located in office, hotel or residential buildings, may not exceed 5% of the total gross floor area.
4. In addition, the “General Development Guidelines for Transit Station Areas” listed above should be met.