

RESTON-HERNDON SUBURBAN CENTER AND TRANSIT STATION AREAS

OVERVIEW

The Reston-Herndon Suburban Center represents one of the County's premier employment locations. The Center, which surrounds the Dulles Airport Access Road from Hunter Mill Road to Centreville Road, varies in character of development from areas almost completely developed as medium intensity office to the Reston Town Center which is planned as a high intensity mixed-use area. The proximity of the Washington Dulles International Airport and the excellent regional access make this area appropriate for a variety of residential and employment land uses.

The area surrounding the Reston-Herndon Suburban Center consists primarily of residential development, including many stable low and medium-density residential areas within the planned community of Reston. Very low density residential development occurs to the east of the Reston-Herndon Suburban Center. These communities help to form a low density residential transition between the Reston-Herndon Suburban Center and the Tysons Corner Urban Center.

CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development identifies the Reston-Herndon Suburban Center as one of several mixed-use employment centers located in Fairfax County. The intention of the Suburban Center designation is to capitalize on the opportunity to provide future housing and employment locations, while still maintaining the integrity of existing, nearby land uses. The Suburban Center is developed primarily with office uses, although there are a few areas within the Suburban Center where industrial "flex" and research and development uses remain.

The Reston-Herndon Suburban Center also encompasses three of the four Transit Station Areas in the Dulles Corridor. The purpose of the Transit Station Area designation is to optimize development opportunities associated with transit stations while maintaining the stability of existing, nearby land uses. In addition, these areas should allow a mixture of residential, office and retail uses and provide opportunities for joint public-private development.

LOCATION AND CHARACTER

The Reston-Herndon Suburban Center is located in the northwestern quadrant of Fairfax County along the north and south sides of the Dulles Airport Access and Toll Road (DAAR) and is bounded generally by Centreville Road on the west; areas along Sunrise Valley Drive on the south; Hunter Mill Road on the east; and areas adjoining Sunset Hills Road on the north including the Town Center at Reston. The Reston-Herndon Suburban Center consists of three Transit Station Areas (TSAs) and the areas outside of the TSAs, which are divided into separate "land units" for the purpose of organizing Plan recommendations.

The Suburban Center can be characterized as a mix of older, relatively low-intensity suburban office parks in 2- and 3-story buildings with surface parking and an increasing number of larger office buildings (6-12 story buildings) with structured parking, most of which have been developed in the past five years or are in the process of being constructed.

The planning objective for the Transit Station Areas is to encourage mixed-use developments with a more urban character in the areas closest to the transit station locations. It should be noted that two of the station areas (Wiehle Avenue TSA and Herndon-Monroe TSA) will have parking facilities to serve commuters using the transit system. The third station area (Reston Parkway TSA) is envisioned to be a destination station without commuter parking facilities and should be developed in a manner that is supportive of the existing Reston Town Center Core area.

Since the Reston Master Plan designates much of this area for industrial use, the recommendations for the Reston-Herndon Suburban Center will need to be reconciled with the Reston Master Plan which is incorporated into the Comprehensive Plan by reference. It should be noted that the Reston Industrial and Commercial Area Covenants, which govern the use of most of the land not zoned Planned Residential Community (PRC) in the Wiehle Avenue and Reston Parkway Transit Station Areas contain limitations on residential uses. Implementation of the residential mixed-use recommendations for these TSAs will need to include amending the covenants.

SUBURBAN CENTER AREA WIDE RECOMMENDATIONS

The purpose of the planning recommendations for the Reston-Herndon Suburban Center is to guide and direct development by recognizing both future opportunities and constraints. The land use recommendations are based upon the concept of concentrating development in a limited area, and preserving the existing stable neighborhoods in the vicinity of the Reston-Herndon Suburban Center.

The following recommendations are intended to help achieve broad planning objectives for the four Transit Station Areas in the Dulles Corridor (the three in the Reston-Herndon Suburban Center and the Route 28/CIT Transit Station Area in the Dulles Suburban Center). This guidance establishes a general framework for the specific Transit Station Area land unit recommendations.

Development Pattern

The planning objectives for the Transit Station Areas seek to change the pattern of development that has shaped the Suburban Center area over the last three decades. The previous plan guidance encouraged low and medium intensity office development in a suburban setting throughout most of the Suburban Center, with a more concentrated node of development at the Reston Town Center. The new plan recommendations encourage a more urban and transit-oriented development pattern. The objective is the creation at each Transit Station Area of a pedestrian-oriented core area consisting of mixed-use development that includes support services while maintaining transitional areas at the edges of the TSAs. The plan recommendations, together with the urban design guidelines seek to improve pedestrian and bicycle circulation throughout the Transit Station Areas to encourage non-vehicular trips to and within the TSAs.

- *Protecting Existing Low Density Residential Areas* – It is important that future development does not negatively impact the surrounding residential communities. The majority of the existing communities are low density residential neighborhoods comprised largely of single family detached homes. In most instances, these communities are separated from the Transit Station Areas by major roadways. However, it is important that adequate screening, buffering and other design measures be incorporated into new

development to mitigate any adverse impacts and to maintain an “edge” to define the limits of the Transit Station Areas.

- *Housing Diversity* – To ensure that housing is provided in the Transit Station Areas that meets the needs of a wide variety of residents, affordable housing strategies should be integrated into development proposals with a residential component in order to achieve the maximum development potential under the Plan. Such housing should be provided in accordance with the Affordable Dwelling Unit Ordinance and/or other Board-adopted policies regarding affordable housing.
- *Parcel Consolidation* – For all development proposals involving increased intensity/density above the baseline recommendation, substantial parcel consolidation should be encouraged. Parcel consolidations should be logical and of sufficient size to allow projects to function in a well-designed and efficient manner. In general, any unconsolidated parcels should be able to develop in conformance with the Plan or should represent stable development.
- *Coordinated Development Plans* – To facilitate coordination of design, pedestrian circulation, and transit-oriented amenities, development plans should depict the proposed development’s relationship to, compatibility and integration with actual or potential development of surrounding areas through the provision of pedestrian linkages, open space, and other urban design amenities including plazas and courtyards.
- *Interparcel access* – Pedestrian, bicycle, and when appropriate, vehicular access among parcels should be provided to facilitate movement throughout the Transit Station Areas and reduce the number of curb cuts required on the major streets in the Transit Station Areas.
- *Retail and Hotel Uses* – Free-standing retail uses are prohibited in all mixed-use projects proposed involving increased intensity/density. Retail uses should be integrated into buildings containing other uses, such as office, hotel or residential uses. In addition, retail uses should be designed and developed in a manner such that pedestrians are encouraged to remain on-site as the retail uses found within the development provide a full range of services to both the area’s residential occupants and office tenants. By allowing residents and employees within a mixed-use node to have a number of their needs satisfied on-site, the need to travel off-site is reduced, and in-turn, the number of vehicle trips generated during the day is decreased. Support retail uses may include, but are not limited to dry cleaners, banks, delicatessens, child care facilities, and other similar support goods and services uses.

Hotel uses are encouraged as part of the mixed-use options because they have less of an impact on the road network, they generate potential pedestrian traffic and they provide a source of transit system riders.

- *Child Care and Other Support Institutional Uses* – Child care and other institutional uses of a support nature are appropriate for all mixed-use areas planned within the Transit Station Areas of the Reston-Herndon Suburban Center. The incorporation of a diversity of uses in close proximity to one another is instrumental to creating vibrant, mixed-use areas. By providing needed services within a concentrated area, convenience as well as accessibility to these uses is increased, and as such, there is a greater likelihood that individuals will make the decision to use transit rather than the private automobile. Convenience and accessibility to a mix of uses will also lead to an improved quality of life.

- *Noise Attenuation* – The mixed-use options identified in the Transit Station Area recommendations below may result in residential and associated recreational uses being located in close proximity to the Dulles Airport Access and Toll Road. As a result, appropriate measures should be taken to attenuate the noise inside residential buildings and where appropriate, provide barriers for outside recreation areas to minimize the impact of highway noise on these uses.
- *Air Rights* – The location of the proposed transit stations in the median of the Dulles Airport Access Road impacts the opportunity to take full advantage of the transit system. Air rights development may, in the future, provide a means to bring people and activities in closer proximity to the transit station platform. Although no specific land use recommendations are included in this Plan for air rights development, the County and private development community should explore the appropriate level of land use planning for future air rights development.
- *Joint Public/Private Development of Publicly Owned Properties* – The County owns two parcels in the Suburban Center that are used for parking facilities to support existing transit in the Dulles Corridor. Consideration should be given to future redevelopment of these sites to allow continued parking in the Transit Station Areas but also to maximize the use of the sites for transit-oriented development to take advantage of the proximity these parcels have to the proposed station platform locations.
- *Educational Institution(s)* – An educational institution would be an appropriate complementary use to the other uses planned for the Transit Station Areas in the Reston-Herndon Suburban Center and should be encouraged in one or more of the Transit Station Areas. Buildings housing an educational institution should, whenever possible, include support retail and/or support service uses to encourage transit use by students and staff.

Accessibility

- *Pedestrian/bicycle access* – Pedestrian-friendly sidewalks and paths should be provided throughout the Transit Station Areas to facilitate non-vehicular circulation in, through, and around the Transit Station Areas. Additional guidance is provided in the Urban Design Guidelines for the Transit Station Areas. Pedestrian connections to the station platforms at Reston Parkway and Wiehle Avenue should be provided from all four quadrants of the intersections of those two roads and the DAAR.
- *Feeder bus/circulator shuttle service* – Development along the major streets in the Transit Station Areas should be designed to facilitate access to the area by feeder bus service.
- *Station Access* – In order to maximize access to station platforms, connections should be provided from the station to all four bordering land quadrants. These connections should include pedestrian amenities and features, such as bridges and/or tunnels across major roadways and moving sidewalks, to help span the distance between existing development and the station platform.

DEVELOPMENT REVIEW GUIDELINES

Land Use

The Transit Station Area land unit recommendations provide site-specific guidance that establish planned uses and intensity and often provide options for development allowing higher intensities based upon compliance with specified conditions. These options are designed to be transit-supportive. The transit-oriented options may be considered once a Full Funding Grant Agreement or a comparable funding agreement to design and build the Bus Rapid Transit (BRT) phase of the Dulles Corridor Rapid Transit Project, that includes funding for construction of transit stations in the median of the Dulles Airport Access Road, has been executed by all funding stakeholders. The rail-oriented mixed-use options, which allow the highest intensities in the Transit Station Areas, may be considered once a Full Funding Grant Agreement or comparable funding agreement to design and build the rail phase of the Dulles Corridor Rapid Transit Project has been executed by all funding stakeholders. Approval of all planned and optional land uses and/or intensities are based upon the fulfillment of objectives outlined in the Areawide recommendations and the specific land unit recommendations.

It is important that projects under the mixed-use options be phased to ensure the development of both the residential and non-residential components. This requires that the residential and non-residential components be developed at the same time or that the different uses be phased in such a way to ensure that no one component is completed before there is substantial progress on the other components.

The mixed-use recommendations in the Plan seek to establish parameters for future development by suggesting a minimum, a maximum, or a range of percentages for residential and non-residential uses. These percentages are meant to be guides and they may need to be adjusted on a case by case basis in order to further other planning objectives. For example, a mixed-use project that contains an educational use recommended in the Plan may not be able to achieve the minimum percentage of residential use or may exceed the maximum for non-residential use.

Transportation

The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be used in the evaluation of development proposals. The transportation recommendations for the Reston-Herndon Suburban Center are contained in the District-Wide Recommendations for the Upper Potomac Planning District, and in the Transportation Recommendations for the Greater Herndon Community Planning Sector (UP4) and Reston Community Planning Sector (UP5). In addition, the following transportation recommendations should be addressed:

- *Planned Roadway improvements* – The planned roadway improvements in and around the Transit Station Areas should be completed in a timely fashion. These improvements are necessary to ensure the continued functioning of the road network in the vicinity of the transit station areas.
- *Feeder Transit Service* – A feeder transit system, whether it be bus, light rail, monorail or some combination of transit types, should be provided which collects passengers from the surrounding communities and transports commuters and other riders to the transit stations.

A feeder service of this nature is critical to reducing vehicle trips into each Transit Station Area and decreasing the need for parking at each transit station.

- *Land Use/Transportation Balance* – The Comprehensive Plan recommendations for the Transit Station Areas are designed to encourage transit-supportive development and redevelopment in the Dulles Corridor. In order for this effort to be successful, a balance between land use and transportation must be achieved at specific sites and within the corridor as a whole. This balance will be maintained and monitored in two ways: first, at such time as 50% of either or both non-residential or residential development potential has been reached within a Transit Station Area, the land use and transportation needs of the Transit Station Area will be re-evaluated by the County. Second, to ensure transportation system adequacy as the corridor continues to develop, conditions will apply to development above the baseline Comprehensive Plan recommendation in each TSA. The conditions include: 1) provision of a detailed transportation analysis during the development review process which will determine transportation improvements needed to support the development and 2) provision of developer contributions for Transportation Demand Management (TDM) programs and/or roadway improvements above those planned for area roadways.
- *“Non-degradation” Policy* – Applicants requesting consideration of the rail-oriented options, which allow the highest intensities of the optional recommendations, should demonstrate that the transportation system is not adversely affected by the application after the development is completed than it would under the baseline recommendation of the Plan. This performance based approach requires applicants to provide improvements or other guarantees to maintain certain performance levels. These levels would be measured by levels of service or critical movement volumes or other measures as deemed appropriate by the Fairfax County Department of Transportation. Projects may be phased to coincide with the achievement of specific non-SOV (single occupancy vehicle) mode split objectives.
- *Transportation Demand Management (TDM)* – Both individual TDM measures, as administered through commitments that are made as part of the zoning process, as well as an areawide TDM program, are needed in the Dulles Corridor as components of a successful public transportation improvement program. A Transportation Management Association (TMA) such as the Dulles Area Transportation Association (DATA) and LINK should administer a comprehensive areawide program and coordinate the TDM actions of individual employers. Further, the County, in association with the TMA should review parking requirements of the Zoning Ordinance to consider the full range of parking management strategies and other TDM strategies.

The implementation of a successful comprehensive areawide TDM program may require adoption of an ordinance governing such actions so that all property owners will be required to participate, not just properties committing to participation through the zoning process. Ordinance requirements may include paid parking, transit subsidies, ridesharing matching services, preferential treatment of carpool/vanpools, shuttle bus services to nearby transit stations, guaranteed ride home programs, marketing of commuter assistance programs, and other related measures designed to lessen use of single-occupant vehicles and boost HOV usage during peak commuting periods. TDM measures that could be considered are shown on Figure 9.

FIGURE 9: EXAMPLES OF TRANSPORTATION DEMAND MANAGEMENT (TDM) MEASURES

Individual Employer TDM Measures

Alternative Transportation Services

- Shuttle Bus(es)
- Company Vanpools
- Telecommuting

Support Facilities/Programs

- On-Site Transportation Coordinator
- Employer Ridematching Services
- Preferred HOV Parking Locations
- Flexible Work Hours
- Guaranteed Ride Home Program

Pricing Programs

- Parking Management/Pricing Programs
- Subsidies for Use of HOV Modes

Implementation

- CEO Commitment
- Proffers/Negotiated Agreements
- Participation in TMA

Areawide TDM Measures

Alternative Transportation Options/Services

- Expand Transit Services (peak hours)
- Expand Transit Services (off peak & midday)
- Carpools
- Vanpools
- Shuttle Bus(es)

Support Facilities/Programs

- Transit Center
- Park & Ride Lots
- HOV Lanes
- Preferred Parking Locations
- Multi-Employer Ridematching Services
- Guaranteed Ride Home Program

Mixed-Use Development

- Mixed-use developments to include residential, commercial, support retail, hotel and institutional uses
- Development design should maximize pedestrian convenience and accessibility to on-site services

Pricing Programs

- Road/Congestion Pricing Programs
- Parking Management/Pricing Programs
- Transportation Allowances

Implementation

- Employer Trip Reduction Ordinance
- Parking Management Ordinance
- Site Design Controls
- Proffers/Negotiated Agreements
- TMA Coordination

- *Transportation System Monitoring Program* – The County, in cooperation with a TMA, should develop a system to monitor and analyze the relationship between development and supporting transportation facilities and services to evaluate whether the Transit Station Areas transportation objectives are being met. If it becomes clear that the road network is being overburdened and a 15% transit/HOV mode split goal is not being achieved, then existing policies and recommendations should be re-evaluated and appropriate modifications should be made to ensure that these transportation policies are implemented effectively.
- *Reduced/shared parking* – Mixed-use developments should provide a mix of uses that can utilize shared parking to the maximum degree possible. Parking reductions for non-residential uses adjacent to transit stations are desirable as a means to encourage transit usage. Projects that provide reduced parking or utilize parking controls, such as fee-based parking, are more likely to be able to satisfy the “Non-degradation” Policy and achieve the maximum intensities recommended in the Plan.
- *Consolidation of Access Points* – Vehicular access points should be consolidated to minimize interference with arterial roadways.

Urban Design

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 areawide 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 after the land unit recommendations. They should be used in evaluating all development proposals in the three Transit Station Areas in the Reston-Herndon Suburban 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.

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.

LAND UNIT RECOMMENDATIONS

The Reston Herndon Suburban Center and Transit Station Areas are divided into land units as shown on Figure 10 for the purpose of organizing site specific recommendations. Within each land unit, the Plan describes its location and character. Generally, each land unit is further subdivided into sub-units. Within each sub-unit, the Plan provides specific recommendations that establish a planned use and intensity or density. For most land units or sub-units, particularly those that are in close proximity to planned rail stations, development options are provided that encourage uses and intensities that are above the base of the Plan. Site specific recommendations for parts of the Suburban Center may be included with the Plan text for Sector UP5.

Land Unit A

This Land Unit is located on the south side of the Dulles Airport Access Road, between Centreville Road on the west and Monroe Street on the east (see Figure 10). Sunrise Valley Drive is the southern boundary of this Land Unit. The Land Unit contains several office buildings.

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.

To achieve full capacity of the roadway network in the area, Centreville Road between Frying Pan Road and West Ox Road should be improved as soon as possible in order to maximize the benefits of the road improvements constructed to date. Development proposals in Land Unit A should dedicate needed right-of-way and/or construct or contribute toward the construction of these roadway segments on a pro rata basis unless these proposals are on properties that have previously built part of the existing roadway network.

*Note: At the time the Reston-Herndon Suburban Center's plan text was adopted in 2001, Land Unit A was located within the Town of Herndon, north of the Dulles Airport Access Road with Centreville Road on the west and Monroe Street on the east. Under an agreement reached in 1987 between Fairfax County and the Town of Herndon, this Land Unit A was annexed by the Town as part of a larger Town boundary adjustment. As part of this agreement Fairfax County retained planning and zoning responsibilities for this land unit until 2005, at which time those responsibilities reverted to the Town of Herndon. Under the Town of Herndon's Draft 2030 Land Use Map dated January 7, 2008 the area is planned for regional corridor mixed use.

Sub-unit A-1 (west of Herndon-Monroe Transit Station Area)

The area which is located west of the Herndon-Monroe Transit Station Area is planned for commercial office, hotel or mixed-use development up to .70 FAR. Mixed-use projects should be at least one-third residential in composition. This area along the Dulles Airport Access Road has high visibility and is appropriate for high quality development including corporate headquarters, hotels and office buildings. Mixed-use developments should create a viable, quality living environment with active recreational facilities and other amenities for residents. Residential development should be sited away from the Access Road and towards Sunrise Valley Drive. Support retail and service uses may be appropriate in non-residential or mixed-use development if they are located within office, hotel or residential buildings.

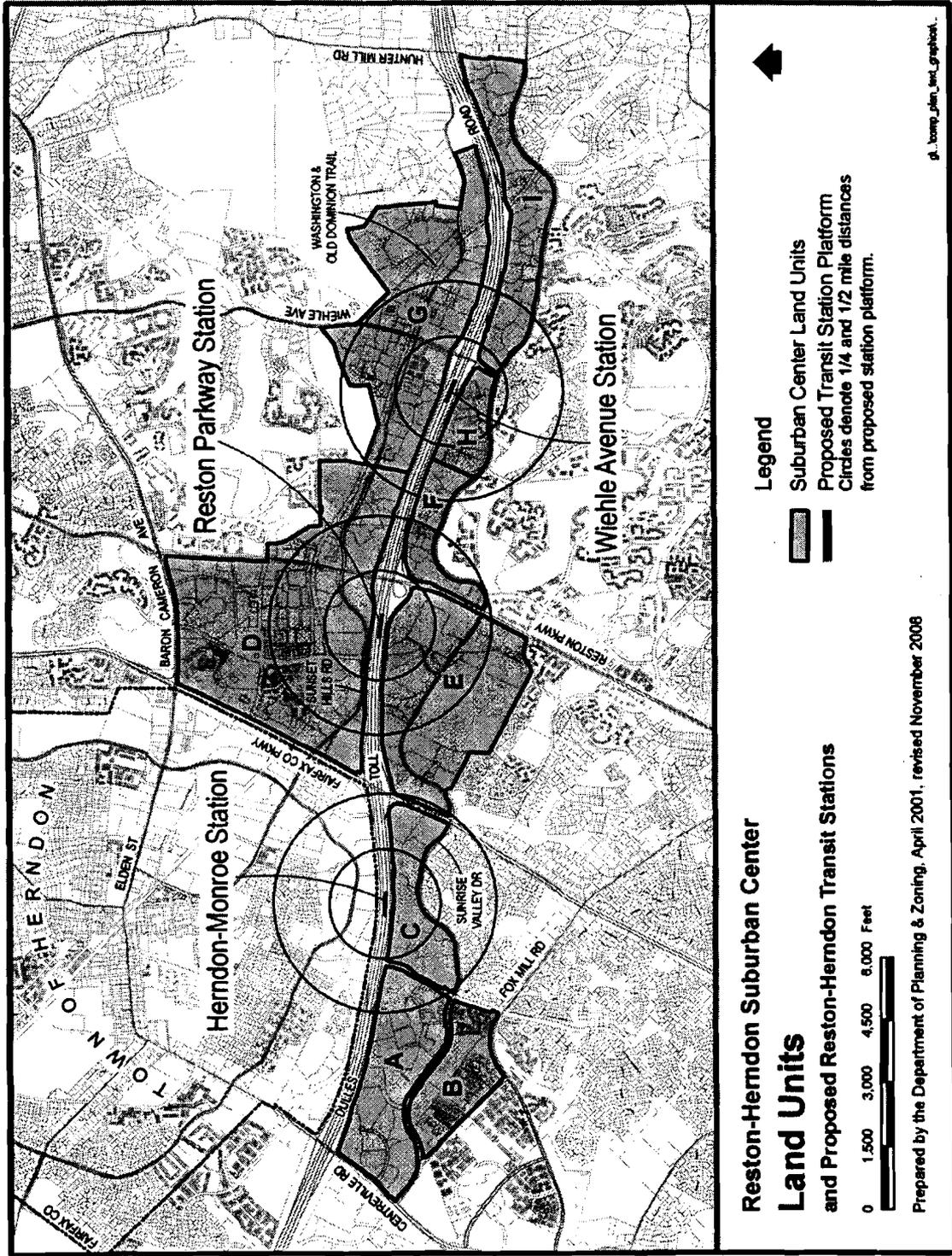


FIGURE 10

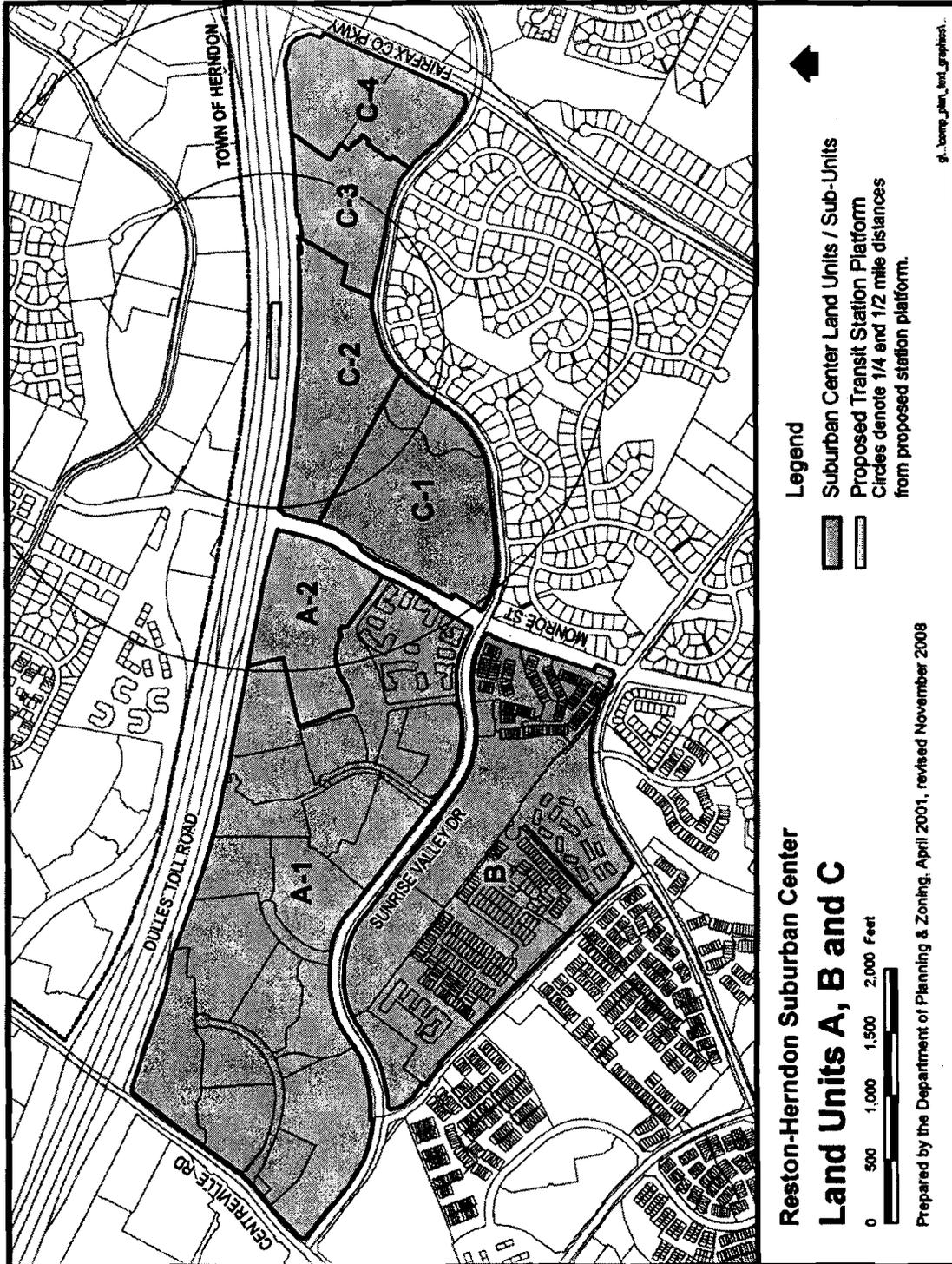


FIGURE 11

Pedestrian connections throughout the area and to transit facilities should be provided. Clustering of buildings in a transit friendly design is encouraged, whereby development that is built prior to possible rail transit service can be clustered on a portion of the area so as not to preclude additional buildings and intensity in the future if rail service is extended to this area. The overall design should seek to concentrate open space, to the extent possible, into common areas such as urban parks and plazas to provide visual focus and pleasant outdoor spaces for employees.

The development of this sub-unit should incorporate recreational amenities for future employees (and residents if residential development is included) such as jogging paths, exercise stations and volley ball courts that are appropriate to the mix of employees/residents and their needs. The development of this area should incorporate a vehicular circulation system that is appropriate to the type and intensity of the ultimate uses and the pattern of subdivision.

The portion of the sub-unit that is adjacent to the Herndon-Monroe TSA is subject to the *Pedestrian/bicycle access* guidelines in the Suburban Center Areawide Recommendations shown at the beginning of the Suburban Center text.

Sub-unit A-2 (part of Herndon-Monroe Transit Station Area)

Sub-unit A-2 is located in the southwest quadrant of the DAAR and Monroe Street. It is a part of the Woodland Park development, a large mixed-use development.

This land unit is planned for mixed-use, with any combination of office, hotel, residential and support retail uses up to .70 FAR.

For development in this sub-unit, including all baseline recommendations and options, pedestrian walkways should be provided to facilitate circulation throughout the land unit and should connect to walkways in adjacent land units and existing sidewalks or trails along major streets in or around the land unit. All proposed developments should be in conformance with the Urban Design Guidelines, located after the land unit recommendations.

Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.0 FAR may be considered for Sub-unit A-2 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met:

- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate vehicular drives and/or streets.

Rail-oriented Residential Mixed-Use Option – At such time as a funding agreement for rail, as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.5 FAR may be considered for the 12 acres within Sub-unit A-2 located closest to the rail station, provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The

residential component should be at least 40% but no more than 50% of the total gross floor area of the development. Some combination of office, hotel and support retail uses may comprise 50-60% of the total gross floor area of the development. In addition, the following conditions should be met:

- Grade-separated pedestrian access (bridge or tunnel) across Monroe Street should be provided to facilitate access to the rail station;
- Transportation Demand Management measures as discussed on page 6 should be utilized to the maximum extent possible;
- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

Land Unit B

This Land Unit is located on the south side of Sunrise Valley Drive between Fox Mill Road and Monroe Street, north of Frying Pan Road (see figure 9). The Land Unit contains the Great Oak subdivision, a development consisting of townhomes and single family detached houses. Previously the Great Oak subdivision was developed as the Greg Roy residential subdivision, an area that was planned at 1-2 dwelling units per acre.

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.

To achieve full capacity of the roadway network in the area, Centreville Road between Frying Pan Road and West Ox Road should be improved as soon as possible in order to maximize the benefits of the road improvements constructed to date. Development proposals in Land Unit B should dedicate needed right-of-way and/or construct or contribute toward the construction of these roadway segments on a pro rata basis unless these proposals are on properties that have previously built part of the existing roadway network.

The area located south of Sunrise Valley Drive contains The Woodland Park Apartments, The Fox Mill Station Condos, and the Great Oak subdivision. Woodland Park Apartments are located north and west of the Great Oak subdivision. Tax Map parcels 16-3((1))25D1, 25D2, 25D3, 25D4, 16-4((1))32B, 16-4((16))1-44, 16-4((16))A, 16-4((17))B,C,D,F, F1, 16-4((17)) 45-49, and 16-4((17))110-204 within Woodland Park, were planned for residential use at 8-12 dwelling units per acre (du/ac) with full consolidation. Under an option for the entire area occupied by the Woodland Park Apartments, tax map parcels 16 3((1))25D1, 25D2, 25D3, 25D4, 16 4((1))32B, 16-4((16))1-44, 16-4((16))A, 16-4((17))B, C, D, F, F1, 16-4((17))45-49 and 16-4((17))110-204 were developed in multi-family, residential use, including garden apartments, at 16-20 dwelling units per acre to provide a transition from the mixed use development along the Dulles Airport Access Road to the residential development to the south. A vegetated buffer that, at a minimum, meets Zoning Ordinance requirements should be provided along the area adjacent to the Great Oak subdivision. Enhanced vegetation within this buffer is recommended.

Tax Map 16-3((18))1-165 located to the east of the Great Oak subdivision (Fox Mill Station Condos), are planned and developed for residential use at 8-12 dwelling units per acre. Active recreation facilities to serve the residents should be provided on-site.

The Great Oak subdivision and the adjacent residential parcel to the northwest (Metropolitan of Fairfax Apartments) were planned for residential use at 1-2 dwelling units per acre. Under an option, the Great Oak subdivision and the adjacent residential parcel (Metropolitan of Fairfax Apartments) were developed for residential use at 8-12 dwelling units per acre after complete parcel consolidation.

Mixed-use development up to .50 FAR is appropriate for Land Unit B upon the complete consolidation of parcels in this area, including the entire Great Oak subdivision. For mixed-use projects, the residential component should be at least one-third of the total development. Residential development should provide for the active recreation needs of the community.

All development proposed for Land Unit B should provide high quality site and architectural design, an integrated pedestrian circulation system and active recreation facilities.

Land Unit C

This land unit is located on the south side of the Dulles Airport Access Road with Monroe Street on the west, Sunrise Valley Drive on the south and the Fairfax County Parkway on the east (see Figure 11). This land unit is developed primarily in office use. The entire land unit is located within the Herndon-Monroe Transit Station Area.

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.

For development in this land unit, including all baseline recommendations and options, pedestrian walkways should be provided to facilitate circulation throughout the land unit and should connect to walkways in adjacent land units and existing sidewalks or trails along major streets in or around the land unit. All proposed developments should be in conformance with the Urban Design Guidelines, located after the land unit recommendations.

Sub-unit C-1 (part of Herndon-Monroe Transit Station Area)

Sub-unit C-1 is located in the southeast quadrant of the DAAR and Monroe Street. The land unit includes office uses and the Sunrise Valley Park Wildlife Habitat and Nature Preserve. It is planned for office use up to .50 FAR.

Sub-unit C-2 (part of Herndon-Monroe Transit Station Area)

Sub-unit C-2 is located along the north side of Sunrise Valley Drive and includes the County-owned and operated Herndon-Monroe Park-and-Ride facility, which serves as a major transit transfer point for the Fairfax Connector Bus service.

This sub-unit is planned for a commuter parking facility. The Herndon-Monroe Park-and-Ride parking structure and bus-dropoff area are presently located in this sub-unit. As of 2001, the parking structure includes approximately 1,700 parking spaces. The County-owned parcel is large enough to accommodate an expansion of the parking structure in the future if necessary to accommodate additional commuter parking facilities.

The County should encourage a public-private partnership that would result in the provision of support retail uses in this sub-unit, such as child care, a dry cleaners, and a newsstand. To minimize the impact of an expanded parking facility on the nearby residential areas, screening should be provided that exceeds the minimum standards required by the Zoning Ordinance.

Sub-unit C-3 (part of Herndon-Monroe Transit Station Area)

This sub-unit is planned for office use up to .50 FAR.

Transit-oriented Non-residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a .70 FAR may be considered for Sub-unit C-3 provided that the mix of uses includes office, hotel, institutional and support retail. The office use may not exceed 70% of the total gross floor area and support retail, to be located in office or hotel buildings may not exceed 15% of the total gross floor area. In addition, the following conditions should be met:

- Building heights should be limited to 100 feet along the DAAR and 35 feet along Sunrise Valley Drive; and
- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.0 FAR may be considered for Sub-unit C-3 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following conditions should be met:

- Building heights should be limited to 100 feet along the DAAR and 35 feet along Sunrise Valley Drive; and
- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

Rail-oriented Residential Mixed-Use Option – At such time as a funding agreement for rail, as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development at up to a 1.5 FAR may be considered for the 9 acres within Sub-unit C-3 located closest to the rail station, provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 55% but no more than 65% of the total gross floor area of the development. Some combination of office, hotel and support retail uses may comprise 35-45% of the total gross floor area of the development. In addition, the following conditions should be met:

- The site should be located within ¼ mile of the station and provide direct pedestrian access to the station or be a part of a larger project, approved under a consolidated site plan or as concurrent applications, that provides direct pedestrian access to the station.

- Grade-separated pedestrian links to the rail station are encouraged;
- A quality site layout should be provided with consolidated vehicular access to the site, parking structures that do not front on pedestrian areas, and shared parking to the maximum extent possible;
- Building heights should be limited to 150 feet along the DAAR and 35 feet along Sunrise Valley Drive;
- Transportation Demand Management measures as discussed on page 6 should be utilized to the maximum extent possible; and
- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

Sub-unit C-4 (part of Herndon-Monroe Transit Station Area)

Sub-unit C-4 is bounded by the DAAR on the north, the Fairfax County Parkway on the east and Sunrise Valley Drive on the south. The sub-unit is currently developed as an office park, with three office buildings.

This sub-unit is planned for office use up to .50 FAR.

Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.0 FAR may be considered for Sub-unit C-4 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. Hotel use is encouraged. In addition, the following conditions should be met:

- Appropriate transitions in the height and bulk of buildings should be provided to minimize the impact on the neighboring residential area to the south. Building heights should be limited to 100 feet along the DAAR and 35 feet along Sunrise Valley Drive. In addition, appropriate buffering should be provided. Specifically, the existing berm along Sunrise Valley Drive should be preserved and extended if appropriate.
- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

Land Unit D

The general boundaries of Land Unit D are Baron Cameron Avenue on the north, the Dulles Airport Access Road on the south, and the Bowman Distillery property on the east, as shown on Figure 12.

Land Unit D encompasses the Reston Town Center and the Bowman Distillery site. There are presently large areas of vacant land in this land unit, but a wide variety of uses already exist as part of this planned urban mixed-use center including major retail and office uses, public housing, a regional library, a homeless shelter, a nursing home, a hospital, an emergency medical facility, medical offices, human services offices, a major hotel and conference center, the Northern County Governmental Center, and local-serving retail uses at the intersection of Sunset

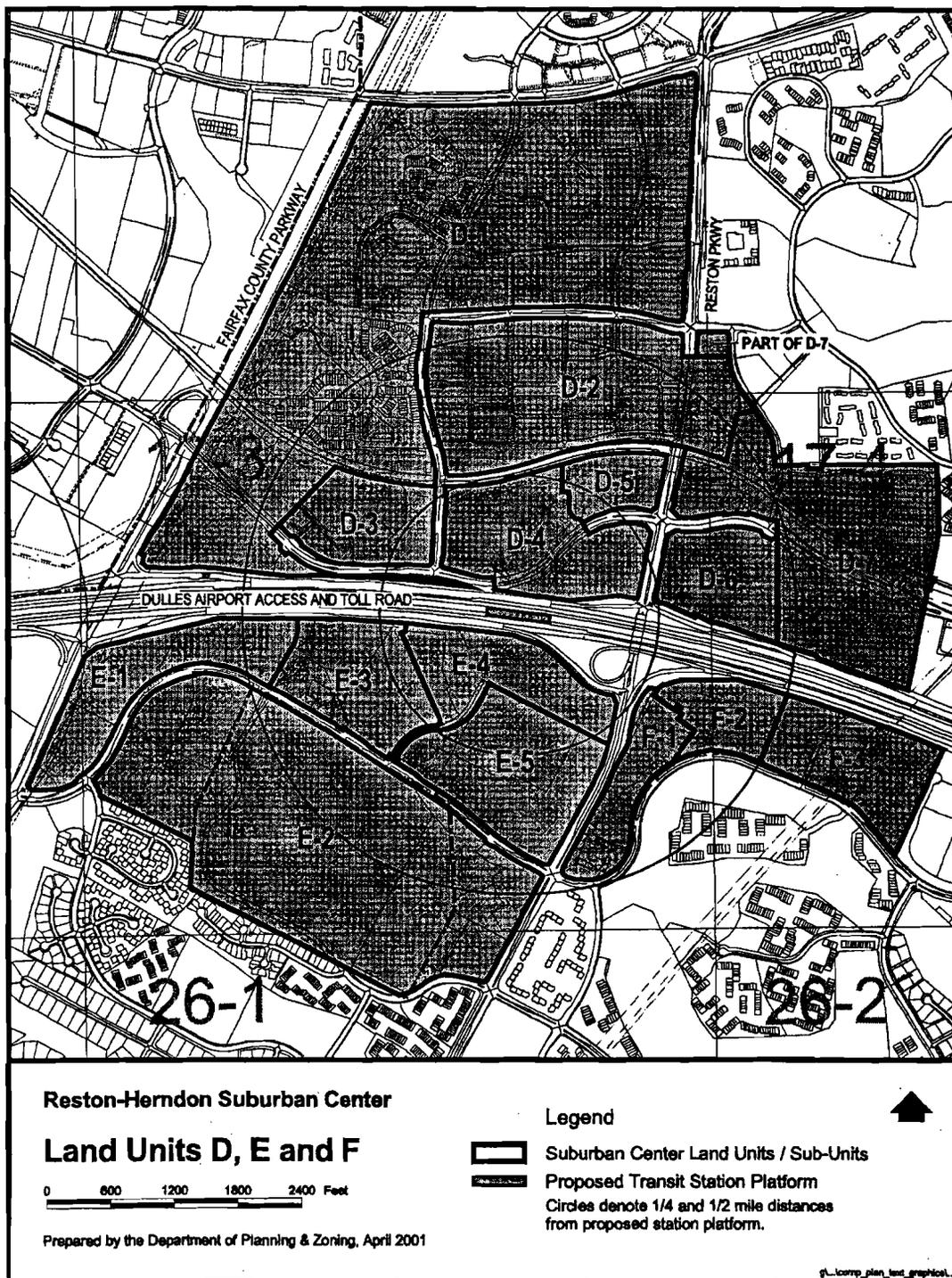


FIGURE 12

Hills Road and Old Reston Avenue. The southern portion of Land Unit D encompasses the northern half of the Reston Parkway Transit Station Area (TSA).

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.

The portion of the land unit adjacent to the Reston Parkway TSA is subject to the pedestrian access guidelines detailed in the General Transit Station Area Recommendations shown at the beginning of the Suburban Center text.

Town Center Portion of Land Unit D

The Reston Town Center is the designated higher intensity node within the Reston-Herndon Suburban Center. The Reston Town Center represents the major focal point for the Suburban Center and integrates pedestrian-scaled mixed-use projects that have substantial retail, office, commercial and residential components. Reston Town Center portion of Land Unit D consists of sub-units D-1, D-2, part of D-3, D-4, D-5, D-6 and the most western part of D-7. The central portion of the Town Center consists of the approximately 85 acres known as the Town Center Urban Core, located in Sub-unit D-2.

The Reston Town Center should develop as planned in order to provide a viable residential and commercial mix. It is presently planned for a maximum development program of 8,415,000 square feet. Development is planned to be phased in as transportation capacity is available. The proposed composition of this development is as follows:

- Office/research and development - 7,100,000 square feet;
- Retail - 315,000 square feet; and,
- Hotel - 1,000,000 square feet.

The proposed Town Center development will also include hospital uses and a minimum of 1,400 dwelling units, incorporating a mixture of multi-family and single-family housing unit types at up to 50 dwelling units per acre. Additional housing units are encouraged as they would contribute to and enhance the mixed-use character planned for this area.

Development within the Reston Town Center is contingent upon the implementation of transportation improvements in the area. Projects developed under the mixed-use options should participate in satisfying transportation commitments that are linked to specific development levels in the Town Center. The intensity of development within the Reston-Herndon Suburban Center should generally taper down outside of the Town Center, in order to maintain and highlight this area as the major focal point.

Sub-unit D-1 (part of Reston Parkway Transit Station Area)

Sub-unit D-1 is mostly developed with a diversity of uses including housing, retail, institutional facilities such as a county government center, police station, medical-oriented facilities, regional library and social services. It is planned and approved for a mix of uses including office, retail, residential, institutional and community-serving uses at intensities between .50 and .70 FAR. Within this sub-unit is the Reston Hospital and associated medical office building, the North County Government Complex, and a regional library, which are all excluded from the total 8.4 million square feet planned in the Reston Town Center.

Sub-unit D-2 (part of Reston Parkway Transit Station Area)

Sub-unit D-2 is the Town Center Urban Core of the Reston Town Center and consists of approximately 85 acres. In the Town Center Urban Core, a commercial intensity of up to .95 FAR may be appropriate and is consistent with the Town Center rezonings of March 1987 and subsequently approved Proffered Condition Amendments. Individual blocks or parcels may exceed this intensity, so long as the overall intensity of .95 FAR is not exceeded. In addition, it may be appropriate to allow up to 500,000 square feet of approved non-residential intensity from outside the Town Center Urban Core but from within the larger Reston Town Center area to be transferred to the Urban Core if it can be demonstrated that such square footage is available within the Reston Town Center as a whole and appropriate amendments to the approved 1987 rezonings can be achieved.

Sub-unit D-3 (part of Reston Parkway Transit Station Area)

This sub-unit is planned for office use at the intensities shown on the approved development plan for the parcels (between .80 - .90 FAR) or residential use at up to 30 dwelling units per acre. In addition, 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.

For development in this sub-unit, including all baseline recommendations and options, pedestrian walkways should be provided to facilitate circulation throughout the land unit and should connect to walkways in adjacent land units and existing sidewalks or trails along major streets in or around the land unit. All proposed developments should be in conformance with the Urban Design Guidelines, located after the land unit recommendations.

Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.0 FAR may be considered within Sub-unit D-3 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. Hotel uses are encouraged. In addition, the following condition should be met:

- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

Sub-unit D-4 (part of Reston Parkway Transit Station Area)

Sub-unit D-4 is part of the Reston Town Center and is located south of the Town Center Urban Core. It is planned and approved for a variety of uses including office, retail, residential, and community-serving uses at intensities between .70 and 1.0 FAR. Parcels within Sub-unit D-4 may be appropriate for development as residential uses up to 30 dwelling units per acre. In addition, 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.

For development in this sub-unit, including all baseline recommendations and options, pedestrian walkways should be provided to facilitate circulation throughout the land unit and should connect to walkways in adjacent land units and existing sidewalks or trails along major streets in or around the land unit. All proposed developments should be in conformance with the Urban Design Guidelines, located after the land unit recommendations.

Transit-oriented Non-residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.0 FAR may be considered within Sub-unit D-4 provided that the mix of uses includes office, hotel, institutional and support retail. The office use may not exceed 70% of the total gross floor area and support retail, to be located in office or hotel buildings may not exceed 15% of the total gross floor area. In addition, the following conditions should be met:

- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.
- A public pedestrian link to Reston Town Center is provided.

Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.5 FAR may be considered within Sub-unit D-4 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following conditions should be met:

- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.
- A public pedestrian link to Reston Town Center is provided.

Rail-oriented Residential Mixed-Use Option – At such time as a funding agreement for rail, as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 2.0 FAR may be considered for the 10 acres within Sub-unit D-4 located closest to the rail station, provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 50% but no more than 60% of the total gross floor area of the development. Some combination of office, hotel and support retail uses may comprise 40-50% of the total gross floor area of the development. In addition, the following conditions should be met:

- The site should provide direct pedestrian access to the station or be a part of a larger project, approved under a consolidated site plan or as concurrent applications, that provides direct pedestrian access to the station.
- Grade-separated pedestrian links to the rail station are encouraged.
- A quality site layout should be provided with consolidated vehicular access to the site, parking structures that do not front on pedestrian areas, and shared parking to the maximum extent possible.
- Building heights should be limited to 140 feet.

- Transportation Demand Management measures as discussed on page 6 should be utilized to the maximum extent possible.
- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.
- A public pedestrian link to Reston Town Center is provided.

Sub-unit D-5 (part of Reston Parkway Transit Station Area)

Sub-unit D-5 consists of Discovery Square, a two building office development in the northwest quadrant of Reston Parkway and Sunset Hills Road. A significant pedestrian link to the Reston Town Center Urban Core is planned from Sub-unit D-5 to Sub-unit D-2, connecting Sunset Hills Road to an overpass over the W&OD Trail and to the Town Center Core area.

The two parcels in this land unit are planned and approved for office use at .70 and 1.0 FAR. Residential use at up to 30 dwelling units per acre is also appropriate for this land unit. In addition, 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.

For development in this sub-unit, including all baseline recommendations and options, pedestrian walkways should be provided to facilitate circulation throughout the land unit and should connect to walkways in adjacent land units and existing sidewalks or trails along major streets in or around the land unit. All proposed developments should be in conformance with the Urban Design Guidelines, located after the land unit recommendations.

Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.0 FAR may be considered for Sub-unit D-5 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 25% but no more than 50% of the total gross floor area of the development. Office use may not exceed 70% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following conditions should be met:

- The two parcels should be consolidated to achieve the option level of development.
- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

Sub-unit D-6 (part of Reston Parkway Transit Station Area)

Sub-unit D-6 is the site of the Oracle development, is located in the northeast quadrant of Reston Parkway and the DAAR and is currently approved for a four building office park.

This sub-unit is planned for office use at .70 FAR. In addition, residential use at up to 30 dwelling units per acre is appropriate. 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.

For development in this sub-unit, including all baseline recommendations and options, pedestrian walkways should be provided to facilitate circulation throughout the land unit and should connect to walkways in adjacent land units and existing sidewalks or trails along major streets in or around the land unit. All proposed developments should be in conformance with the Urban Design Guidelines, located after the land unit recommendations.

Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.0 FAR may be considered within Sub-unit D-6 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 25% but no more than 50% of the total gross floor area of the development. Office use may not exceed 70% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met:

- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

Rail-oriented Residential Mixed-Use Option – At such time as a funding agreement for rail, as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.5 FAR may be considered for the 5 acres within Sub-unit D-6 located closest to the rail station, provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 40% but no more than 50% of the total gross floor area of the development. Some combination of office, hotel and support retail uses may comprise 50-60% of the total gross floor area of the development. In addition, the following conditions should be met:

- The site should provide direct pedestrian access to the station or be a part of a larger project, approved under a consolidated site plan or as concurrent applications, that provides direct pedestrian access to the station.
- Grade-separated pedestrian links to the rail station are encouraged.
- A quality site layout should be provided with consolidated vehicular access to the site, parking structures that do not front on pedestrian areas, and shared parking to the maximum extent possible.
- Building heights should be limited to 140 feet.
- Transportation Demand Management measures as discussed on page 6 should be utilized to the maximum extent possible.
- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

Sub-unit D-7 (Outside of Town Center)

1. The property at the intersection of Old Reston Avenue and Reston Parkway, Tax Map 17-2((1))20C, is planned for low-rise office use up to .50 FAR and with a maximum three story building height along Reston Parkway that achieves architecturally harmonious development with the adjacent residential houses originally known as Jonathan's Keepe. The FAR and height limit should only be achievable with substantial preservation of tree cover and excellence in site planning.

2. The approximately five acres of land not included in the Reston Planned Residential Community located on the northwest quadrant of the intersection of Old Reston Avenue and the W&OD Regional Park (Tax Map 17-4((1))1) is planned and approved for office, conference, and training facility uses up to .64 FAR. These uses should be compatible in use and architectural style with surrounding planned and existing development in Reston. As an option, existing and approved office/training center buildings may be converted to residential use, and the historic house may be appropriate for use as a restaurant and inn, provided the following conditions are met:
- The overall development does not exceed .64 FAR;
 - All residential units are to be housed within the two existing office buildings or parking structures and generally within the approved but unbuilt third office and training center, and parking structure footprints on the site. Some flexibility in building location may be appropriate if it leads to better protection of the historic resources on the site and open space preservation;
 - The height of any new residential building(s) shall not exceed 45 feet and shall not be located any closer to the historic house than was approved for the structures in 1999 (PCA 78-C-098);
 - The A. Smith Bowman house may be appropriately used as an eating establishment of 7,500 square feet or less and as an inn with 8 rooms or less for overnight lodging of less than 30 days; and
 - Any exterior modifications on the site should be of compatible architectural style with the existing structures on the site and must be submitted to the Fairfax County Architectural Review Board for review and comment as part of the development review process.

The property owner is encouraged to prepare a report documenting the history, significance and treatment of the property and to explore preservation and protection options such as listing on the National Register of Historic Places.

3. The land known as the Bowman Distillery property (Tax Map 17-4((1))35D, 36A and 36B), is planned for office use with a maximum FAR up to .50. Because of the character of committed development on adjacent properties, appropriate urban design and public facilities should be provided for any office use to make this intensity of development compatible with planned and existing development in the immediate vicinity. If this site develops in office uses, the following should be provided:
- All parcels should be developed as a single unit;
 - Urban design techniques should be used for development on this site. The architecture should be cohesive and development should be related well to surrounding development. The pond should be preserved and integrated into the site design so that it becomes a pedestrian-oriented amenity. The W&OD regional trail park should be incorporated into the site design and it should be buffered from the more intense development features and pedestrian access should be provided to it. Buffering should also be provided on the northern and eastern periphery of the site to protect the adjacent residential community; and

- It is desirable to maintain the heritage and character of Old Reston Avenue and adjacent structures (the A. Smith Bowman House, now known as the Arthur S. DeMoss House, and the Wiehle Town Hall). Prior to development of this site, an effective means of achieving this objective should be identified. 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.

An overall FAR of up to .70 may be appropriate if an office/residential mixed-use concept is employed and provided that a maximum ratio of office to residential use of 2:1 is maintained. In order to achieve this level of development, the conditions specified above for development must be met. Access for non-residential uses should be provided primarily via Sunset Hills Road. Access for residential uses can be oriented to either Sunset Hills Road or Old Reston Avenue, but not both.

Office use with an overall FAR up to .65 may be appropriate if the conditions specified above for office development are met. In addition, this development should incorporate secondary uses of benefit to the employees which will reduce extra trips. Such uses might include day care, a health club, a cafeteria and the like. The following transportation conditions should also be met:

- Additional traffic generated under this option should be offset by implementation of appropriate traffic mitigation/demand management measures;
 - The primary entrance to the site from Sunset Hills Road should be designed as at least a 4-lane section. Turn lanes and other appropriate improvements should be included to accommodate site-generated traffic along the Sunset Hills Road frontage;
 - Secondary access to the site from Old Reston Avenue should be provided, but should be restricted to possible delivery or emergency vehicle use, executive parking lot access, carpool or visitor parking area access, with primary access to the site continuing to be provided at the Sunset Hills Road entrance;
 - Pedestrian connections from the adjacent W&OD trail system and the Old Reston Avenue scenic byway should be provided; and
 - Improvements to Old Reston Avenue in substantial conformance with its proffered two-lane cross section and include a pedestrian walkway on the site on the east side of Old Reston Avenue.
4. 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. Because of the A. Smith Bowman House and the need for development compatible with the adjacent Planned Residential Community uses, a preliminary site plan should be submitted for approval in the same way as Reston Planned Residential Community applications. The development and architectural plans should be reviewed by the County Architectural Review Board and be in conformance with their recommendations.

5. The portions of Land Unit D that are part of the Reston Town Center located east of Reston Parkway and both north and south of Sunset Hills Road [Tax Map 17-3((1))parts of 5 (north and south of Sunset Hills Road), 6, 15 and 17-4((1))7] are planned for mixed-use development up to .70 FAR. The remaining parcels of this portion of Land Unit D are planned for mixed-use development up to .50 FAR.

The portions of the land unit adjacent to the Reston Parkway and Wiehle Avenue TSAs are subject to the *Pedestrian/bicycle access* guidelines detailed in the Suburban Center Areawide Recommendations shown at the beginning of the Suburban Center text.

Land Unit E

Land Unit E is located south of the Dulles Airport Access Road between the Fairfax County Parkway to the west and Reston Parkway to the east (see Figure 12). The southern boundary is formed by Sunrise Valley Drive, the southern lot lines of Sunrise Technical Park II and III and South Lakes Drive.

A portion of Land Unit E adjacent to the Dulles Airport Access Road, to the west of the Reston Parkway should be dedicated for a potential rail station (no parking). The location of this station should be coordinated with the Reston Town Center transit center located in Land Unit D. There is currently a planned underpass under the Dulles Airport Access and Toll Road to connect Town Center Parkway on the north with Edmund Halley Drive on the south.

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.

The portion of the land unit that is adjacent to the Reston Parkway TSA is subject to the *Pedestrian/bicycle access* guidelines in the Suburban Center Areawide Recommendations shown at the beginning of the Suburban Center text.

Sub-unit E-1

This sub-unit is located north of Sunrise Valley Drive and is planned for office use up to .50 FAR.

Sub-unit E-2

This sub-unit is located south of Sunrise Valley Drive and contains office and industrial uses, as well as the offices of the U.S. Geological Survey (USGS). The area west of USGS is planned for light industrial use up to .35 FAR, while office use up to .50 FAR is appropriate for the area east of USGS.

Sub-unit E-3 (part of Reston Parkway Transit Station Area)

Sub-unit E-3 is located on the south side of the DAAR, along Sunrise Valley Drive. The sub-unit is currently developed with office uses.

This sub-unit is planned for office use at .50 FAR or residential use up to 30 dwelling units per acre. In addition, 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.

For development in this sub-unit, including all baseline recommendations and options, pedestrian walkways should be provided to facilitate circulation throughout the land unit and should connect to walkways in adjacent land units and existing sidewalks or trails along major streets in or around the land unit. All proposed developments should be in conformance with the Urban Design Guidelines, located after the land unit recommendations.

Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.0 FAR may be considered within Sub-unit E-3 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met:

- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

Sub-unit E-4 (part of Reston Parkway Transit Station Area)

Sub-unit E-4 is located in the southwest quadrant of Reston Parkway and the DAAR, with access from Edmund Halley Drive. The sub-unit is currently developed with office uses, including the Carr America property, currently approved for 3 office buildings up to a .70 FAR.

This sub-unit is planned for office use at .50 FAR or residential use up to 30 dwelling units per acre. In addition, 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.

For development in this sub-unit, including all baseline recommendations and options, pedestrian walkways should be provided to facilitate circulation throughout the land unit and should connect to walkways in adjacent land units and existing sidewalks or trails along major streets in or around the land unit. All proposed developments should be in conformance with the Urban Design Guidelines, located after the land unit recommendations.

Due to their proximity to the Reston Town Center and a potential rail station, as an option Tax Map 17-3((8))1A, 1B and 2A may be developed with office uses up to .70 FAR, subject to the following conditions:

- To the extent possible, development plans for the three parcels should provide for coordinated vehicular and pedestrian access to and circulation among the parcels, as well as consolidated or linked open space areas;
- An acceptable detailed transportation analysis is performed that identifies transportation improvements required to support the development;
- Transportation improvements, support for transit services and/or transportation demand management strategies, which may include but are not limited to frequent shuttle service to a transit facility, sufficient to mitigate adverse impacts on the

adjacent roadway network be provided, as determined during the development review process;

- The development of these parcels should accommodate the planned underpass under the Dulles Airport Access and Toll Road, connecting Sunrise Valley Drive and Town Center Parkway.

Transit-oriented Non-residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.0 FAR may be considered within Sub-unit E-4 provided that the mix of uses includes office, hotel, institutional and support retail. The office use may not exceed 70% of the total gross floor area and support retail, to be located in office or hotel buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met:

- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.25 FAR may be considered within Sub-unit E-4 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following conditions should be met:

- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

Rail-oriented Residential Mixed-Use Option – At such time as a funding agreement for rail, as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 2.0 FAR may be considered for the 8 acres within Sub-unit E-4 located closest to the rail station, provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 40% but no more than 50% of the total gross floor area of the development. Some combination of office, hotel and support retail uses may comprise 50-60% of the total gross floor area of the development. In addition, the following conditions should be met:

- The site should provide direct pedestrian access to the station or be a part of a larger project, approved under a consolidated site plan or as concurrent applications, that provides direct pedestrian access to the station.
- Grade-separated pedestrian links to the rail station are encouraged.
- A quality site layout should be provided with consolidated vehicular access to the site, parking structures that do not front on pedestrian areas, and shared parking to the maximum extent possible.
- Building heights should be limited to 140 feet.
- Transportation Demand Management measures as discussed on page 6 should be utilized to the maximum extent possible.

- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

Sub-unit E-5 (part of Reston Parkway Transit Station Area)

Sub-unit E-5 is located in the northwest quadrant of Reston Parkway and Sunrise Valley Drive. It is currently developed with office uses, including the Reston Crescent office park, which is approved for 3 buildings up to a .70 FAR.

This sub-unit is planned for office use at .50 FAR or residential use at up to 30 dwelling units per acre. In addition, 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.

For development in this sub-unit, including all baseline recommendations and options, pedestrian walkways should be provided to facilitate circulation throughout the land unit and should connect to walkways in adjacent land units and existing sidewalks or trails along major streets in or around the land unit. All proposed developments should be in conformance with the Urban Design Guidelines, located after the land unit recommendations.

Due to their proximity to the Reston Town Center and a potential rail station, as an option Tax Map 17-3((8))1A, 1B and 2A may be developed with office uses up to .70 FAR, subject to the following conditions:

- To the extent possible, development plans for the three parcels should provide for coordinated vehicular and pedestrian access to and circulation among the parcels, as well as consolidated or linked open space areas;
- An acceptable detailed transportation analysis is performed that identifies transportation improvements required to support the development;
- Transportation improvements, support for transit services and/or transportation demand management strategies, which may include but are not limited to frequent shuttle service to a transit facility, sufficient to mitigate adverse impacts on the adjacent roadway network be provided, as determined during the development review process;

The development of these parcels should accommodate the planned underpass under the Dulles Airport Access and Toll Road, connecting Sunrise Valley Drive and Town Center Parkway.

Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.0 FAR may be considered within Sub-unit E-5 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use combined may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met:

- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

Rail-oriented Residential Mixed-Use Option – At such time as a funding agreement for rail, as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 2.0 FAR may be considered for the 5 acres within Sub-unit E-5 located closest to the rail station, provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 40% but no more than 50% of the total gross floor area of the development. Some combination of office, hotel and support retail uses may comprise 50-60% of the total gross floor area of the development. In addition, the following conditions should be met:

- The site should provide direct pedestrian access to the station be a part of a larger project, approved under a consolidated site plan or as concurrent applications, that provides direct pedestrian access to the station.
- Grade-separated pedestrian links to the rail station are encouraged.
- A quality site layout should be provided with consolidated vehicular access to the site, parking structures that do not front on pedestrian areas, and shared parking to the maximum extent possible.
- Building heights should be limited to 140 feet.
- Transportation Demand Management measures as discussed on page 6 should be utilized to the maximum extent possible.
- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

Land Unit F

This land unit is located south of the Dulles Airport Access/Toll Road between Reston Parkway on the west and Association Drive on the east (see Figure 12). Sunrise Valley forms the southern boundary of Land Unit F. The Reston International Center is a major visual feature 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.

The portions of the land unit that are adjacent to the Reston Parkway and Wiehle Avenue TSAs are subject to the *Pedestrian/bicycle access* guidelines in the Suburban Center Areawide Recommendations shown at the beginning of the Suburban Center text.

For all recommendations in this Transit Station Area, including all baseline recommendations and options, pedestrian walkways should be provided to facilitate circulation throughout the land unit and should connect to walkways in adjacent land units and existing sidewalks or trails along major streets in or around the land unit. All proposed developments should be in conformance with the Transit Station Area Urban Design Guidelines, located at the end of this section of the Plan.

Sub-unit F-1

Sub-unit F-1 is located in the southeast quadrant of Reston Parkway and the DAAR. Development in the land unit includes the landmark International Center office building, several retail uses including restaurants and a gas station, and an office condominium.

The parcels zoned Planned Residential Community are planned for the uses and intensities (if applicable) approved for the individual parcels. The other parcels in the land unit are planned for office use at .35 FAR. All of the parcels in Sub-unit F-1 are also planned for residential use at up to 30 dwelling units per acre. In addition, 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.

For development in this sub-unit, including all baseline recommendations and options, pedestrian walkways should be provided to facilitate circulation throughout the land unit and should connect to walkways in adjacent land units and existing sidewalks or trails along major streets in or around the land unit. All proposed developments should be in conformance with the Urban Design Guidelines, located after the land unit recommendations.

Rail-oriented Residential Mixed-Use Option – At such time as a funding agreement for rail, as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.0 FAR may be considered for Sub-unit F-1, provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 40% but no more than 50% of the total gross floor area of the development. Some combination of office, hotel and support retail uses may comprise 50-60% of the total gross floor area of the development. In addition, the following conditions should be met:

- The site should have direct pedestrian access to an area adjacent to the station with direct pedestrian access to the station.
- Grade-separated pedestrian links to the rail station are encouraged.
- Parcel consolidation should be substantial.
- A quality site layout should be provided with consolidated vehicular access to the site, parking structures that do not front on pedestrian areas, and shared parking to the maximum extent possible.
- Building heights should be limited to 140 feet.
- Transportation Demand Management measures as discussed on page 6 should be utilized to the maximum extent possible.
- Appropriate transportation improvements should be provided to mitigate the impact of development, such as interparcel access between Sub-units F-1 and F-2, direct access to the DAAR ramp, right turn access to Reston Parkway, and improvements to the intersection of Sunrise Valley Drive and Colts Neck Road.
- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

Sub-unit F-2

Sub-unit F-2 is located in the southeast quadrant of Reston Parkway and the DAAR, along the DAAR. Development in the land unit consists of the Sheraton Reston hotel. The sub-unit is planned for Convention/Conference Center.

Option for Focal Area Within Land Unit F (15 acres): Tax Map 17-3((3))1

Within the area planned for Convention/Conference Center uses, it may be appropriate to create a focal area of 15 acres by enhancing the existing hotel/conference center use on Tax Map 17-3((3))1 with hotel, office, residential and support retail uses. The focal area should develop under a single unified development plan that addresses the specific conditions outlined below. The focal area should be urban in character with a high-quality design that is pedestrian- and transit-oriented to complement the existing office use on parcel 1C (Reston International Center) and other developments in the vicinity. Intensities up to 1.07 FAR may be appropriate provided that between 300,000 and 360,000 square feet are developed as hotel use, between 100,000 and 140,000 square feet are developed as office use, and between 10,000 and 25,000 square feet are developed as support retail use, which should be developed as an integral part of principal buildings on the site. Residential uses provided should be between 200,000 and 240,000 square feet of the total development. Total non-residential development should not exceed a .76 FAR. While the ranges given above allow flexibility in determining the mix of uses, the total amount of development within the 15 acre focal area should not exceed 697,000 square feet.

Residential use in this focal area is an essential component and should be provided in mid-rise to high-rise buildings, up to a maximum of 240 dwelling units. A quality living environment should be created which provides recreational facilities and other amenities for residents.

In the development proposal for the focal area, granting of the maximum FAR shall be conditioned on achievement of the following objectives, provided:

Land Use and Design Elements

1. That support commercial and retail uses that serve the Convention/Conference Center are developed as an integral part of principal buildings on the site; freestanding retail uses are not appropriate.
2. That small scale gathering places such as an auditorium, pavilion, amphitheater, or multipurpose meeting rooms be provided, together with unique open spaces with traditional gardens, sculptures, and monument space to be used by the public and the residents and employees in this area to hold concerts, art shows, welcoming ceremonies presentations and oratorical presentations.
3. That architectural style, scale, and building materials, as well as extensive landscaping and coordinated signage be used to create an integrated design that complements the existing hotel development. The buildings are encouraged to be designed with pitched roofs to provide a more friendly residential character. Omnidirectional and directional antennas should be of a material or color which matches the exterior of the building on which they are mounted and satellite and microwave dish antennas should be screened so as not to be visible from the adjacent residential neighborhood.
4. That pedestrian linkages and urban design amenities such as plazas, seating areas, and open-space be provided throughout the focal area with pedestrian connections coordinated with other parcels in the area.
5. That activities, retail, entertainment, amenities, and services in an urban space on the site be arranged in such a manner that people will be attracted to the focal point.

6. That efforts be made to facilitate retention of some of the mature trees along the south side of the Sheraton property. The ingress/egress and right turn lane on Sunrise Valley Drive should be located so as to minimize the removal of trees. In the event that retention is not practical, a landscape plan incorporating a substantial number of trees of a minimum caliper of 2.5 inches should be used to create an attractive view into the site from Sunrise Valley Drive. The Sheraton guest loading/unloading area should be appropriately landscaped to maintain an attractive appearance along Sunrise Valley Drive.
7. That building heights in the focal area not exceed 140 feet; that the tallest buildings be situated on the North boundary of the site at the maximum distance from Sunrise Valley Drive, stepping up, with the lowest buildings situated along Sunrise Valley Drive; that the structures on the East side of the site terrace up from South to North in a similar manner; and that the buildings on the South have a maximum height of no greater than 70 feet above Sunrise Valley Drive as measured from the finished grade at the existing entrance to the Sheraton Reston Hotel.
8. That the majority of the parking at full development be provided in parking structures below grade, be screened from Sunrise Valley Drive and at no time during the development process will large areas of structured parking or at-grade parking be visible from Sunrise Valley Drive.
9. That exterior parks/plazas on the property be public spaces, accessible to and usable by the community, with the same access rights as the tenants.
10. That all loading docks and utility elements be effectively screened so they are not visible from Sunrise Valley Drive or the Dulles Airport Access and Toll Road.
11. That noise attenuation measures, setbacks and vegetative buffers, adjacent to the Dulles Airport Access and Toll Road, be provided as part of the development.
12. That the project lighting be designed to minimize its impact on the neighboring residential communities.

Transportation Elements

1. That the peak hour operating conditions at critical intersections in the vicinity of the site are at acceptable levels of service or no worse after the project is developed than they were prior to development. If any adverse impact attributable to the development is identified, provide improvements which may include but are not limited to:
 - an additional westbound lane on Sunrise Valley Drive between Colts Neck Drive and Reston Parkway, through the provision of a new dedicated right turn lane and the conversion of the existing right turn lane to a through lane, with construction of the new right turn lane to commence upon issuance of a building permit for any development other than renovation of or an expansion of up to 25,000 square feet to the existing hotel;
 - a separate left turn lane at the main site entrance;
 - separate right turn lanes at both site entrances;
 - a traffic signal at the main site entrance; and
 - implementing improvements to reduce delays for turning movements from access points to properties between Reston Parkway and Wiehle Avenue.

2. That convenient crossing of Sunrise Valley Drive by pedestrians to and from the site be provided.
3. That site design accommodates future pedestrian connection to transit facilities in the immediate vicinity of the site.
4. That the pathway system should be designed to link with existing neighborhoods.
5. That transportation improvements, support for transit services and/or transportation demand management strategies, which may include, but are not limited to, frequent shuttle service to a transit facility, sufficient to mitigate adverse impacts on the adjacent roadway network, be provided.
6. That facilities (i.e., bus stops, shelters, and convenient access) for bus services (commuter, local circulation, and airport access) in the near term, before rail transit is built, be provided.
7. That pedestrian connections to a rail transit station pathway system be provided when it is built.

Sub-unit F-3 (Remainder of the Land Unit)

The portion of the land unit that is not within the Reston Planned Community, generally located east of Roland Clarke Place, is planned for and developed with office uses up to .35 FAR.

Land Unit G

This land unit is generally located north of the Dulles Airport Access Road along both sides of Sunset Hills Drive between the Bowman Distillery site on the west and Lake Fairfax Business Park on the east. Figure 13 shows the boundaries of Land Unit G.

This land unit is planned for a mix of office, R&D, and industrial "flex space" uses up to .50 FAR. Any future development or redevelopment in this land unit should be consistent with these uses and intensity. 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.

The portion of the land unit that is adjacent to the Wiehle Avenue TSA is subject to the *Pedestrian/bicycle access* guidelines in the Suburban Center Areawide Recommendations shown at the beginning of the Suburban Center text.

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

Sub-unit G-1 includes Isaac Newton Square and is located in the northwest quadrant of Wiehle Avenue and Sunset Hills Road. Development in the sub-unit includes office, retail, and community-serving uses, including several day care facilities.

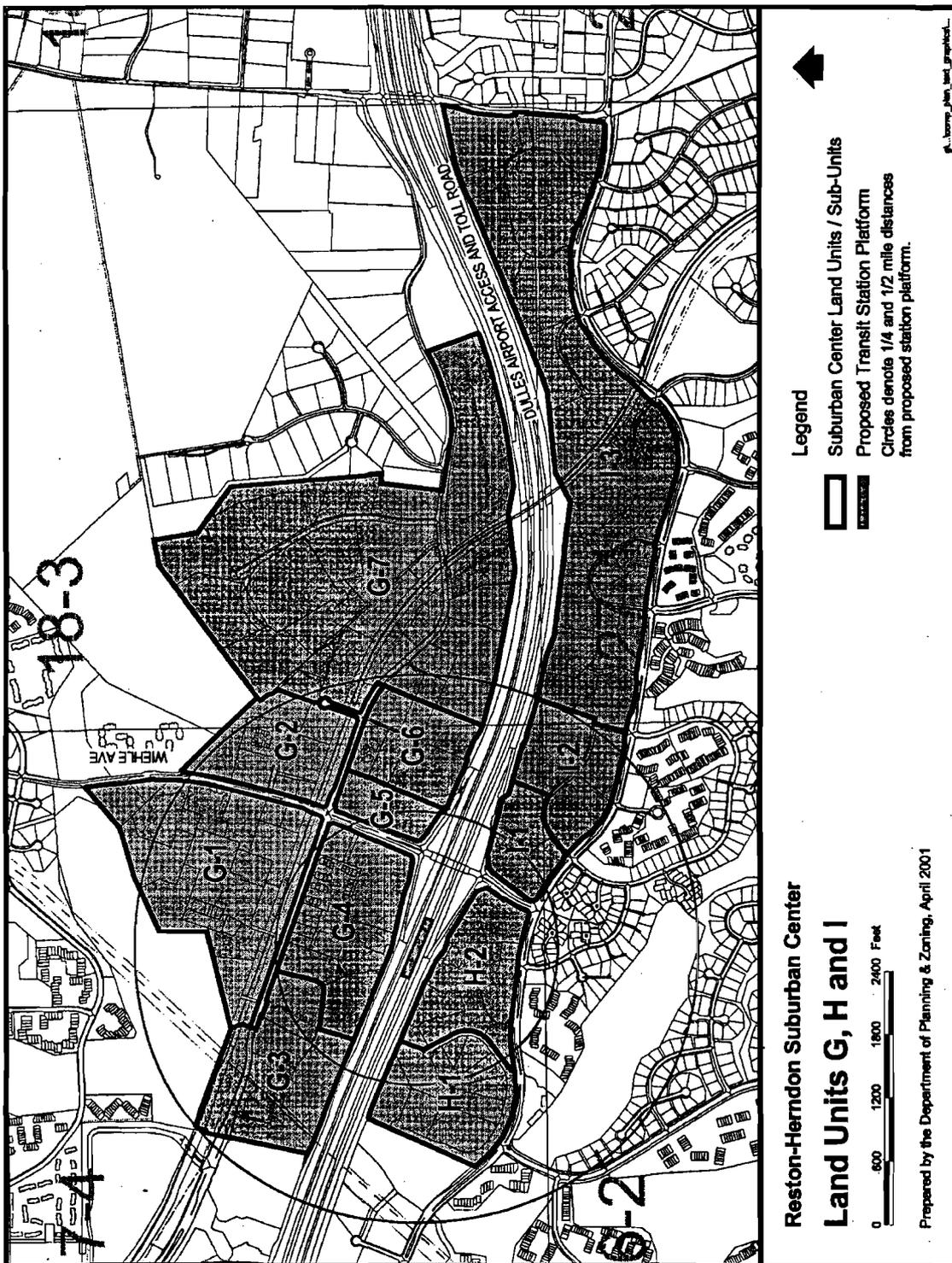


FIGURE 13

This sub-unit is planned for office use at .50 FAR or residential use at up to 30 dwelling units per acre. In addition, 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.

For development in this sub-unit, including all baseline recommendations and options, pedestrian walkways should be provided to facilitate circulation throughout the land unit and should connect to walkways in adjacent land units and existing sidewalks or trails along major streets in or around the land unit. All proposed developments should be in conformance with the Urban Design Guidelines, located after the land unit recommendations.

Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.0 FAR may be considered within Sub-unit G-1 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met:

- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

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 includes office and retail uses, including the SCS Engineers Building and a “restaurant park” with several fast food restaurants located on adjacent parcels with access from Wiehle Avenue and Roger Bacon Drive. The sub-unit also contains The Atrium, an office condominium development.

This sub-unit is planned for office use at .50 FAR or residential use at up to 30 dwelling units per acre. In addition, 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.

For development in this sub-unit, including all baseline recommendations and options, pedestrian walkways should be provided to facilitate circulation throughout the land unit and should connect to walkways in adjacent land units and existing sidewalks or trails along major streets in or around the land unit. All proposed developments should be in conformance with the Urban Design Guidelines, located after the land unit recommendations.

The 4.21 acre parcel at 1775 Wiehle Avenue (Tax Map 17-4((15))1) may be considered for infill office use up to .70 FAR so as to have a similar intensity to that of the adjacent office 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 interparcel 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.

This sub-unit is planned for office use at .50 FAR or residential use at up to 30 dwelling units per acre. In addition, 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.

For development in this sub-unit, including all baseline recommendations and options, pedestrian walkways should be provided to facilitate circulation throughout the land unit and should connect to walkways in adjacent land units and existing sidewalks or trails along major streets in or around the land unit. All proposed developments should be in conformance with the Urban Design Guidelines, located after the land unit recommendations.

Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to 1.0 FAR may be considered within Sub-unit G-3 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met:

- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

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 uses in the sub-unit include office, a self-storage facility, a bank and a County-owned and operated park-and-ride facility.

This sub-unit is planned for office use at .50 FAR or residential use at up to 30 dwelling units per acre. In addition, 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.

The Department of Transportation is conducting a feasibility study (to conclude in Spring 2001) of expanding the Reston East parking lot. It is preferred that this parking be provided through a joint use arrangement with adjacent transit-oriented development, rather than as a single, stand-alone parking structure. To implement this concept, consideration may be given to development proposals that utilize the existing Reston East parking lot as well as adjacent

parcels, in order to concentrate transit-oriented development in close proximity to the station, while providing additional parking in Sub-unit G-4 to meet anticipated demand.

For development in this sub-unit, including all baseline recommendations and options, pedestrian walkways should be provided to facilitate circulation throughout the land unit and should connect to walkways in adjacent land units and existing sidewalks or trails along major streets in or around the land unit. All proposed developments should be in conformance with the Urban Design Guidelines, located after the land unit recommendations.

Transit-oriented Non-residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a .70 FAR may be considered within Sub-unit G-4 provided that the mix of uses includes office, hotel, institutional and support retail. The office use may not exceed 70% of the total gross floor area and support retail, to be located in office or hotel buildings may not exceed 15% of the total gross floor area. In addition, the following conditions should be met:

- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.
- A second point of access (preferably to Sunset Hills Road) to this Sub-unit G-4 should be provided.

Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.5 FAR may be considered within Sub-unit G-4 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met:

- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.
- A second point of access (preferably to Sunset Hills Road) to this Sub-unit G-4 should be provided.

Rail-oriented Residential Mixed-Use Option – At such time as a funding agreement for rail, as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 2.5 FAR may be considered for the 17 acres within Sub-unit G-4 located closest to the rail station, provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 40% but no more than 75% of the total gross floor area of the development. Some combination of office, hotel and support retail uses may comprise 25-60% of the total gross floor area of the development with the office component comprising no more than 40% of the total. In addition, the following conditions should be met:

- Substantial parcel consolidation within the sub-unit should be achieved.

- The site should be adjacent to the rail station and provide direct pedestrian access to the station or be a part of a larger project, approved under a consolidated site plan or as concurrent applications, that provides direct pedestrian access to the station.
- Grade-separated pedestrian links to the rail station are encouraged.
- A quality site layout should be provided with consolidated vehicular access to the site, parking structures that do not front on pedestrian areas, and shared parking to the maximum extent possible.
- Building heights should be limited to 140 feet.
- Transportation Demand Management measures as discussed on page 6 should be utilized to the maximum extent possible.
- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.
- A second point of access (preferably to Sunset Hills Road) to this Sub-unit G-4 should be provided.

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.

This sub-unit is planned for office use at .50 FAR or residential use at up to 30 dwelling units per acre. In addition, 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.

For development in this sub-unit, including all baseline recommendations and options, pedestrian walkways should be provided to facilitate circulation throughout the land unit and should connect to walkways in adjacent land units and existing sidewalks or trails along major streets in or around the land unit. All proposed developments should be in conformance with the Urban Design Guidelines, located after the land unit recommendations.

Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.0 FAR may be considered within Sub-unit G-5 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met:

- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

Rail-oriented Residential Mixed-Use Option – At such time as a funding agreement for rail, as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.5 FAR may be considered for Sub-unit G-5 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 40% but no more than 75% of the total gross floor area of the development. Some combination of office,

hotel and support retail uses may comprise 25-60% of the total gross floor area of the development with the office component comprising no more than 40% of the total. In addition, the following conditions should be met:

- 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.
- Transportation Demand Management measures as discussed on page 6 should be utilized to the maximum extent possible.
- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

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.

This sub-unit is planned for office use at .50 FAR or residential use at up to 30 dwelling units per acre. In addition, 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.

For development in this sub-unit, including all baseline recommendations and options, pedestrian walkways should be provided to facilitate circulation throughout the land unit and should connect to walkways in adjacent land units and existing sidewalks or trails along major streets in or around the land unit. All proposed developments should be in conformance with the Urban Design Guidelines, located after the land unit recommendations.

Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.0 FAR may be considered within Sub-unit G-6 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met:

- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

Sub-unit G-7

Sub-unit G-7 is located along Sunset Hills Road, east of the Wiehle Avenue TSA. Development in the sub-unit includes office uses and a US Post Office facility. This sub-unit is planned for a mix of office, R&D, and industrial “flex space” uses up to .50 FAR.

The westerly portion of the approximately 120-acre tract of land north of Sunset Hills Road immediately east of the Reston boundary is considered appropriate for industrial uses provided that:

- a. The industrial portion of the 120-acre tract, which is approximately 55 acres in area and located on the western portion of the tract, is planned for medium intensity industrial research and development and similar uses;
- b. The approximately 65-acre residential area of the tract (Equestrian Park subdivision) has been developed as residential use at .2-.5 dwelling unit per acre. This residential area ensures that low density residential use is maintained to the east of the industrial area located on the western portion of this tract. This line of demarcation establishes the boundary between industrial and residential use and the current development on both sides of the line is consistent with this intent;
- c. The dividing line between the industrial 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 industrial and residential uses by relating the transition and land use to physical features of the land, i.e., the tree line and swale;
- d. 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;
- e. Stringent environmental controls should be applied to the industrial 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.

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 site is planned for office use up to .35 FAR. However, the maximum intensity should only be achievable if the following conditions are met:

- Maximum building heights on the site should not exceed 80 feet; and,
- Effective screening and buffering is provided along Sunset Hills Road.

As an option, the parcel at 11091 Sunset Hills Road (Tax Map 18-3((6))10) may be considered for office use up to a .70 FAR to facilitate the completion of the Sunset Corporate Plaza office complex and to achieve a similar character and intensity as other development in the complex on the adjacent parcel to the west. To achieve the optional level of development, the following conditions should be met:

- Coordinated vehicular and pedestrian access to the adjacent parcel to the west;

- Orientation of the office building(s) toward the existing development on the adjacent parcel to the west;
- Compatibility of building design and materials with the existing development on the adjacent parcel to the west; and
- Demonstration that any impacts to the road network can be appropriately mitigated.

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.

In order to provide an incentive for this facility to continue operation after redevelopment of this area, a 1.0 FAR option is recommended provided these parcels are consolidated, pedestrian access to the W&OD trail and to a pedestrian network in the Transit Station Area are provided, and the ice rink, or a similar private recreation use, is a component of the redevelopment.

Land Unit H

This land unit is located south of the Dulles Airport Access Road between Association Drive and Wiehle Avenue, as shown in Figure 13. Sunrise Valley Road 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 consists primarily of one to three story office buildings.

This sub-unit is planned for office use at .35 FAR or residential use at up to 30 dwelling units per acre. In addition, 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.

For development in this sub-unit, including all baseline recommendations and options, pedestrian walkways should be provided to facilitate circulation throughout the land unit and should connect to walkways in adjacent land units and existing sidewalks or trails along major streets in or around the land unit. All proposed developments should be in conformance with the Urban Design Guidelines, located after the land unit recommendations.

Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a .75 FAR may be considered within Sub-unit H-1 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development.

Office use may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met:

- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

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.

This sub-unit is planned for office use at .50 FAR or residential use at up to 30 dwelling units per acre. In addition, 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.

For development in this sub-unit, including all baseline recommendations and options, pedestrian walkways should be provided to facilitate circulation throughout the land unit and should connect to walkways in adjacent land units and existing sidewalks or trails along major streets in or around the land unit. All proposed developments should be in conformance with the Urban Design Guidelines, located after the land unit recommendations.

Transit-oriented Non-residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a .70 FAR may be considered within Sub-unit H-2 provided that the mix of uses includes office, hotel, institutional and support retail. The office use may not exceed 70% of the total gross floor area and support retail, to be located in office or hotel buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met:

- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a .75 FAR may be considered within Sub-unit H-2 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met:

- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

Rail-oriented Residential Mixed-Use Option – At such time as a funding agreement for rail, as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.25 FAR may be considered for the 10 acres within Sub-unit H-2 located closest to the rail station, provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 40% but no more than 65% of the total gross floor area of the development. Some combination of office, hotel and support retail uses may comprise 35-60% of the total gross floor area of the development. In addition, the following conditions should be met:

- Substantial parcel consolidation within Land Unit H should be achieved.
- The site should be adjacent to the rail station and provide direct pedestrian access to the station or be a part of a larger project, approved under a consolidated site plan or as concurrent applications, that provides direct pedestrian access to the station.
- Grade-separated pedestrian links to the rail station are encouraged.
- A quality site layout should be provided with consolidated vehicular access to the site, parking structures that do not front on pedestrian areas, and shared parking to the maximum extent possible.
- Building heights should be limited to 100 feet along the DAAR and 35 feet along Sunrise Valley Drive.
- Transportation Demand Management measures as discussed on page 6 should be utilized to the maximum extent possible.
- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

Land Unit I

This land unit is located south of the Dulles Airport Access Road between Hunter Mill Road and Wiehle Avenue (see Figure 13). Sunrise Valley Road is the southern boundary of this land unit. Land Unit I is almost fully developed in office use. It is planned for office use up to .35 FAR.

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.

The portion of the land unit adjacent to the Wiehle Avenue TSA is subject to the *Pedestrian/bicycle access* guidelines in the Suburban Center Areawide Recommendations shown at the beginning of the Suburban Center text.

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.

This sub-unit is planned for office use at .35 FAR or residential use at up to 30 dwelling units per acre. In addition, 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.

For development in this sub-unit, including all baseline recommendations and options, pedestrian walkways should be provided to facilitate circulation throughout the land unit and should connect to walkways in adjacent land units and existing sidewalks or trails along major streets in or around the land unit. All proposed developments should be in conformance with the Urban Design Guidelines, located after the land unit recommendations.

Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a .75 FAR may be considered within Sub-unit I-1 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met:

- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

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.

This sub-unit is planned for office use at .35 FAR or residential use at up to 30 dwelling units per acre. In addition, 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.

For development in this sub-unit, including all baseline recommendations and options, pedestrian walkways should be provided to facilitate circulation throughout the land unit and should connect to walkways in adjacent land units and existing sidewalks or trails along major streets in or around the land unit. All proposed developments should be in conformance with the Urban Design Guidelines, located after the land unit recommendations.

Sub-unit I-3

Sub-unit I-3 is almost fully developed in office use. It is planned for office use up to .35 FAR.

URBAN DESIGN GUIDELINES FOR TRANSIT STATION AREAS

Urban design applies to the entire built environment, both physical and natural, and includes aspects such as the appearance of buildings, relationships between buildings, open spaces, roadways, pedestrian paths, vegetative plantings, and signage. In general terms, it includes anything that a person sees and uses to inform themselves about where they are, how to move about an area, and where various activities take place. These urban design guidelines apply specifically to the four Transit Station Areas located within the Dulles Corridor (the Wiehle

Avenue, Reston Parkway, and Herndon-Monroe Transit Station Areas located in the Reston-Herndon Suburban Center and the Route 28/CIT Transit Station Area located in the Dulles Suburban Center and the UP 4 Greater Herndon Community Planning Sector). 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-Herndon Suburban 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 Suburban Center.

Urban Design Objectives

The Transit Station Area Plan recommendations for the Transit Station Areas within the Dulles Corridor 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 are twofold. First, to create a pedestrian-friendly environment which will complement 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 built environment and natural environment which exists within the Dulles Corridor, and ensure the compatibility of future development. The age of development and the maturity of the landscaping and vegetation varies throughout the four Transit Station Areas. Generally, the eastern part of the Corridor has older development and mature landscaping, while the built and 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 throughout the entire length of the Corridor.

The following are general urban design objectives that should be achieved throughout the four 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.
- Design development to allow for public pedestrian access between the transit station and employment and residential destinations.
- Minimize conflicts between vehicular and pedestrian 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.
- Encourage parcel consolidation to realize the benefit of comprehensive urban design and circulation/access principles.
- Create highway corridors that function well, are visually appealing, and provide linkages throughout the four Transit Station Areas within the Dulles Corridor.

Urban Design Guidelines

The design guidelines outlined below have been organized into two categories: general guidelines applicable to all areas within the four Transit Station Areas, and specific guidelines which apply to those areas within one-quarter mile of the transit station platform. In addition, the general guidelines apply to those areas within the Reston-Herndon Suburban Center that are located outside of the Transit Station Areas. The guidelines developed for all areas within Transit Station Areas address the character and form of development, with specific guidelines developed for areas on the periphery of the Corridor to address key issues such as the transition between non-residential and residential areas and maintaining the integrity of existing, nearby land uses. The guidelines developed for areas within one-quarter mile of the transit station platform focus on creating developments which are pedestrian-friendly and supportive of the transit facility.

As noted previously, the built and landscaped environment varies across the Dulles Corridor. To maintain the existing high quality built and natural environments within this corridor, which are particularly evident in the eastern portion of the corridor, it is important that consistency be achieved in the design of future development and redevelopment.

Within the four Transit Station Areas there are two distinct areas that require different types of urban design guidelines - those areas at the edge of a Transit Station Area and those areas internal to the Transit Station Area. 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 the Washington & Old Dominion park cross-over to 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 adjacent to an existing residential neighborhood. Design features along this stretch of road include low to mid-rise buildings, buildings constructed at grades below street level, sidewalks (for the most part) along both sides of the road, heavily landscaped yards with berms used to assist in the transition between non-residential and residential uses, and parking structures with significant landscaping either surrounding the structure or incorporated into the structure design.

Reston Town Center provides a good example of the type and form of development that is envisioned to be found internally to the four Transit Station Areas within the Corridor. The core area of the Town Center can be described as having wide sidewalks, 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. It is also envisioned that this form of development be created along some of the major north-south roads within the four Transit Station Areas such as Wiehle Avenue, Reston Parkway, Centreville Road and Horse Pen Road.

There are a number of major roadways which provide east-west connections across the Reston-Herndon Suburban Center and Transit Station Areas, such as Sunrise Valley Drive, Sunset Hills Road, Fox Mill Road, and Coppermine Road. Since some of these roads when traveled in tandem extend from one end of the corridor to the other, it is important to maintain a level of consistency in the urban design throughout the corridor.

Design Guidelines for Transit Station Areas

Building Design, Height and Mass

- Building heights should be greatest closest to the Dulles Airport and Access Road, transitioning to lower heights at the outer edge of transit station areas. See specific height limitation in the land unit recommendations.
- 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 encouraged to create interest.
- Building facades should be interesting and varied, with an absence 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 create a sense of enclosure and defined space.
- Buildings should not be separated from fronting streets by large parking lots.
- Free-standing retail establishments are prohibited. Retail uses should be integrated into the design of the lower floors of non-residential and residential buildings.

Design Compatibility

- 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.

Open Spaces

- 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/sculpture should be incorporated into all open spaces.

Trees, Landscaping and Natural Environment

- Existing vegetation and large specimen trees should be preserved and incorporated into the site design when 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 roadways, in particular roadways which form the periphery of the Suburban Center and Transit Station Areas (e.g. Sunrise Valley Drive, Sunset Hills Road, Fox Mill Road, and Coppermine Road).

Pedestrian and Bicycle Access and Connections

- 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 countywide and regional trail systems, connecting local sites with the larger community.
- Safe and convenient pedestrian street crossings should be designed, and include good lighting as well as access elements (e.g. ramps for persons with disabilities).
- Secure and convenient bicycle storage should be provided as part of all non-residential development.

Transit Access and Connections

- Safe, convenient and direct pedestrian pathways should be provided between all types of transit stops and buildings.
- Pathways should be designed such that pedestrians do not cross parking lots/structures to reach a building.
- 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

- Avoid direct access from parking structures onto major arterial roads.

Parking Areas

- Parking should be provided in either above or underground structures, with limited 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, as well as adjacent areas, should be landscaped to create a visually attractive environment.
- 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. Plant materials, walls, fences or earth berms should be used.
- Interior parking lot landscaping should be provided. Large parking lots should be subdivided into smaller lots by using planting areas as dividers.

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 Suburban Center or 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 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" within the TSA.

Design Guidelines for Areas Within One-Quarter Mile of Station Platforms

The design guidelines below apply to those properties within one-quarter mile of the station platform that are the subject of new development or redevelopment. The primary purpose of these guidelines is to create compact developments which foster a lively pedestrian-friendly environment and ensure the access to various uses, in particular transit stations, is convenient, walkable, pleasant and safe.

Building Design, Height and Mass

- Building facades should incorporate elements to establish a human scale and foster a pedestrian-friendly environment. Buildings should incorporate features such as multiple windows, doors, and awnings. Blank walls on the side and back of buildings should be avoided, particularly for walls along pedestrian walkways.
- Building heights should be greatest closest to the transit station platform and transition to lower heights at the outer edge of the one-quarter mile area, particularly for areas that are adjacent to established residential neighborhoods.

Arrangement and Siting of Buildings

- Buildings should be arranged so that they frame and define the fronting pedestrian walkways, and give deliberate form to the sidewalk areas, and where appropriate vehicular drives and/or streets.
- Buildings should be arranged in a manner that create a sense of enclosure and defined space.
- Buildings should not be separated from fronting pedestrian walkways/streets by large parking lots.
- Retail uses should be incorporated into the design of the lower floors of non-residential and residential buildings, and should have direct public access and display windows oriented toward pedestrian walkways, and where appropriate, vehicular drives and/or streets.

Design Compatibility

- Within the one-quarter mile area, the design, architecture, building materials, and landscaping should be compatible, harmonious, and adhere to a common design theme.

Open Spaces

- Public art should be incorporated into all open spaces, and along the primary pathways leading to the transit stations.

Pedestrian and Bicycle Access and Connections

- Pedestrian/bicycle access should be provided to facilitate circulation within the ¼-mile area. Pedestrian links could include sidewalks, trails, plazas, courtyards, and parks with path systems.
- 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 their perception of being safer.
- Secure and convenient bicycle storage should be provided at points close to the pedestrian bridges which lead to the station platform.

Transit Access and Connections

- Provision of support retail on pedestrian bridges which provide access to the station platform is encouraged.
- Safe, convenient and direct access should be provided between transit station pedestrian access bridges and all buildings within the ¼-mile area

Parking Areas

- Parking should be provided in either above or underground structures. Above ground parking should be integrated into the design of the building served and located preferably at the sides or back of buildings. Parking in the front of buildings should be minimized.

Transit Facility Parking Structures/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.
- 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 berms should be used to minimize the visual impact of the structure on neighboring residential communities.
- Design 'Park-n-Ride' lots to be compatible with adjacent development.

Buffers

- Provide significant vegetated buffers in situations where non-residential development on the periphery of the ¼-mile area is adjacent to existing residential neighborhoods.

Signage

- Signage should be provided which illustrates walking directions to transit station access points.