

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.