Reston Transit Station Areas

Version 4 DRAFT Comprehensive Plan Text

Introductory section and the following Areawide sections:
Land Use section,
NEW Transportation,
Environmental Stewardship section,
Parks, Recreation Facilities and Cultural Facilities section and
Public Facilities section

This Draft is prepared for discussion purposes and is still under Staff Review by several agencies. Additional revisions may appear in future drafts.
New text appearing for the first time in this Draft is <u>underlined</u>.
Text to be removed from earlier Draft is shown with ~~strikeout~~.

June 25, 2013

Prepared by Planning Division Staff in the
Fairfax County Department of Planning and Zoning (DPZ)

PLEASE NOTE: Comments shown in the following document within a text box are added by DPZ staff for informational purposes and are not proposed Plan text. Comments that have been updated since the last draft are identified accordingly.
Yellow highlighting is used to identify an issue in the draft Plan text still to be resolved.

RESTON TRANSIT STATION AREAS

OVERVIEW

Reston is located in the northwestern quadrant of Fairfax County, approximately 20 miles west of Washington DC, seven miles west of Tysons Corner and six miles east of Washington Dulles International Airport. The community will be served by three Metrorail Silver Line stations: the Reston Town Center Station, the Wiehle-Reston East Station and the Herndon Station, as shown on Map 1. *(NOTE: Map to be added in next draft).* For purposes of the Comprehensive Plan, the areas around these stations are ~~surrounded by~~ designated as Transit Station Areas (TSAs), as shown on Map 2 *(NOTE: Map to be added in next draft).* The Vision for Reston articulated below and the associated Planning Principles should apply to the whole community of Reston. The other guidance in this section is designed to apply to the Transit Station Areas.

INSERT MAP 1 – Metrorail Station Location Map

INSERT MAP 2 – Transit Station Area Map

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

Development within these three TSAs vary in character from low intensity office parks with buildings of two and three-stories and mostly surface parking to medium intensity office buildings of 5-10 stories with above-grade structured parking to the Reston Town Center, a high-intensity mixed-use area that includes office and residential buildings of up to twenty-stories. These areas together make up the County's second largest office market and, given their proximity to Washington Dulles International Airport and the excellent regional access provided

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by the Metro's Silver Line and the Dulles Toll Road, are appropriate for a variety of residential and employment land uses.

Within each Transit Station Area is a Transit-Oriented Development (TOD) District located within a 5 to 10 minute walk of the station platform or approximately ¼ to ½ mile from the station. ~~that is planned to evolve into a compact, pedestrian-oriented, mixed-use community focused around the transit station.~~ The planning objective for these TOD districts is to create a more urban form that will encourage pedestrian activity and enliven the area throughout the day and evening. This will be accomplished by encouraging a complementary mix of uses at appropriate intensities ~~that will result in a more urban form~~ in the existing commercial areas, ~~(~~including those formerly designated as the Reston Center for Industry and Government.~~) that are located within a 5-10 minute walk of the transit station platforms or approximately ¼ to ½ mile from the station.~~

CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development's policy direction focuses employment growth into designated Mixed_Use Centers. The Concept identifies these three future Metro stations (Reston Town Center, Wiehle-Reston East and Herndon) as Transit Station Areas along the Dulles Corridor. The purpose of the Transit Station Area designation is to optimize development opportunities associated with the availability of mass transit while maintaining the stability of existing land uses outside of the Transit Station Areas. ~~areas designated for transit-oriented development (for example, areas located south of Sunrise Valley Drive but that are within ½ mile of a transit station)~~. Transit Station Areas allow a mixture of residential, office, retail and other commercial uses and may provide opportunities for joint public-private development.

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PLANNING HISTORY

The Reston community was planned and has developed as one of the nation's landmark new towns. The Reston Master Plan was initially adopted in July 1962 and specified locations for residential, recreational, and civic uses as well as an employment center in the geographic center of the community. The Reston Master Plan, comprised of a Land Use Map, Community Facilities Map and Transportation Map, is incorporated by reference into the Fairfax County Comprehensive Plan and has continued to serve as a general guide for development within Reston from 1962 to the present day.

In 1991, the Reston-Herndon Suburban Center was established as part of the Fairfax Planning Horizons process, a major revision of the policy and land use recommendations of the County's Comprehensive Plan. Suburban centers are designed to be employment centers along major arterial roads and to encourage a mix of office, hotel, support retail and residential uses in a low to medium-intensity setting with designated core areas of higher intensity and a more urban form. The Reston-Herndon Suburban Center developed over time with primarily office uses in traditional suburban office parks stretched along the length of the DAAR west of Hunter Mill Road. These office parks have developed to include both low-density buildings with surface parking and moderate-density areas with a mix of commercial uses, including community serving uses such as restaurants and childcare facilities, with structured parking. The highest density area is the mixed-use core successfully developed at the Reston Town Center, which includes office, retail, hotel and residences, and an urban streetscape with a grid of streets, ground level retail to promote activity at the street level and public gathering spaces that serve local employees and residents as well as the broader community. As of 2013, the area previously designated as the Reston-Herndon Suburban Center will not be described as a single Suburban Center but rather as three Transit Station Areas (TSAs) located within Reston. This change is meant to foster transit-oriented development at the three Metrorail stations and emphasize the connection between these TSAs and the larger Reston community.

A guiding concept at Reston's founding was that residents should have the opportunity to work close to where they lived. The Reston Master Plan designated most of the area contained within the three TSAs for office and research and development use. From the 1960s until 2011, much of the land within Reston along the Dulles Corridor was subject to restrictive covenants, which limited

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residential and hotel uses. The covenants were voluntarily lifted in 2011 by property owners in the area known as the Reston Center for Industry and Government, creating the opportunity for the desired mixed-use development in the TSAs.

Reston Master Plan Special Study Task Force

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

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

TF Comment: Propose that terms like "should" and "encourage" in the following draft Plan text be substituted with "must" or "require" or similar terms.

Staff Response: The Comprehensive Plan serves as a guide with respect to development and redevelopment in Fairfax County. It is not a regulatory document and as such, according to advice from the County Attorney's Office, terms like "must" or "require" should be avoided.

VISION FOR RESTON

Reston has since its inception been envisioned to be a place to live, work and play. It will continue to evolve over the next four or five decades into a community with an even greater variety of opportunities to do so. The goal is to achieve a better balance between the jobs available and the housing opportunities near those jobs. A specific objective of approximately 2.5 ~~3.0~~ jobs per household measured across the entire Reston community is established with this plan. Much of the future employment and residential growth is planned to occur in the three

Transit Station Areas, with a significant proportion of the new growth planned for the Transit-Oriented Development areas located within one-half mile of the transit station.

TF Comment:

1. Concern that 3:1 jobs-to-household ratio for Reston is too high.
2. Concern re: amount of office space allocated for each job and residential unit size in calculating development potential (described in square feet in later parts of draft Plan text).

Updated Staff Response (6/25/13):

1. Staff agrees that the jobs-to-household ratio should be adjusted. Updated ratio is shown above.
2. Response still pending.

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recommendations to guide this future evolution.

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

- Planning will take full advantage of the Metrorail Silver Line Extension. Metrorail will connect to the Washington Metropolitan Region and Washington Dulles International Airport and will be complemented by improved station area connectivity, a strong local and regional bus network, complete streets that serve pedestrians, bicyclists and transit users, and a network of trails.
- The community's greatest densities will be at the three Metro station areas. A broad mix of regional retail and other attractions will be part of an enhanced urban center at the Town Center and strong local retail and a variety of amenities will characterize the other Metro station areas and village centers. To address congestion, the station areas will have an appropriate balance of residential uses and employment opportunities.
- A full range of housing choices will be provided for households of all incomes and needs.
- Employment opportunities will build upon the existing mix of international and national corporations, professional associations, centers for advanced technology, research and development companies, and local services.

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- A strong institutional component will include a major hospital center, a regional government center, a new 21st century regional public library, a major fine and performing arts center, other civic and cultural uses, and public and private educational institutions of higher learning.
- Planning will emphasize protection of natural areas and the environment development of an array of cultural, educational, and recreational opportunities.

Planning Principles

Planning will consider Reston as a comprehensive unit. Development projects will be evaluated based on their ability to meet the planning principles and the particular character of each area, as well as their specific impacts on the surrounding neighborhoods. The following principles will guide development of Reston as a complete community for the 21st century.

1. **Excellence in planning, urban design, and architecture will be community hallmarks.**
   The community will continue to strive to achieve excellence in planning and urban design, architecture, gathering places such as plazas connection with the natural environment, compatibility of uses, livability, and the integration of high-quality public art as distinguishing features of the Reston community.

2. **Planning will provide for environmental sustainability and green technology.**
   Natural resources and ecosystems, including natural areas, will be protected and restored. Adverse impacts on the environment (land, water, and air) will be minimized, and best practices will be used to protect environmentally sensitive areas. Green neighborhood and building practices will meet high standards. Tree canopy will continue to be an important component of the Reston visual experience.

3. **Development will be phased with infrastructure.**
   The phasing and funding of the expansion and modification of adequate transportation infrastructure and programs, and other infrastructure components such as schools, parks, and other public facilities should occur with development.

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4. **Reston will continue to offer a mix of urban and suburban life styles.**
   The Metro Silver Line extension will add opportunities for transit-oriented development to Reston's already diverse and unique community. In terms of emphasis:
   - **The Metro Station areas** will be livable urban places, with densities that step down from the Town Center to the other station areas. The station areas will also be the areas of highest commercial and residential intensity in the community.
   - **The village centers** are important community gathering spaces that include a mix of locally serving retail, a residential component, and employment opportunities. Redevelopment to augment and enhance the village centers will be pedestrian-oriented and provide adequate transition to surrounding neighborhoods. Convenient public transportation options should link the village centers and the transit stations.
   - **Residential neighborhoods** will continue to provide a variety of housing types serving all income levels. Appropriate transitions will be provided between new development and all residential neighborhoods.

5. **The rail corridor will be transformed.**
   Over time it will become an area with robust, livable, walkable mixed-use communities having an appropriate balance between residential and non-residential uses. Each of the transit station areas will have a distinct character to meet multiple community needs. Town Center will be a livable regional urban center and destination with the community's highest densities and major shopping and cultural features to attract visitors. Wiehle-Reston East and Herndon will be urban transit neighborhoods. Special consideration for higher educational uses should be encouraged for the Wiehle-Reston East station. At the Herndon station, a special focus should be placed on its central environmental (wetlands) feature. The highest densities will be concentrated within one-quarter mile of the rail stations, tapering down somewhat within one-half mile to maximize the use of rail. Residential and non-residential populations in each transit station area will be balanced to further maximize rail use and reduce dependence on automobiles. Future air rights development around the stations should be pursued to enhance

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development opportunities, encourage transit use, and improve north-south connectivity across the Dulles Access Road.

TF Comment: Revise last sentence in above paragraph re: air rights to express "the necessity of air rights", in part to create opportunities to expand the proposed grid of streets across the Toll Road. Propose specifying air rights be provided from Fairfax County Parkway on the west to the location of the proposed South Lakes extension on the east.

Updated Staff Response (5/13/13): Staff recommends no change to the language re: air rights.

companies, from local to international, of varying sizes. Future development and redevelopment should continue to promote a broad range of opportunities for a robust and diverse business, advanced technology, educational, and research community.

7. **Housing will be provided for all ages and incomes.**
   Reston will accommodate people of all ages, physical abilities, and economic circumstances, and households of all sizes and stages of family life.

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

TF Comment: Principle 8 states that priority should be to ease existing congestion. Suggest revision that priority should be to prevent further degradation of existing road network.

Updated Staff Response (5/28/13): Alternate language focusing on non-degradation is incorporated above.

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

10. **Public participation in planning and zoning will continue to be the community's foundation.**
    Local participation should remain a hallmark of the planning and zoning processes as Reston continues to evolve as a complete community for the 21st century over several decades. The cumulative impacts of development and redevelopment should be routinely assessed and evaluated.

Planning Horizon

The evolution of Reston's Transit Station Areas is planned ~~projected~~ to occur over a period of 40 years or more. This Comprehensive Plan guidance is designed to guide redevelopment over the next 25-30 years and is in line with growth forecasts for housing and employment to 2040. The Plan seeks to achieve transit-oriented, compact, higher-intensity mixed use development adjacent to and in close proximity to the three transit stations to accommodate future growth in a manner that best utilizes the investment being made in the extension of the Metrorail Silver Line to Dulles Airport and beyond into Loudoun County to the west. As development occurs, it will be monitored and additional planning efforts will be identified as needed to update the Plan so that it continues to provide the appropriate guidance needed to achieve the community's stated vision.

TF Comment: Suggest change to planning horizon to reference that this Plan is for first 17 years (until 2030).

Updated Staff Response (5/28/13): Proposed changes incorporated.

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AREAWIDE RECOMMENDATIONS

These Areawide recommendations are designed to help achieve the future vision for the Reston Transit Station Areas. These recommendations present a framework for the specific District recommendations that follow. In addition, they provide guidance on areawide issues that apply to multiple TSA Districts and in some cases, all of the Districts. The recommendations focus on land use, urban design, transportation, environmental stewardship, parks and recreation facilities, public facilities and implementation.

LAND USE

The overall land use approach for the Transit Station Areas envisions a change from the current pattern of low to medium density office parks to a mixed-use pattern that balances office, residential, retail, hotel, civic, and institutional uses in a pedestrian and bicycle-friendly environment, particularly in the areas closest to the stations. The employment areas farther away from the stations will continue to provide excellent locations for office development to occur as well as other complementary uses, such as data centers and research and development uses. The recommendations encourage a more urban, transit-oriented development pattern, with the objective of creating a walkable activity center at each station. The areas closest to the stations should consist of a mix of uses to include employment, housing and services to meet the needs of daily living. As noted earlier, achieving this vision will be a long-term process. Therefore, the land use section also includes guidance on land use compatibility, land use flexibility, incremental redevelopment as well as new development.

A key element in creating a more urban fabric in the TSAs will be the introduction of new streets to provide a more grid-like pattern to the road network that will enhance pedestrian and vehicular circulation around the stations. Another important element will be the introduction of new urban parks of various sizes and a well-connected public open space network. In addition, public gathering spaces and public uses will be located in the TSAs so as to continue to meet the needs of the Reston community.

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Transit Station Areas Land Use Concept

The land use concept for each Transit Station Area divides the TSA into a TOD District and one or more Non-TOD Districts, as shown on Map 3 *(NOTE: Map to be added in next draft)*. Some of these Districts have been divided into Sub-Districts for the purpose of organizing land use recommendations. The three TOD Districts are located around the station platforms, are planned for the highest intensities within each TSA and are envisioned to become vibrant neighborhoods with a distinct character.

INSERT MAP 3 – District Map

The new office uses to be built in the TOD Districts should be concentrated in mixed use developments within ¼ mile of the Metro station platforms. Exceptions to this approach should only be considered to facilitate the provision of significant new public infrastructure such as the planned new crossings of the Dulles Toll Road. The predominant use in new development in areas between ¼ and ½ mile of the stations should be multifamily housing in order to realize the objective of achieving an improved jobs-to-housing balance in Reston. A general description of each TOD District is provided below.

TF Comment: Suggest that paragraph above and paragraphs below that reference ¼ mile radius should be measured from station entrances rather than station platforms.

Updated Staff Response (5/13/13): Current County TOD Policy specifies that the ¼ mile radius should be measured from the station platform. Earlier maps showed radii measured from center of platform. Maps to be included in the Plan will show radii from the point on station platform where the pedestrian bridges connect (vs. the center of the station platform).

TOD Districts – The three TOD Districts are as follows:

Wiehle District: The Wiehle TOD District will be an urban transit neighborhood that will serve as ~~should be~~ a signature gateway to Reston. It should include ~~with~~ a robust residential component and new office development will be focused in the area located within ¼ mile of the station platform. The district is envisioned to develop a more prominent educational focus by adding to the existing base of institutions of higher learning in the district. ~~It is divided into two sub-districts: the North Sub-district and South Sub-district. In the North Sub-district, a new east-west street, Reston Station Boulevard, should be extended as a~~

~~parallel street to Sunset Hills Road and developed with retail uses with an emphasis on retail and commercial uses serving the TOD neighborhood. The Wiehle District is envisioned to include an institution of higher-learning.~~

New Staff Comment (6/25/13): The descriptions of the Wiehle sub-districts are being revised and will be included in the next draft.

Reston Town Center District: The Reston Town Center TOD District should be Reston's "downtown" station with significant residential and commercial components to complement existing development in the Reston Town Center. New office uses should be concentrated within ¼ mile of the station platform. This district also has two sub-districts.

The North ~~Town Center~~ TOD Sub-district is planned to be an extension of the existing Town Center urban core with a comparable urban form and similar high-density residential and commercial functions. ~~continuation of the high-density, taller urban character of the Reston Town Center core.~~ It is also envisioned to improve connectivity, particularly for pedestrians and bicyclists, to the Reston Town Center core.

The South ~~Town Center~~ TOD Sub-district is planned to develop in a manner that is complementary to the Town Center on the north of the Dulles Toll Road ~~DAAR~~ but not as a continuation of the Town Center. Consequently, it is envisioned to develop with a somewhat lower overall intensity in the planning horizon of this Plan.

TF Comment: Suggest that above paragraph should note that South Town Center Sub-district is planned as having a different character independent from Reston Town Center Core but not specify lower intensity compared to North Town Center Sub-district.

Staff Response: Lower intensity is appropriate in light of results of current impact analysis.

Herndon District: The Herndon TOD District is located on the south side of the Herndon Transit Station platform. It is envisioned to be an urban transit neighborhood adjacent to the wetlands located along Sunrise Valley Drive. ~~more moderate-intensity neighborhood with n~~New office uses should be concentrated ~~located~~ within ¼ mile of the station platform ~~and residential uses added in the area~~

~~located between ¼-½ mile from the station platform. New development within this TOD District should preserve the wetlands located along Sunrise Valley Drive~~.

Non-TOD Districts - The Non-TOD Districts vary in character and the mix of uses present within each. These districts, unless otherwise noted, ~~Most contain areas that~~ should maintain their existing character~~s~~, uses and intensities due to their proximity to existing residential neighborhoods outside of the TSAs. The six Non-TOD Districts are briefly described below, from east to west.

Reston East District: This district is developed almost exclusively with low-density office parks. This district serves as a transition to low-density residential neighborhoods to the south of Sunrise Valley Drive and east of Lake Fairfax Business Park and Hunter Mill Road.

~~Central~~ Sunset Hills District: This district is located between the Wiehle and Reston Town Center TOD Districts on the north side of the Dulles Toll Road and includes the Plaza America office and retail center as well as office development north of Sunset Hills Road. It is envisioned that this area will serve as a transition between the two adjacent TOD Districts. Redevelopment and new infill development will be less intense than the adjacent TOD Districts ~~lower in density~~ and should focus on adding residential uses.

TF Comment: Suggest that last sentence re: redevelopment and new infill include reference to a focus on residential uses as well as being lower in density.

Updated Staff Response (6/25/13): Further adjustments to text are shown.

~~North~~ Town Center North District: This district is situated to the north of the Reston Town Center urban core and south of Baron Cameron Drive. It currently includes the North County Governmental Center, medical facilities, human services offices and elderly housing. The future land use pattern in this district should incorporate significant new residential development and new non-residential uses to complement the existing and planned public uses and the concentration of employment in the Reston Town Center. This future land use pattern should also allow for a transition from the urban core of the Town Center to the low density commercial use along the north side of Baron Cameron Drive and the adjacent residential neighborhoods.

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TF Comment: Suggest that name of district be changed to avoid confusion with North Town Center Sub-district in the Reston Town Center District.

Updated Staff Response (6/25/13): District names have been updated.

West Town Center District: This district contains a variety of residential and commercial~~s~~ uses to the west of the Town Center core, including Reston Hospital, two residential neighborhoods and a concentration of automobile-oriented retail uses along Sunset Hills Road. This district is envisioned to continue to generally serve ~~largely~~ these same functions ~~as it currently does~~ over the ~~P~~planning ~~H~~horizon of this Plan.

Central Sunrise Valley ~~Drive~~ District: This district includes areas to the north and south of Sunrise Valley Drive between Fairfax County Parkway on the west and Reston Parkway on the east. The United States Geological Survey's headquarters, which includes a significant amount of undeveloped land, is located on two large parcels located within this district. Other uses include several office parks with 2-5 story buildings, a mini-storage facility, and a data center.

Woodland Park/Great Oak: This district is at the western boundary of the Herndon Transit Station Area and includes Woodland Park, a major mixed use development with office, hotel, retail uses (including a grocery store) and multi-family residential development. It also includes the Great Oak subdivision, ~~neighborhood, the largest residential area within the three Transit Station Areas which consists of a variety of housing types, including~~ which includes single family detached units~~,~~ and townhouses ~~and multi-family condominiums and apartments~~.

Land Use Categories - The following land use categories indicate a general characterization of the mix of uses for a given area, as shown on Map 4; however, the appropriate mix for any given project will be evaluated on a case-by-case basis during the rezoning/development review process. It should be noted that the appropriate mix for proposed development (redevelopment) will be affected by the other TOD and non-TOD development that has already occurred or been approved within the TSA. Projects that encompass multiple land use categories may be granted flexibility in the location of proposed uses as long as they achieve TOD objectives and contribute to the character recommended for the subject area.

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INSERT MAP 4 – Conceptual Land Use Map

TF Comment: Suggest that the goal related to the mix of uses in the following paragraphs below be clarified as pertaining to the entire area (rather than a given project).

Updated Staff Response (5/28/13): Clarifying language incorporated.

Transit Station Mixed Use: These areas are ~~generally~~ located close to the Metro stations and generally include ~~most~~ the parcels up to ¼ mile from the station platform. They are planned for a balanced mix of office, hotel, retail, institutional (including civic) and residential uses. The long-term goal is for each ~~TOD~~ Transit Station Mixed Use area (vs. individual projects) to achieve **50%** non-residential uses and **50%** residential uses on the basis of approved square footage.

Residential Mixed Use: These areas are generally located between ¼ and ½ mile from the Metro station platforms. They are planned primarily for a mix of existing office uses and new residential uses and new commercial uses other than office uses. The long-term goal is for each ~~TOD~~ Residential Mixed Use area (vs. individual projects) to achieve **75%** residential uses on the basis of approved square footage.

New Staff Comment (6/25/13): Descriptions of the other Land Use Categories to be added in the next draft.

Planned Development Potential

To achieve the progression of the Reston TOD Districts from suburban office parks to more urban neighborhoods with convenient, safe, appealing walkable environments it will be necessary to strategically locate additional density in a fashion that maximizes the use of Metrorail and other transit options. The land use concept for the TSAs links density to transit accessibility based on how far people are typically willing to walk to get to/from transit. Expressed as floor area ratio (FAR), the proposed levels of density are primarily based on proximity to ~~distance from~~ Metrorail stations. Development is planned to be most intense in the areas closest to the stations and less intense at the edges. See specific density guidance in the District Recommendations.

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The total amount of office development planned in the three TSAs is approximately 30 million square feet. Office development to be counted toward this Planned Development Potential includes existing office use, currently approved but unbuilt office uses and any new office use that is approved through a proffered rezoning or a special exception. The specific amount of new office development planned for each TSA is described in the District Recommendations below.

The Planned Development Potential of office uses is important because office uses represent the significant majority of existing uses and have high peak period vehicle trip generation characteristics. New uses other than offices that have a significant impact on peak period trips should also be managed carefully and may be counted toward the office development level.

The Transportation section of the Areawide Recommendations discusses the ~~provides guidance on~~ monitoring activities that will be necessary to track development performance. Monitoring will be essential to future planning efforts. A particular condition to be monitored is the achievement of transportation improvements needed to mitigate the impacts of new development.

Development Review Performance Objectives

All development proposals within the Transit Station Areas will be evaluated for the extent to which they meet or contribute to the following objectives.

- *Achieve High Quality Site Design and Architecture* – Excellent site design in the TSAs should continue the Reston traditions of emphasizing community gathering places, integrating access to the natural environment when possible, and providing public art. In addition, there should be an emphasis on environmentally sustainable design and practices with non-residential development achieving U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) Silver certification or the equivalent, at a minimum. Residential development should be guided by the Fairfax County Policy Plan objectives on Resource Conservation and Green Building Practices. See additional guidance in the Environmental Stewardship and Urban Design sections.

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- *Provide Pedestrian and Bicycle Connectivity throughout the Transit Station Areas* – New pedestrian and bicycle connections should be provide through facilities along complete streets within the TSAs and new or extended trails on both sides of the Dulles Toll Road connecting the three Metrorail stations. In addition, connections should be made from the Metrorail stations to the existing community trail network. See additional guidance in the Transportation section.
- *Achieve Greater Housing Diversity* – Future development should ensure that a diversity of housing is available in the TSAs. The residential component of mixed-use development should meet the needs of a variety of households such as families and seniors. To ensure the provision of adequate affordable housing, future development should meet county policies on affordable housing. All projects that seek to utilize the redevelopment option in the District Recommendations should contribute toward the creation of affordable housing as described below.
    - Development proposals with a residential component should meet the provisions of the Affordable Dwelling Unit Ordinance (ADU) when applicable.
    - For the Policy Plan's Workforce Housing Policy, proposals with a residential component seeking up to a 1.0 FAR should meet the current policy objective of 12% of total units as Workforce Dwelling Units (WDU). Proposals for development above a 1.0 FAR should provide WDUs as shown in the following table. ~~between a 1.01 and 2.0 FAR should provide 14% of total units as WDUs. Proposals with an FAR between 2.01 and 3.0 should provide 16% of total units as WDUs while proposals between 3.01 and 4.0 FAR should provide 18% of total units as WDUs. Proposals with an FAR above 4.01 should provide 20% of total units as WDUs.~~ Cash contributions in lieu of providing WDUs are not desired.

Table 1: Workforce Dwelling Units

Proposed FAR	Percentage of Units to be WDUs
1.01-2.0	14%
2.01-3.0	16%
3.01-4.0	18%
4.01+	20%

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- Non-residential development in the TOD districts should contribute a minimum of $3.00 per nonresidential square foot. This amount is to be ~~(~~adjusted annually based on the Consumer Price Index~~)~~ and may be contributed to a housing trust fund that will be used to create affordable and workforce housing opportunities near Metrorail stations. The contribution may be made over a period of time to be determined at the time of rezoning at a rate of ~~or~~ at least 25 cents per non-residential square foot. ~~over a period of time to be determined at the time of rezoning to a housing trust fund that will be used to create affordable and workforce housing opportunities near Metrorail stations.~~ Such developments may provide an equivalent contribution of land or affordable units in lieu of a cash contribution. Non-residential contributions could also be used to fund affordable housing opportunities in the TOD districts through a partnership. If non-residential floor area is achieved through a bonus for providing WDUs, the bonus floor area should not be included when calculating the contribution amount. Ground level retail located in office, hotel, and residential buildings should also not be included when calculating the contribution amount.

Updated TF Comment (6/25/13): Concern that increased proportion of WDUs as FAR increases will serve as a disincentive to redevelopment.

Updated Staff Response (6/25/13): Staff is evaluating this comment.

- *Provide Office Uses in Strategic Locations* – New office uses at higher intensities should be located within ¼ mile of the Metrorail station platforms to maximize use of transit by future office workers. In selected circumstances, increased office intensity may be considered for parcels outside of the ¼ mile radius if it will facilitate the provision of new public infrastructure, such as a new crossing of the Dulles Toll Road, or other critical public facilities. See additional guidance in the District Recommendations below.
- *Provide Retail and Hotel Uses* – Free-standing retail uses are strongly discouraged in all mixed-use projects proposing increased intensity. Retail uses should be integrated into buildings containing other uses. In addition, the retail uses should be designed and developed so as to allow employees and residents in each TSA to carry out daily activities with minimal need to use single-occupancy vehicles.

Hotel uses are encouraged in all TSAs because they generate potential transit users and pedestrian traffic and have less impact on the road network.

To encourage hotel and ground-level retail uses as part of mixed use development in the TSAs, the square footage associated with these uses will not be included in the overall calculation of the proposed FAR for the purposes of determining conformance of a mixed-use proposal with the applicable FAR specified in the District Recommendations, provided that it doesn't constitute more than one-third of the total development. However, this square footage will be considered in all other aspects of site development and traffic impact analysis.

- *Encourage Parcel Consolidation* – For development proposals requesting increased intensity above the baseline recommendation, parcel consolidation is encouraged. Parcel consolidation should result in a logical assemblage of parcels and be of sufficient size to allow projects to function in a compatible, well-designed and efficient manner. In general, any unconsolidated parcels should still be able to develop in a manner that supports the planning objectives of the Comprehensive Plan or should represent stable development.

TF Comment: Concern that both the paragraph above re: parcel consolidation and the parcel below re: coordinated development plans would use up the "bucket" of development potential more quickly. Suggest that it may be sufficient to demonstrate how adjacent parcels could be developed in a compatible manner.

Updated Staff Response (5/13/13): Staff is re-evaluating how the Plan expectation re: parcel consolidation vs. coordinated development plans may be linked to the range of development potential, i.e. differing expectations as proposed intensity increases.

- *Encourage Coordinated Development Plans* - Coordinated development plans may be an alternative to parcel consolidation. Coordinated development plans refer to two or more concurrent and contiguous development applications that demonstrate coordination of site design, building locations, urban design, open space amenities and signage, inter-parcel access where appropriate, roadway realignment or improvements, and parking facilities. When coordinated development plans are used in lieu of, or in addition to substantial consolidation, development proposals will need to ensure that projects function in a compatible, well-designed, efficient manner; compatible with development on adjacent properties; reflect coordinated phasing of improvements as needed (for example, providing links in a street grid); consistent with the overall intent

of the land use concept to achieve a desired urban form and mix of uses; and do not preclude adjacent parcels from developing in conformance with the Plan.

- ~~*Assess Locations for Residential and Other Noise-Sensitive Uses*~~

Staff Comment (5/28/13): Guidance re:noise-sensitive uses is provided in the Environmental Stewardship section below (pp 26-27).

New Staff Comment (6/25/13): In response to a point raised at a TF meeting, the following objective has been modified to incentivize not-for-profit educational institutions instead of just public institutions. Staff has a concern about expanding this provision to for-profit institutions.

- *Encourage Educational Institution(s)* – There is a desire for additional ~~An~~ educational institutions to complement the other uses planned for the TSAs in addition to providing continuing education opportunities for residents and employees. ~~is an appropriate complementary use to the other uses planned for TSAs.~~ The Wiehle-Reston East TOD District has been identified as the preferred location for developing a major presence by one or more ~~an~~ institutions of higher learning. To encourage ~~public~~ not-for-profit education uses in the TSAs, space devoted to this use will not be included in the overall calculation of the proposed FAR for the purposes of determining conformance of a mixed-use proposal with the applicable FAR specified in the District Recommendations, provided that it doesn't constitute more than one third of total development. However, this square footage will be considered in all other aspects of site development and traffic impact analysis.
- *Accommodate Existing Uses and Buildings* - In some instances, existing development may not be consistent with the long-term vision for the TSAs. This Plan is not intended to interfere with the continuation of existing land uses or buildings. If improvements to the open space or road network that are identified in the Plan are not feasible due to an existing building's location on the site, alternative streetscape and other design improvements intended to implement the Plan's vision may be considered.
- *Provide Transitions in Height and Massing to Existing Low Density Residential Areas* – The majority of existing residential communities adjacent to the TSAs are low density neighborhoods comprised of single family detached homes and townhomes. In most instances, these communities are separated from the TSAs by major roadways. Appropriate design measures such as reduced building

height and massing for new development closest to these existing neighborhoods should be utilized to help define the limits of the TSAs.

TOD District Intensity – Mixed-use development may be approved through a rezoning up to a maximum FAR as specified in the District Recommendations below. The recommendations regarding planned intensity are based on an analysis that has identified the measures necessary to mitigate the impacts of the planned intensity on the transportation network and other public facilities. In some cases, additional intensity may be necessary to provide an additional incentive for redevelopment or provision of needed infrastructure. This "bonus" intensity above the FARs described in the District Recommendations may be approved for areas within ¼ mile of the station platform with a Special Exception that accompanies the rezoning. For example, in a district with a 2.5 FAR recommendation, a 3.0 FAR project could be submitted for consideration with 2.5 FAR approved by rezoning as described in the Comprehensive Plan and an additional 0.5 FAR approved by Special Exception (SE).

The details of a bonus intensity provision are still under review as is the paragraph above regarding TOD District Intensity. This section will be further updated in a future draft.

Redevelopment proposals for TOD District areas that are located between ¼ - ½ mile from a station may be considered for similar bonus intensity if the proposal is submitted as part of a parcel consolidation or a coordinated development plan (as described in the Development Review Performance Objectives above) with an area that is located within ¼ mile of a Metrorail station. In addition, the subject area should be planned for the Residential Mixed Use category and be able to demonstrate a convenient, safe and pleasant walk to a station.

TF Comment: Suggest that opportunity for Special Exception apply to parcels between ¼- ½ mile radius of stations without requiring them to be consolidated with or coordinated with an area within ¼ mile of a station.

Updated Staff Response (5/13/13): Further comment will be provided once revised Plan text is prepared.

Non-TOD District Intensity – Many portions of Non-TOD Districts are planned for office use. In some instances, new development can be added under the existing

approved zoning. In other cases, infill new development or redevelopment is planned. Specific guidance for the six Non-TOD Districts can be found in the District Recommendations.

Phasing Development

Phasing to Transportation Improvements and Programs - The amount of new development planned for the Reston TSAs will require significant transportation improvements and changes in travel patterns. Planned roadway improvements, including several new crossings of the Dulles Toll Road, are necessary to enhance circulation and access in the area and help relieve congestion at key intersections. Improvements to transit and to pedestrian and bicycle networks are also needed to encourage travel by these modes. The provision of such infrastructure and the achievement of trip reduction objectives should occur in concert with future growth. Additional guidance on phasing to transportation improvements is in the Transportation section.

Phasing to Public Facilities - The public facilities needed to serve the planned development will be constructed throughout the planning horizon as the need arises. However, it is critical that space for most, if not all, of these facilities be secured within the first 10-20 years of the Plan's implementation. Providing these facilities in concert with future employment and residential growth will present a challenge. Development proposals should commit to provide land and/or space for public facilities as early as possible to help ensure that locations are available when needed to provide the appropriate public facilities to support the growth in employment and number of new residents.

Phasing Site Development - It is anticipated that some development projects in the TSAs will be phased over time. Each phase of a development proposal seeking rezoning approval should be reviewed for conformance with the overall vision, with careful consideration given to interim conditions. Priorities that should be addressed in the earliest phases of site development plans include critical links within the street grid, parks and open space, a balanced mix of uses, pedestrian access to the Metro stations, and the integration of development with the station entrances. Developments should be phased so as to create interim conditions that are still attractive and inviting for pedestrians.

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Interim conditions that will enhance the desired urban character of the TSAs are encouraged for the portions of a project that will not be built until later phases. Examples include green space or a low intensity temporary use with an urban form. It may also be acceptable to maintain existing uses as long as they do not preclude the achievement of other priorities, such as the street grid. Additional guidance on interim conditions is in the Urban Design section.

URBAN DESIGN

Updated Staff Comment (6/25/13): Urban Design section to be provided in Version 5 draft.

TRANSPORTATION *(New Section)*

The vision for the three Reston TSAs promotes a mix of land uses served by a multi-modal transportation system. Various planned transportation improvements will facilitate this vision, while accommodating current and future commuters and residents within and around the transit station. The improvements should 1) balance future land uses with supporting transportation infrastructure and services, 2) address the long term needs of the area, including significantly improving the infrastructure and facilities for transit, pedestrians and bicycles, 3) design a road network that includes a grid of streets in the TSAs to improve connectivity around the transit stations and can accommodate all modes of transportation.

The following recommendations are intended to help improve circulation within, around, and through the TSAs. While the transportation recommendations support the development near the Metrorail stations, these recommendations also will facilitate regional travel through the area. The transportation recommendations are divided into eight sections: Land Use/Transportation Balance, Monitoring System, Public Transportation, Road Network and Circulation, Bicycle Facilities, Transportation Demand Management, Parking Management, and Funding of Transportation Improvements and Services.

Land Use/Transportation Balance

Maintaining a balance between the land uses in these three TSAs and the supporting transportation system is essential in order to preserve accessibility in and around these areas as development occurs over time. To maintain a balance, the increase in development should be coordinated with the provision of transportation infrastructure and specific programs to reduce vehicle trips.

Within the TSAs, preference should be given to maintaining a high level of service for all modes including transit, vehicles, pedestrians, and bicyclists. To achieve this, consideration should be given to safety and security, direct pathways, topography, and the achievement of a balance between traffic delay and a pedestrian friendly environment. Impact studies should quantify the level of service (LOS) for all applicable modes by applying up-to-date standard techniques. It is the intent of these recommendations to maximize the future use of non-vehicular modes of transportation in these TSAs in the future. However, safe and efficient circulation for vehicles will still need to be provided within, through and around the TSAs.

Monitoring System

Maintaining a balance between land use and transportation is dependent on a number of factors, such as the provision of a grid of streets and a reduction in the number of vehicle trips. The necessary transportation infrastructure, modal split levels, and vehicle trip reduction levels to balance planned new development have been analyzed extensively based on known conditions at the time of developing this Plan guidance. However, these conditions may change in the future which could result in changes in the number, frequency or direction of vehicle trips. For this reason, it is essential to monitor the amount of built and approved development and the resulting vehicle trips into and within the TSAs over time. This review should occur at least every 5 years or as needed based on changes in circumstances.

Public Transportation

Metrorail - The introduction of Metrorail service along the Dulles Airport Access Road is a key factor to providing increased mobility and reducing vehicle dependency for employees and residents in the three TSAs. Focusing the highest density development, especially new office development, around the Metrorail stations is vital to promote the use of public transportation and achieving the vision for these TSAs.

Local Bus Service - Fairfax Connector bus service currently serves both local riders and people commuting from the TSAs to other employment centers. These

routes will be modified to provide convenient and reliable feeder service from other parts of Reston to the Metrorail stations.

Road Network and Circulation

The road network and circulation recommendations provide additional transportation guidance for development within the Wiehle-Reston East, Reston Town Center, and Herndon Transit Stations Areas. As new streets are constructed, right-of-way should be provided for their ultimate configuration including pedestrian and bicycle facilities as identified in the Plan. The streets should provide a level of connectivity and accommodate all modes of transportation to the fullest extent possible.

Balancing the competing needs of numerous stakeholders will be necessary from the earliest stages in the planning and design of transportation projects. The design of a facility should ensure safety for all users and should function appropriately for all users regardless of the mode of travel they choose. Flexibility in design may be considered to achieve Plan objectives.

Road Transportation Improvements – The following list of roadway network improvements are recommended to achieve the vision for the three TSAS and enhance connectivity through these areas by creating multiple and enhanced connections.

- Fairfax County Parkway - 6 lanes with High Occupancy Vehicle (HOV) lane(s)
- Grade separation at Fairfax County Parkway and Sunrise Valley Drive
- Fox Mill Road - 4 lanes from Reston Parkway to Monroe Street
- West Ox Road - 4 lanes from Lawyers Road to Centreville Road
- Monroe Street - 4 lanes from West Ox Road to the Town of Herndon
- Town Center Parkway Underpass (4-lane tunnel) from Town Center Parkway and Sunset Hills Road to Sunrise Valley Drive west of Edmund Halley Drive
- Extend Pinecrest Road from South Lakes Drive to Sunrise Valley Drive
- Reston Parkway – 6 lanes from South Lakes Drive to Baron Cameron Avenue
- Overpass (4-lane bridge) across the Dulles Toll Road from Sunset Hills Road to Sunrise Valley Drive approximately at Soapstone Drive (eferred to as the Soapstone Overpass)

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- Overpass (4-lane bridge) across the Dulles Toll Road from Sunset Hills Road to Sunrise Valley Drive approximately at South Lakes Drive (referred to as the South Lakes Overpass)
- Implement an enhanced street network (also referred to as a grid of streets) to increase connectivity

A fundamental purpose of the grid of streets is to increase connectivity in the TSAs. One benefit is the availability of alternative routes for vehicles, thereby reducing congestion. A conceptual enhanced street network is shown on Map **T1** below *(NOTE: Map to be added in next draft)*. In planning the grid of streets, consideration should be given to avoiding intersections with acute or awkward angles; minimizing exclusive turn lanes; and having block sizes generally within a 400 foot to 600 foot range. Any block longer than 600 feet should contain a mid-block pedestrian connection.

INSERT MAP T1 – Conceptual Enhanced Street Network

In addition to the list above, other intersection improvements may be required in order to ensure acceptable traffic operations. Each roadway improvement should be independently evaluated not only for its transportation utility from a cost-benefit perspective but also for its environmental implications, such as effects on storm water management, water quality, noise or parks, and also the roadway design and its integration into the area's urban context.

Street Types - Street types respond to the needs of traffic from transit, pedestrians, bicycles, as well as vehicles. Street types in the TSAs have been identified and an overview of the features within the curb (the road and median) for each street type is included according to each type's functional classification. The cross-section for each street type contains flexibility to be able to respond to particular needs in different locations. Streetscape diagrams are located in the Urban Design section.

The design guidelines for street types should be followed when providing new private or public roadway connections or when proposing improvements to the existing roadway network in the TSAs (to the extent consistent with applicable County standards). See Table **T1** for Urban Design Functional Classifications. Minor Arterials primarily function as through traffic carriers. The collector streets collect traffic from the local streets and route them to arterials while the local streets allow internal circulation and connectivity within the area.

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Table "T1"
Examples of Urban Design Functional Classifications
(Reston Transit Station Area Street Types)

Fairfax County Roadway Functional Classification	Urban Design Functional Classification	Reston TSA Examples
Minor Arterial - Type A	Through Corridor	Centreville Road
Minor Arterial – Type A	Boulevard	Reston Parkway
Minor Arterial - Type B	Avenue	Sunrise Valley Drive
Collector Street	Collector	Town Center Parkway
Local Street	Local	Reston Station Boulevard

More Information on Fairfax County Roadway Functional Classifications:
http://www.fairfaxcounty.gov/dpz/comprehensiveplan/policyplan/transportation.pdf (beginning on p. 12)
http://www.fairfaxcounty.gov/dpz/zoningordinance/appendices/apx08.pdf

The existing and planned roadways in these three TSAs and vicinity are categorized as follows according to the Fairfax County Guidelines for Functional Classification of Roadways. The Urban Design section includes the streetscape recommendations.

1. *Minor Arterials (Through Corridors)* – Centreville Road is a minor arterial adjacent to the Herndon TSA primarily carrying the longer-distance through traffic from adjacent areas such as Loudoun County to west and northwest and the Town of Herndon to the northeast.

2. *Minor Arterials (Boulevards)* – Reston Parkway is a minor arterial in the Reston Town Center TSA primarily carrying the longer-distance through traffic from adjacent areas such the Town of Herndon to the west and Loudoun County to the northwest.

Curb to Curb Area:

- Median width of approximately 14 to 22 feet (may be wider for areas with frequent pedestrian crossings)
- 3 travel lanes per direction:
- 2 travel lanes per direction (11 feet for each lane)
- 1 extra wide travel lane per direction, adjacent to the curb, to accommodate bikes (14 feet)

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3. *Minor Arterials (Avenues)* – Sunrise Valley Drive, Sunset Hills Road and Wiehle Avenue are minor arterials in and adjacent to the TSAs. These roadways carry shorter-distance through traffic, and carry less traffic volume than Principle Arterials.

Curb to Curb Area:

- Median width of approximately 14 to 22 feet, if provided, to allow for safe pedestrian refuge
- 2 travel lanes per direction (11 feet for each lane)
- 7-8 feet for on-street parallel parking if found desirable*
- 5 foot on-road dedicated bike lane per direction

4. *Collector Streets (Collectors)* – Town Center Parkway, Monroe Street, Hunter Mill Road and the future Soapstone Road, South Lakes Drive and Town Center Parkway extensions are collectors in and adjacent to the TSAs. These roadways route traffic to major and minor arterials from the local streets.

Curb to Curb Area:

- A median is not preferred; however, if provided the width should be approximately 14 to 22 feet
- 1 to 2 travel lanes per direction (11 feet for each lane)
- 7-8 feet for on-street parallel parking per direction*
- 5 foot on-road dedicated bike lane per direction

5. *Local Streets (Local)* – Local streets in this area include the internal circulation roads and the new planned streets which connect the land uses to collector roads and allow internal circulation.

Curb to Curb Area:

- Medians should only be required when they are part of the urban design concept and the landscape or open space plan
- 1 travel lane per direction (11 feet for each lane)
- 7-8 feet for on-street parking*

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

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- Local streets are low speed facilities that may not require bike lanes

The above guidance is for roads associated with redevelopment or new development. Flexibility should be provided for roads that transition to existing roads. In addition, if new roads cross environmentally sensitive land there should be flexibility in road design.

Bicycle Facilities - Bicycle and pedestrian facilities should be provided consistent with Map X2 below. Bicycle facilities are described in the text located in the Street Types Guidelines under the Road Network and Circulation section above. In an effort to encourage bicycling in the TSAs, safe, secure, and convenient bicycle parking should be provided. The number of bicycle parking spaces should be determined based on the planned land uses.

Network Level of Service - An overall Level of Service (LOS) 'E' goal is expected for the street network in the Reston Transit Station Areas. In instances where a LOS E standard cannot be attained or maintained in a TSA with planned development, remedies should be proposed to offset impacts using the tiered approach described below. The purpose of this tiered approach is to support implementation of the grid of streets, which is more typical of urban areas and improves mobility for pedestrians and bicyclists.

In the development review process, mitigation of problem locations should follow the following sequence:

1. First, determine whether addition of capacity and/or increased operational efficiency is achievable without decreasing pedestrian walkability and safety. The widening of roads by adding exclusive turn lanes and/or through lanes will not be desirable in most cases since it will increase street widths at intersections and therefore work against an attractive environment for pedestrians. In lieu of additional lanes, it is preferable to add links to the street grid where applicable with the goal of promoting the build out of the grid of streets. This strategy creates additional diversionary paths for vehicles and decreases the traffic at problem locations in the vicinity of a proposed development.
2. When step 1 is not achievable, decrease future site-generated traffic by (1) changing the mix of land use within the parameters of the applicable land use guidelines (e.g., replacing office or retail uses with residential use), (2) increasing transit use through provision of additional and improved services,

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

and/or (3) optimizing the application of TDM with measures that might include greater transit use, walking and bicycling.

3. If the previous measures do not provide adequate improvement of LOS, a development proposal or phase of development may need to be conditioned on completion of offsetting improvements. Financial contributions of significant value dedicated to addressing deficiencies in the TSA may be considered as an offsetting improvement. These contributions may not be used as a credit against other contributions toward off-site transportation improvements.

Transportation Demand Management

Transportation Demand Management (TDM) refers to a variety of strategies aimed at reducing the demand on the transportation system, particularly to reducing single occupant vehicles during peak periods, and expanding the choices available to residents, employees, and visitors. Examples can be found in the County's Policy Plan. The result is a more efficient use of the existing transportation system. TDM is a critical component in achieving the Plan's goal of land use and transportation balance.

The objective of a successful TDM program for the TSAs is to reduce the number of single occupant vehicle trips. These reductions are based on Institute of Transportation Engineers' (ITE) trip generation rates and are to fall within the ranges shown in the TDM Goals Table **T2** below. These goals are the ultimate objective once rail is operational and public transit is in place. The recommendations are for reductions of at least 35% for the areas within one-quarter mile of the Metrorail stations and at least 30% for the areas between one-quarter and one-half mile from the Metrorail stations.

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Table T2
Transportation Demand Management (TDM)
Vehicle Trip Reduction Goals For Commercial and Residential Development

Development		TOD Locations		Non-TOD Areas
		0 to ¼ mile	¼ to ½ mile	
Office	TDM Goal	45%-35%	40%-30%	35%-25%
Residential	TDM Goal	45%-35%	40%-30%	25%-15%

Note: The percent reduction is from the ITE peak hour trip generation rates

A large component of TDM will be the implementation of formal TDM programs by the various stakeholders within the TOD Districts. At a minimum, development proposals should include the following elements associated with their TDM program in addition to the minimum goals stated above:

1. Indication of the trip reduction goals to be achieved at each phase of development and the measures to be used in the program.
2. TDM implementation plans with monitoring provisions.
3. Provision of remedies if a TDM fails to achieve its objective within a reasonable period of time, including restriction on the timing for future development.

Parking Management

To facilitate achievement of TDM goals and encourage transit use, shared parking for uses which have different peak demand periods, instituting paid parking, or other parking reduction strategies are encouraged. These parking strategies can serve to reduce trips and more efficiently organize and utilize the area. For development within a half mile of the Metrorail station, a parking plan should be submitted along with a development application that shows that the amount of parking that is provided is sized to support the development. Provisions for parking reductions and other lower parking incentives should be utilized if it is

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supported by the parking plan. Table T3 has target parking rates for areas within a half mile of a Metro Station.

Table T3
Target Parking Rates for Areas within One Half Mile of Stations

Use	Fairfax County Parking Requirement	< ½ Mile From Metro	Optional 10% Reduction < ¼ Mile from Metro
		Target Parking Rate[1]	Target Parking Rate[1]
Residential or Lodging Unit			
Townhouses	2.7	2.0	1.8
Multifamily 0-1 Bedroom	1.6	1.3	1.2
Multifamily 2 Bedroom	1.6	1.5	1.4
Multifamily 3+ Bedroom	1.6	2.0	1.8
Hotel	1.08	1.08	1.0
Commercial Spaces/1,000 sq ft			
>125,000 sq ft	2.6	2.2	2.0
<125,000 sq ft	3.6	2.3	2.1
Retail	4.0-4.8	3.2-3.8[2]	No minimum[2]

[1]The Target Parking Rate is a parking minimum.

[2]For uses not specifically listed above, the minimum parking space requirement set forth in sections 11-103, 11-104, 11-105 and 11-106 shall apply as follows: In TOD districts, the first 5,000 square feet of gross floor area located on the ground or street level for the following uses shall not be included in the calculation of required parking: personal/business services, fast food restaurant, quick service food store and/or eating establishment. Beyond 5,000 square feet, the minimum number of parking spaces required shall be based on 80% of the specified rates set forth in such Sections.

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Funding of Transportation Improvements and Services

Funding these transportation improvements through Federal, State and County sources should be pursued; however, some combination of public and private sector funding will be necessary to cover the costs associated with these improvements and to expedite implementation. Additionally, these improvements may be implemented in stages by the private sector as development occurs. Further detailed examination of these funding options for each improvement identified and those that have not been identified is needed before a preferred funding approach is selected.

Updated Staff Comment (6/25/13): The Environmental Stewardship section (following) has been updated with additional guidance regarding Stormwater Management. However, staff discussions are continuing so further revisions may result.

ENVIRONMENTAL STEWARDSHIP

Reston is a community founded on the integration of nature with developed areas and the stewardship of its wetlands, streams, lakes, forests, and other natural areas. Protecting, restoring and enhancing Reston's diverse natural areas will remain a central planning principle and activity. Reston Association (RA), the Reston Town Center Association (RTCA), the North Virginia Park Authority (NVRPA), Fairfax County, homeowner associations, and individual property owners will plan and manage Reston's natural resources with the following environmental stewardship planning goals in order to keep natural areas healthy and resilient:

- Protect the headwater areas and other environmentally sensitive areas through the implementation of innovative stormwater management practices.
- Restore and enhance the tree canopy and other natural areas.
- Establish high expectations regarding use of green technology and low impact development techniques for all buildings and neighborhoods.
- Provide noise attenuation measures as appropriate.

Stormwater Management

Future development offers considerable opportunities to improve upon past stormwater management practices in furtherance of efforts to protect and restore local streams and to reduce pollutant loads entering the Potomac River and

Chesapeake Bay. Low impact development (LID) techniques of stormwater management can serve to reduce runoff volumes entering local streams and can more easily be incorporated within densely developed areas than more traditional detention and retention ponds. These LID practices can include, but are not limited to, bioretention or biofiltration facilities (commonly known as rain gardens), vegetated swales, porous pavement, vegetated roofs, tree box filters and the collection and reuse of stormwater runoff.

Environmentally-friendly stormwater design should be an integral design principle that will be part of the conceptual stage of site development for all future development, recognizing that stormwater management measures may be phased with development. The stormwater design should first seek to minimize the effect of impervious cover, followed by the application of stormwater reuse, retention, detention, extended filtration and, where soils and infrastructure allow, infiltration to improve downstream waters. The incorporation of stormwater management strategies in parks and other open space areas within Land Unit A may support this approach while providing recreational amenities, and there may be opportunities to incorporate LID practices within other open space areas.

Coordination of stormwater management controls among multiple development sites may also be effective in achieving stormwater management goals in an efficient manner. Stormwater management and water quality controls should be optimized for all future development projects consistent with the scale of such projects.

In addition, the following guidelines should be followed for any application for which a floor area ratio (FAR) of 1.0 or more is proposed. Any development proposals in the area should be reviewed on a case-by-case basis for the appropriate optimization of stormwater management and water quality controls, <u>allowing for flexibility in specific approaches taken to achieve these guidelines</u>.

- Stormwater quantity and quality control measures should be provided that are substantially more extensive than minimum requirements, with the goal of reducing the total runoff volume or significantly delaying its entry into the stream system. The emphasis should be on LID techniques that evapotranspire water, filter water through vegetation and/or soil, return water into the ground or reuse it.

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- LID techniques of stormwater management should also be incorporated into new and redesigned streets where allowed and practicable.
- At a minimum, stormwater management measures ~~that are sufficient to attain the stormwater management-related credits of the most current version of the Leadership in Energy and Environmental Design for New Construction (LEED-NC) or Leadership in Energy and Environmental Design for Core and Shell (LEED-CS) rating system (or equivalent for these credits should be provided). If this goal is demonstrated not to be achievable, all available measures should be implemented to the maximum extent possible in support of this goal.~~ should be provided as follows:

  1. For sites that have greater than 50% impervious cover in the existing condition, the total volume of runoff released from the site in the post-developed condition for the 2-year, 24-hour storm should be at least 25% less than the total volume of runoff released in the existing condition for the same storm. Furthermore, the peak runoff rate for the 2-year, 24-hour storm in the post-developed condition should be at least 25% less than the existing condition peak runoff rate for the same storm.

  2. For sites that have 50% or less impervious cover in the existing condition, the total volume of runoff released as well as the peak release rate for the 1- and 2-year, 24-hour storm in the post-developed condition should be equal to or less than the total runoff volume and peak release rate in the existing condition for the same storm. Alternately, a stormwater management plan that protects receiving stream channels from excessive erosion, including stream channel protection and quantity control strategies, may be pursued.

  3. Stormwater runoff associated with the development should be controlled such that either: (a) the first one (1) inch of rainfall is reused, infiltrated or treated in a manner through which 80% of the average annual post-development total suspended solids are removed; (b) the total phosphorus load for the property is no greater than what would be required for new development pursuant to Virginia's Stormwater Regulations/ the County's Stormwater Management Ordinance; or (c) an equivalent level of water quality control is provided.

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4. As an alternative to items 1, 2 and 3 above, if the U.S. Green Building Council has supplanted its LEED® 2009 rating system, stormwater management measures may be provided that are sufficient to attain the stormwater management-related credit(s) of the most current version of LEED-NC or LEED-CS rating system (or equivalent of this/these credit(s)).

If these goals are demonstrated to not be achievable, all available measures should be implemented to the extent possible in support of these goals.

As an alternative to items 1 through 4 above, stormwater management measures and/or downstream improvements may be pursued to optimize site-specific stormwater management and stream protection/restoration needs, consistent with the adopted watershed management plan(s) that is/are applicable to the site. Such efforts should be designed to protect downstream receiving waters by reducing stormwater runoff volumes and peak flows from existing and proposed impervious surfaces to the maximum extent practicable, consistent with watershed plan goals.

Natural Resources Management

Protection, enhancement and management of natural resources in the existing wetlands and streams in Reston are critical to the long term viability of those habitats.

Wetlands - Wetlands filter water and provide important habitat for native plants and animals. One notable wetlands habitat is the Sunrise Valley Wetlands Nature Park, which lies within a quarter mile of the Herndon Station. This privately owned land is a federally-mandated mitigation site established by Reston Land Corporation through a Conservation Covenant in July 1994. This site provides multiple ecosystems, including open water, marsh and upland forest, that attract a wide range of wildlife. Recreational uses that are compatible with the environmental objectives of the wetlands should be encouraged.

Streams and Buffer Areas - The Reston Association (RA) manages many of the stream valleys and lakes within Reston as part of its water resource program. Various tributaries have been negatively impacted by years of unchecked stormwater runoff, consumption of understory plants by deer, and encroachment by non-native invasive plant species. Generally, these streams suffer from numerous exposed utilities, particularly sewers; areas of severe stream bank

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erosion and many fallen trees; and a significant number of large sediment deposits. RA is implementing a ten-year action plan for a Watershed Master Plan to restore the Glade, Snakeden Branch, and tributaries to Colvin Run in Reston.

Lakes and Ponds - Four constructed lakes, (Lake Anne, Thoreau, Audubon and Newport), cover 125 acres, provide visual amenities, and create recreation opportunities while also functioning as stormwater management facilities. These lakes are actively managed by RA for sediment, algae, and shoreline stabilization. In addition, Lake Fairfax, owned by the Fairfax County Park Authority, is located adjacent to Reston and also provides stormwater management and recreation. Smaller ponds provide stormwater management and have become important features of the Reston area. Additional tree canopy and shoreline stabilization should be considered to enhance these important features.

Environmental Enhancement - Environmental enhancement efforts should be encouraged and should include endeavors such as the planting of native species of vegetation in degraded open space areas, invasive plant control, deer management, stream restoration, and creating new natural areas where disturbed areas currently exist. These expanded natural areas could build on the stream valley parks, adding land that increases riparian buffers and enhances stream valley corridors. Natural areas outside of Resource Protection Areas could serve as nodes for human activity and greatly improve quality of life while relieving stress on existing riparian areas. Stream valley park expansions should not include large hardscape areas (other than trails) and resources management should drive park design.

Tree Canopy Goals

Trees provide numerous environmental and human health benefits and should be considered an essential element in the vision for development and redevelopment within Reston. Environmental benefits include stormwater management, energy conservation, and mitigation of ozone and carbon in the air. When clustered together, as in a park setting, trees provide habitat areas for wildlife. From an urban design perspective, street trees enhance aesthetics, provide shade and relief from the sun and other elements, and create a sense of safety and protection from street traffic and noise.

The recommendations to restore and enhance the tree canopy include the following:

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- Follow guidelines established in the Tree Action Plan: a 20-Year Strategic Plan to Conserve and Manage Fairfax County's Urban Forest
- Avoid the overuse of one tree species along streets
- Replace existing trees preferably in the same watershed
- Expand the eradication program for invasive species
- Expand the planting program for native trees, seedings, and shrubs and wildflowers to ensure regeneration and resilience of natural areas

Green Buildings

The Policy Plan's Environment section provides guidance for green building practices. Non-residential development in the TSAs should achieve LEED Silver certification or the equivalent, at a minimum, in light of the level of redevelopment potential proposed for the TSAs. Residential development should be guided by the Policy Plan objectives on Resource Conservation and Green Building Practices. Achievement of higher levels of LEED certification is also encouraged. A broad range of practices can be pursued in support of or in addition to green building certification.

The following are examples of energy and ecologically conscious approaches to building design that should be encouraged within Reston:

- Provision of green (vegetated roofs)
- Use of site and building design and orientation for passive solar heating and daylighting
- Use of thermal and/or photovoltaic solar energy systems
- Incorporation of passive cooling through proper shading and ventilation
- Use of ground source head pump heating and cooling systems for space conditioning and hot water requirements
- Reduction of water consumption, including the re-use of gray water where allowed
- Use of radiant floor heating
- Provision of roof-mounted wind turbines as an energy source
- Recycling of building materials and maximize the use of locally produced materials
- Use of light reflecting roof surfaces

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- Use of outside light shades that provide shading for glass while also directing sunlight deep into interior building spaces

Noise Impacts

The Policy Plan recommends against new residential development in areas with projected highway noise exposures exceeding DNL 75 dBA, which is a day-night weighted average noise level. However, broader planning goals for the Reston TSAs may suggest that sites near major highways and Metrorail would be appropriate for residential development and/or other noise-sensitive uses, even when projected noise impacts may exceed DNL 75 dBA. Design approaches may be available that would shield noise-sensitive areas from these impacts; efforts should be taken to design noise-sensitive uses to minimize, if not avoid, the exposure of facades of noise-sensitive interior spaces to noise levels above DNL 75 dBA.

Where residential or other noise sensitive uses are proposed near rail and major highways, such proposals should only be considered with the provision of a noise study during the review of the development, appropriate commitments to noise mitigation measures, and, potentially, commitments to the provision of disclosure statements and a post-development noise study.

The noise study during development review should clearly define the noise levels impacting the proposed uses as a measure of dBA DNL. The noise study should include noise contours and/or noise impacts at each façade of each affected building with current noise levels and future noise levels based on a minimum 20-year traffic volume projection for the roadway and other transportation noise sources. In addition, the noise study should identify differing noise levels that may affect building facades at different elevations.

For those studies that indicate noise levels in excess of DNL 65 dBA on proposed noise sensitive uses, appropriate mitigation measures should be provided with the goal of achieving DNL 45 dBA for interior space and DNL 65 dBA for outdoor recreation areas. Attenuation may include siting and orientation of the noise sensitive use, as well as the use of appropriate building materials and noise barriers.

In areas where projected noise impacts at affected building facades will exceed DNL 75 dBA, and for dwelling units where outdoor spaces including balconies will be projected to be exposed to noise levels that exceed DNL 65 dBA, disclosure statements should be provided to potentially affected residents and users within the impacted uses or units, which clearly identify the mitigated and unmitigated noise levels for interior space and the noise levels for any affected

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balconies in addition to noise mitigation for interior space and outdoor recreational areas. When feasible, post-development noise studies should be conducted in order to provide for evaluations of noise mitigation measures.

New TF Comment (6/25/13): Question re: adequacy of Urban Park Framework to ensure sufficient parks, open space and recreation facilities in TSAs in particular and in Reston generally, given planned increase in population in the TSAs.

Staff Response (6/25/2013): Staff is evaluating comment.

URBAN PARKS, RECREATION FACILITIES AND CULTURAL FACILITIES

The growth and redevelopment planned for the three TSAs will increase the need for parks and open space, recreation facilities, and cultural amenities, all of which are essential components in creating places where residents and employees can live, work and play. A significant portion of the TSAs was formerly designated as the Reston Center for Industry and Governance, which resulted in a development pattern with a minimal amount of existing park, recreation and cultural facilities. As a result, there is an existing deficit of park/recreation capacity within the boundaries of the TSAs. Growth and redevelopment planned for the TSAs will exacerbate existing deficits. The intent of this Section is to present recommendations to meet the increased need for urban parks, recreation and cultural facilities created by growth in the TSAs.

Need generated in the TSAs should primarily be met through the integration of urban parks, recreation, and cultural facilities within the mixed use developments of the TSAs. To supplement these parks and facilities, elements of the larger Reston area's robust park and recreation system (outside of the TSAs) may be able to be improved to help meet the needs of future residents and employees. This opportunity to meet needs both within and beyond the TSAs can only be realized if adequate and accessible pedestrian and bicycle connections are created within the TSAs and between the TSAs and the existing extensive trail system in Reston.

Several public, quasi-public, non-profit, and private organizations currently provide park, recreation and cultural facilities and amenities to the Reston area. These include Fairfax County Park Authority (FCPA), Reston Association (RA), Reston Community Center (RCC), Northern Virginia Regional Park Authority

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(NVRPA), Town of Herndon, YMCA, as well as others. This variety of providers offers a broad range of public benefits but it also requires a continued commitment to collaborative planning and implementation.

Parks provide visual relief in the urban landscape and are spaces for people to enjoy the outdoors and engage in recreation and leisure pursuits. Public open space is especially critical for residents of higher density housing who may lack access to private yards. A diverse park system contributes economic, social and health benefits by providing a high quality of life for residents in the transit-oriented areas and the surrounding community.

The new parks planned for the TSAs should range from places that support and foster social interaction to those that support individual sports and recreation activities. While many developments will include urban parks/plazas as amenities, contributions of recreational facilities will also be needed to ensure a park system that serves the wide range of needs that will exist in the TSAs. The provision of athletic facilities, particularly sports fields, is especially important and challenging. Creative approaches for providing for sports needs will be necessary, including use of technology and scheduling to increase existing and future facility capacities and integrating facilities within development areas, on rooftops, over stormwater detention facilities, in utility corridors and other alternative locations.

Urban Park Service Level Standards and Typology

The Urban Park Framework is in the Parks and Recreation section of the Policy Plan as Appendix 2. It was established to guide the creation of park systems in Fairfax County's urbanizing and redevelopment areas and is to be used to guide park development. This framework provides service level standards, design guidelines and a typology of urban park types to guide the creation of urban park systems in Fairfax County.

Ideally, urban areas contain a complement of urban park types in order to serve local leisure needs; support environmental and sustainability goals; and contribute to the area's sense of culture, liveliness, and identity. Urban park design elements may be combined in various ways to create a range of urban park types. While park types may be adjusted to fit an area's specific needs and concept, there are five distinct types of urban parks, including pocket parks, common greens, civic plazas, recreation-focused urban parks and linear parks, as described in the Urban Parks Framework. The urban park typology strives to provide a

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comprehensive range of amenities and uses, such as pedestrian-oriented by-ways, large open spaces for civic gatherings, and other recreation-oriented opportunities for organized sports and informal play.

Park service level standards guide the provision of parkland and facilities relative to specific County needs and land use context. For urban areas, the parkland service level standard is based on population and employees. In urban areas, park size is typically less than five acres and often under ½ acre. Service area is generally within a 5-10 minute walking distance (or ¼ - ½ mile) from nearby offices, retail and residences. The urban parkland standard calls for 1.5 acres of urban park space per 1,000 residents and 1.0 acre of urban park space per 10,000 employees that is well integrated into the urban fabric and distinguished from site and public realm landscaping and streetscape features. A range of recreation facilities and park amenities should be incorporated into the urban park spaces to serve the recreation and leisure needs of nearby residents, workers and visitors. The urban parkland standard determines the target acreage for a mixed use, urban area and relies on contributing development to help meet these area-wide targets, working with public and private partners to integrate publicly-accessible urban parks into development proposals.

Elements of the Reston Transit Station Area Urban Park System

A wide array of parks, recreation, and cultural amenities will be combined to form the area's urban park system. During the course of the Reston Special Land Use Master Plan Study, eleven core needs for the urban park system were identified (See Table P1). Items on the list are those amenity types (indoor and outdoor) that have been identified as needed through the Reston Special Land Use Master Plan Study and by the three largest not-for-profit providers of parks, recreation, and cultural amenities in Reston – Fairfax County Park Authority (FCPA), Reston Association (RA), and Reston Community Center (RCC). These park, recreation, and cultural needs are either solely generated or exacerbated by the development planned in the TSAs. The listed amenity types are representative and not intended to limit the addition of new facility types to support emerging and evolving needs.

As noted earlier, the population-based countywide service level standards established in the Parks and Recreation section of the Policy Plan form the basis of determination of how many facilities are needed. These Service Level Standards

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will apply to all of the list's outdoor items, with the exception of the Memorial Garden of Reflection. The need for only one of each of the indoor items (aquatic facility, tennis facility, performance center) has been identified. Trails are needed throughout and in a quantity sufficient to meet connectivity and recreation goals. Public art is also needed throughout; the Visual and Performing Arts section of the Policy Plan contains additional guidance.

TABLE P1

NEED	DESCRIPTION
Trails	Non-motorized connections for recreational and transportation purposes, linking TSA areas with each other and to the rest of Reston community.
Parkland (local)	A range of types of publicly-accessible urban parkland, including pocket parks, common greens, civic plazas, recreation-focused parks, and linear parks. Please see the Urban Parks Framework in the Policy Plan, Parks and Recreation section for detailed descriptions of urban park types and typical amenities.
Playgrounds	Includes neighborhood-scale playgrounds as well as one destination playground.
Sports courts	Multi-use and single-use hard-surfaced courts, incorporated into developments and local parks.
Athletic fields	Diamond and rectangle fields for a wide variety of scheduled and unscheduled sport play for all age groups. As appropriate, fields should have synthetic turf and lights to ensure maximum playing capacity. While land for new fields will be needed, capacity-enhancing upgrades to nearby athletic fields may also be an option.
Dog exercise areas and parks	Areas of varying sizes for on-leash and off-leash dog walking and exercise. Would include informal exercise areas (on-leash) as well as urban scale off-leash areas. Inclusion of a larger, more suburban scale off-leash area is also appropriate.
Memorial Garden	An outdoor memorial sculpture garden, a special place

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of Reflection (outdoor)	where one can go to remember and memorialize loved ones.
Public art	Incorporated as distinct features as well as part of architecture, public space, and amenities.
Indoor aquatic facility	Large-scale destination facility providing indoor aquatic and fitness recreation, to include family friendly pool with water features, and/or competitive swimming (50meter) as well as other indoor recreation facility features.
Indoor tennis facility	Indoor tennis facility to accommodate recreational and competitive play.
Indoor performance center	Performing arts venue that can support large-footprint music and dance organizations. Preferred location is within walking distance of a transit station (e.g., within Reston Town Center), near other entertainment activity (e.g., dining, retail) with opportunities for shared parking.

Urban Park Implementation

Creation of an urban park network is fundamental to the vision for the TSAs and to the successful redevelopment efforts around the transit stations. As a result of ownership patterns, urban park development will likely occur in a piecemeal pattern over time. Coordination and collaboration among landowners to create a connected system of needed park spaces is essential and is critical to creating vibrant, successful neighborhoods. A comprehensive system of urban parks, if properly implemented, will contribute to a sense of place and distinguish the area as a quality place to live, work, shop and visit. The Urban Parks Framework should be used to guide the design and location of the urban open space system. Adopted countywide recreation facility standards, adjusted for urban demographics and use patterns, will guide the service level enjoyed by residents, workers and visitors to the Reston transit area.

In implementing elements of the urban park system, consideration should be given to factors including service areas and targets, core facility purpose, and access. Facilities serving a local neighborhood will look different and have

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different support facilities than a facility designed to serve an entire TSA or the larger Reston community. As an example, a local-serving playground might include a few pieces of play equipment, seating, special landscaping and pedestrian features; it might serve a cluster of residential buildings or a residential/office mixed use area. This playground might be used daily by residents and is most useful if accessible by walking. A larger-scale playground or athletic field that serves as a destination facility, would be designed to serve a broader area than a local-serving playground, and have a larger footprint. One would expect that visitors might walk, but would also bike, use transit, or drive to get to such a destination, and may not use daily, but would spend more time once there. Factors such as context/location, access, function/purpose, general length of stay, and amenities should be considered in order to inform provision of urban parks, recreation, and cultural amenities. The full set of design elements to be factored into implementation decisions are described in detail in the Design Elements table of the Urban Parks Framework (see Policy Plan, Parks and Recreation section).

Approaches to providing parks, recreation, and cultural amenities within the TSAs and extended transit corridor area should be creative and innovative – in keeping with the Reston community's origins and character. Stakeholders, providers, and developers should be encouraged to work together to offer park, recreation, and cultural amenities in ways that are well-suited to the context of an urbanizing transit-oriented community. Parkland can be publicly owned, privately owned, or provided through public-private partnerships. Developers should anticipate providing local, neighborhood-serving, amenities (e.g., sports courts, playgrounds, dog exercise areas) as well as contributing to area-wide, broader-serving, amenities (e.g., athletic fields, destination playground, trails, indoor facilities).

Creativity in provision is highly encouraged. Creative urban park initiatives may include the use of building rooftops for park facilities; unique programming areas; recreation facilities and dedicated program space provided within commercial buildings, redevelopment at nearby parks, and forging new park-provider partnerships. Integration of indoor and outdoor facilities and program space with cooperative programming is highly encouraged. With any of these approaches, visual and physical accessibility to the public is essential.

During the course of the public planning process, several recurring themes related to parks, recreation, and cultural amenities within Reston were identified.

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These themes suggest specific opportunities (some geographic, some conceptual) to implement a parks system within the area.

- **East-West Connections:** Establishing east-west connections within the area is just as important for internal pedestrian and bike circulation as well as connections to the remainder of Reston. The Washington & Old Dominion Trail (W&OD) provides regional pedestrian and bike connectivity north of the DTR, but a corresponding connection does not exist south of the DTR. An east-west connection along Sunrise Valley Drive would create such a central pedestrian and bike connection south of the DTR.
- **North-South Connections:** The creation and strengthening of north-south connections throughout the area will contribute greatly to the success of the parks system. These pedestrian and bike connections will provide access to amenities located on one or the other side of the Dulles Toll Road (DTR). The connections become particularly critical in being able to connect the TSAs with the larger Reston community. To that end, north-south connections should be strengthened/enhanced or created along the axes created by the three metro stations, at a minimum. Any new north–south vehicular connections should also include pedestrian facilities.
- **Linear Parks:** Creating a variety of linked, multi-use parks will be central to the success of the redevelopment of the area. A combination of active and passive amenities linked (or adjacent) to central pedestrian and bike ways should be created. Using existing natural and stormwater features as a backbone for linear parks should also be considered.
    - *Sunrise Valley Corridor*: Several manmade water and natural features exist in the vicinity of the Sunrise Valley corridor and provide a particular opportunity to create small, semi-urban scale parks. Placing trails and clustered amenities such as fitness stations, playgrounds, or interpretive stations around existing or future features builds upon Reston's existing infrastructure. It may allow double use of spaces – in some cases allowing stormwater management goals to be achieved simultaneously with recreation goals. In addition to realizing the vision of Sunrise Valley as an east-west connection south of the DTR, it also places amenities in proximity to planned development.
    - *Washington & Old Dominion Regional Park*: The regional Washington & Old Dominion Trail (W&OD) runs through the study area north of the DTR, providing opportunities for east-west pedestrian and bike travel. There is the potential to incorporate recreational waysides including, but

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not limited to seating areas and playgrounds. Incorporation of amenities has been done in other areas along the W&OD, such as Arlington, Falls Church, and Purcellville. There is also the opportunity to develop larger recreational or cultural facilities near the W&OD, such as gathering places or athletic facilities. Close collaboration with the Northern Virginia Regional Park Authority (NVRPA) as the area redevelops will help identify specific opportunities.

- *Stormwater Parks*: The role and importance of water and stormwater management features in Reston presents an opportunity to cluster amenities around these features and create a valued recreational and/or cultural asset. There are opportunities to create enhanced stormwater parks throughout the area – as stand-alone parks or as a series of linked and linear parks. Parks of this type will incorporate active, passive, and/or nature and memorial elements into stormwater management features creating a multi-purpose community asset.

- **Clustered Community Uses:** The Reston Town Center North area currently contains many community uses – library, Hunter Mill Supervisor headquarters, public safety, human services, and health. In the future, it is anticipated that many of these uses may remain and there may be the option to further develop or add public amenities. Examples of possible amenities might include a signature community green or a flexible use, community gathering plaza and/or a destination playground. A redesign of the private and public uses in Reston Town Center North is anticipated offering opportunities to better integrate urban park features, recreation and cultural amenities. This area could offer mutually beneficial and complementary community uses and provide a significant public benefit, connecting to and building on the community-focused nature of the adjacent Reston Town Center
- **Integrating the TSAs:** The Reston community has expressed the desire to build connections and integrate the area into the Reston community; parks, recreation, and cultural facilities are one means of achieving this goal. Some of the needs identified above may be more appropriate to a location outside of the TSAs and may in fact provide greater benefit in such a location by encouraging broader use (e.g., Memorial Garden of Reflection). To further support reintegration, new residents in the area should have access to and use of the full suite of amenities that the Reston planned community offers and in a manner similar to what existing residents currently enjoy. Reston Association is the primary provider of local-serving parks and recreational amenities, Reston Community Center offers an array of cultural and indoor recreational amenities,

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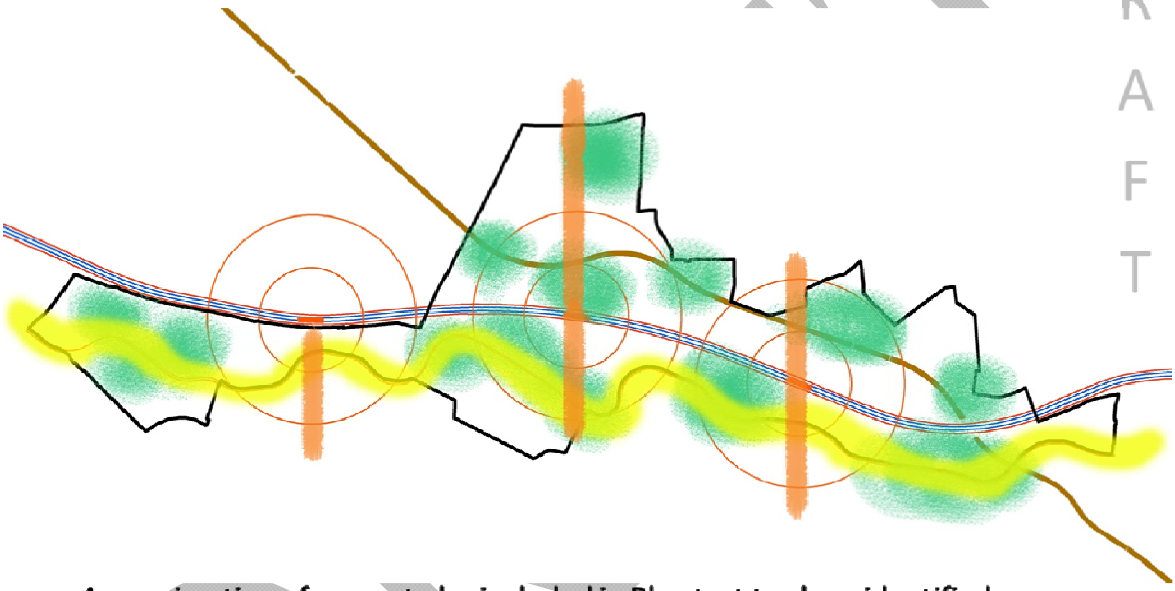
and the Fairfax County Park Authority provides broader-serving public parks and recreational amenities. While inclusion in Reston Community Center services is a given due to the geography of small district 5, membership in Reston Association is not a given and should be encouraged. This will help achieve the goal of reintegration in a seamless and coordinated way that off-sets impacts and meets the needs of new residents.

***Draft* Parks, Recreation, and Culture Map**



Approximation of a map to be included in Plan text to show identified areas of opportunity. Map will be refined and may be updated/altered slightly as District recommendations are drafted.

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PUBLIC FACILITIES

This section pertains to the public facility needs to accommodate growth in the Transit Station Areas (TSAs). Providing adequate public facilities to serve the planned growth around the three transit stations will require the expansion or modification of existing facilities in some cases and the development of new facilities in other cases. The existing and future public facilities in the TSAs are described below. The provision of future facilities will need to be coordinated

with the rate at which planned development occurs in these TSAs as well as in the surrounding Reston community.

Schools

The TSAs are currently served by a total of 10 public schools. These include 6 elementary schools: Coates, Dogwood, Lake Anne, McNair, Sunrise Valley and Terraset. The TSAs are also served by two middle schools, Carson and Hughes, and two high schools, South Lakes and Westfield.

The growth envisioned in the TSAs over the next 20-30 years is projected to result in over 1,600 new elementary school students, 425 new middle school students and 880 new high school students living in these areas once all of the planned housing is built. Based on current planning approaches, this projected enrollment would result in a need for at least two new elementary school sites, together with capacity enhancements at existing facilities. In addition, the growth in these three TSAs plus additional growth at the Innovation Center Transit Station to the west are projected to significantly exceed the available capacity for middle school and high school students. As a result, one new middle school and one new high school, as well as capacity enhancements at existing facilities, will be needed to accommodate the projected increases in enrollment. A high school located in the Innovation Center area would be well located to relieve overcrowding in existing schools as well as serve planned growth. Similarly, an elementary school located in the North Town Center District would be appropriately located to accommodate planned growth.

During the development review process, developers should ~~look for ways to~~ provide for additional school capacity to mitigate the impacts of new development. These contributions could be more traditional in nature, ~~This could include a variety of approaches,~~ such as dedication of ~~land for a future~~ a school site, or may include more innovative urban solutions such as co-locating school facilities with parks or within mixed-use buildings.

Updated Staff Comment (6/25/13): Minor adjustments to the Schools paragraphs have resulted from discussions by staff from DPZ and Fairfax County Public Schools.

Fire & Rescue

The TSAs are currently served by four Fire and Rescue stations. The Reston Fire and Rescue Station 25, located at 1820 Wiehle Avenue, serves virtually all of the Wiehle-Reston East TSA and the part of the Reston Town Center TSA located north of the Dulles Toll Road. The south side of the Wiehle-Reston East TSA

immediately along the Dulles Toll Road is served by the Fox Mill Fire and Rescue Station 31, located at 2610 Reston Parkway. This station also serves all of the Reston Town Center Transit Station Area south of the Dulles Toll Road as well as the southeastern portion of the Herndon Transit Station Area. The Frying Pan Fire and Rescue Station 36, located at 2660 West Ox Road, serves the southwestern portion of the Herndon TSA. Finally, the Herndon Fire and Rescue Station 4, located at 680 Spring Street, serves the northwest corner of the Reston Town Center TSA.

The planned increases in residential dwelling units and non-residential uses in the TSAs would result in excessive workloads of several of the existing stations. In order to maintain acceptable levels of service to the community, several of these facilities will need to be upgraded and a second Reston station will be needed in the future. A new station located in the North Town Center District would enable the Reston, Herndon and Fox Mill Fire and Rescue Stations to maintain acceptable levels of service to the community, even with the additional growth planned. The station is recommended to be the Fire and Rescue Department's standard size of 14,500 square feet with a minimum of three apparatus bays to accommodate an engine, a transport unit, and a specialty unit. The new station may be designed and constructed as an urban facility located at the base of a government, commercial or residential building.

An urban fire station would be anticipated to be two levels with the ground level dedicated to the apparatus bays for access to the road network and the second level dedicated to living accommodations. Secure on-site parking for operational personnel to support two 24-hour shifts should also be provided. The provision of this new station should be based on the projected needs as planned development being built.

Finally, the Herndon Station is approved for expansion to add two additional units, an engine and medic by 2015. Subject to ongoing analysis, a second medic unit may be needed at Frying Pan Station in the future.

Library

The TSAs are served by the Reston Regional library, located in the Reston Town Center at 11925 Bowman Towne Drive. This library facility is one of the most heavily used in the library system in terms of number of visits per year. Options are currently being evaluated to renovate and expand the library. Such a renovation and expansion will be planned to accommodate the future growth in the TSAs. As an alternative, replacement of the current facility with a new library incorporated into a mixed-use development within one of the TSAs is desirable.

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IMPLEMENTATION

Staff Comment (5/13/13): Implementation section to be provided in future draft.

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