Reston Transit Station Areas

Version 10 DRAFT Comprehensive Plan Text

Introductory section

Areawide sections:
UPDATED Land Use section,
UPDATED Urban Design and Placemaking section,
UPDATED Transportation
UPDATED Environmental Stewardship section,
UPDATED Parks, Recreation Facilities and Cultural Facilities section,
Public Facilities section and
Implementation section

District Recommendations:
UPDATED Wiehle-Reston East Transit Station Area
UPDATED Reston Town Center Transit Station Area
UPDATED Herndon Transit Station Area

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 underlined.
Text to be removed from earlier Draft is shown with ~~strikeout~~.

October 29, 2013

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

draft

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

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

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

* As defined in the Comprehensive Plan Glossary.

Figure 1. Reston Master Plan Special Study Area

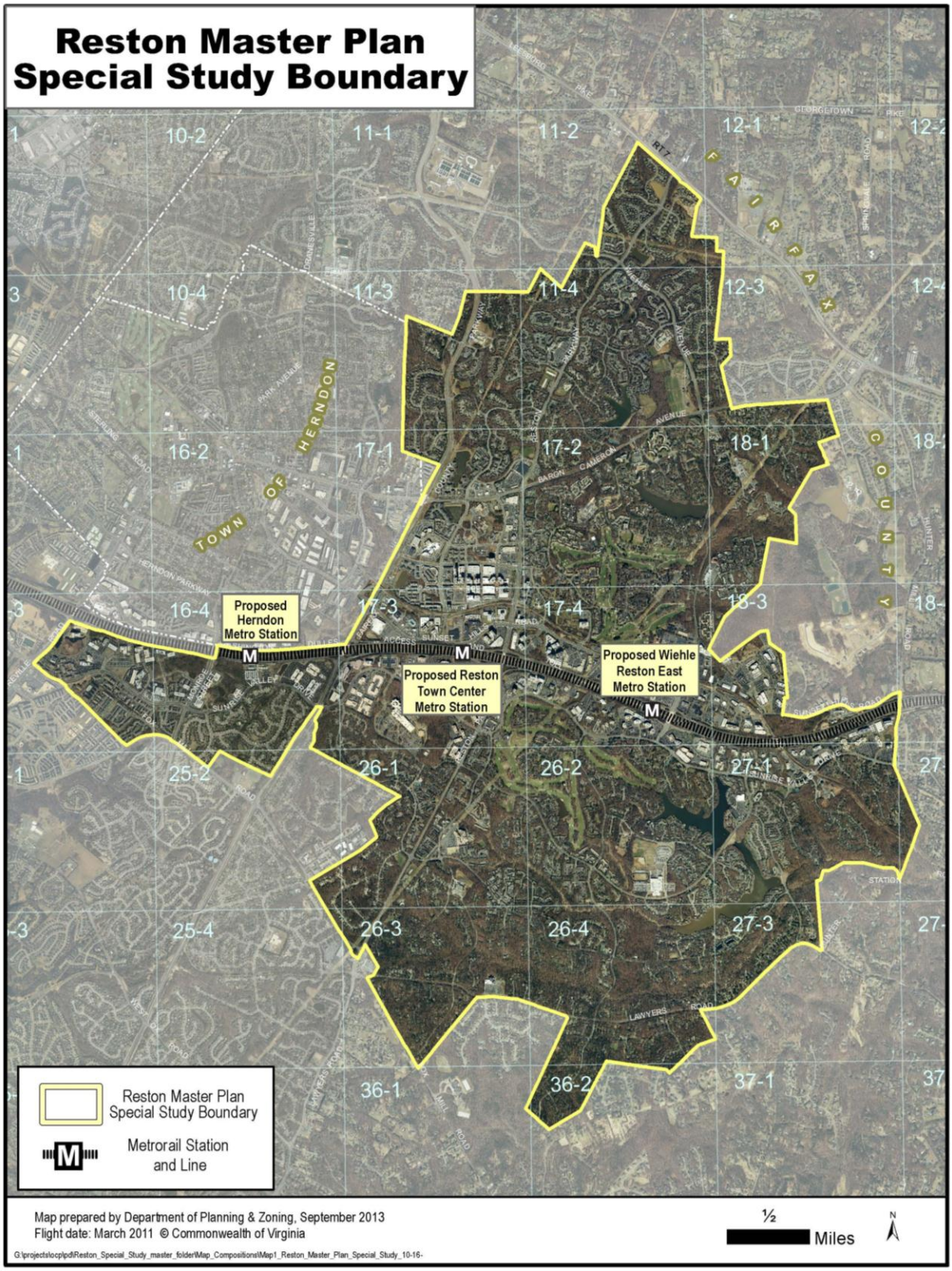
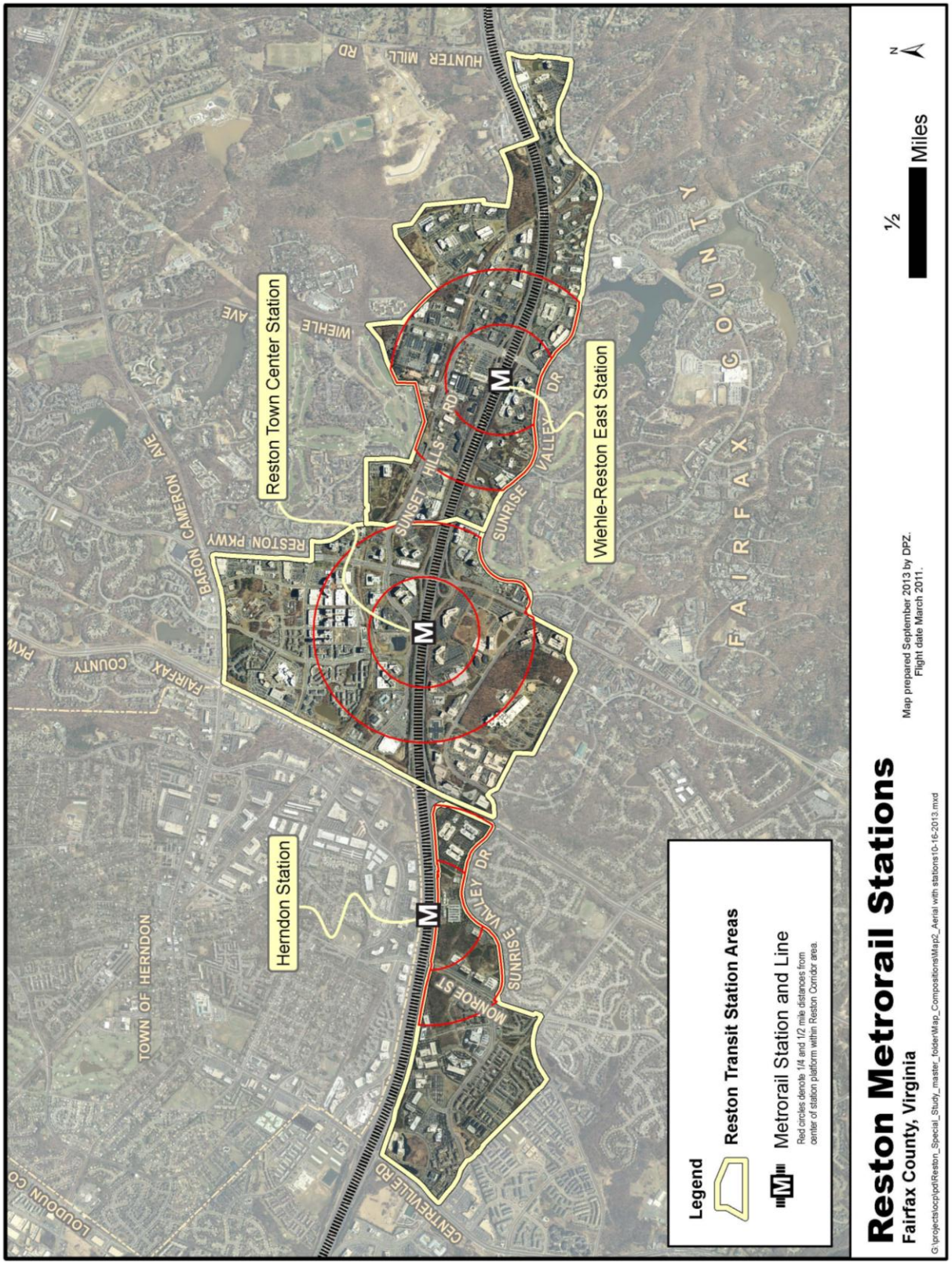


Figure 2. Reston Transit Station Areas Locator Map



The TSAs 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 by the Metro's Silver Line and the DAAR, are appropriate for a variety of residential and employment land uses.

Each TSA has within it a core area that has been designated for Transit-Oriented Development (TOD). These TOD areas or districts are adjacent to the future rail stations and are planned to transition to a more urban form and include a complementary mix of uses at higher development intensities than that planned for the other areas in the TSAs.

The planning objectives for these TOD districts are to create a transit-focused neighborhood within ½ mile of the transit station that will encourage pedestrian activity to enliven the area throughout the day and evening and where the emphasis will be on creating places and connections that are safe, comfortable and attractive for pedestrians and bicyclists. These objectives will result in the evolution of the existing commercial areas along the DAAR, including those formerly designated as the Reston Center for Industry and Government[1], into truly viable pedestrian-oriented neighborhoods.

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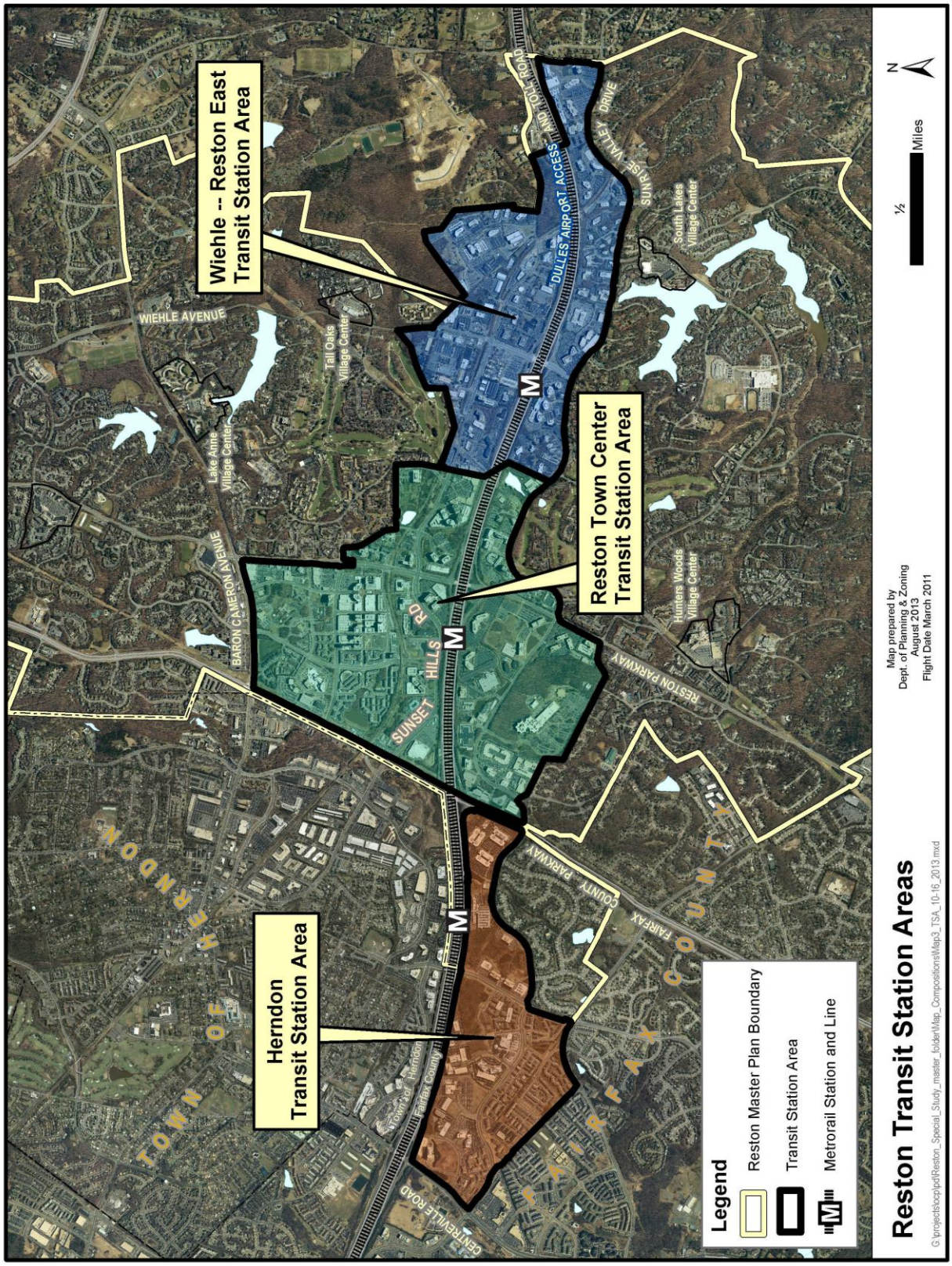
[1] The Reston Center for Industry and Government consisted of commercially and industrially zoned properties that were planned for office and R&D use and where covenants on the land prohibited residential and hotel uses. These covenants were voluntarily terminated by landowners in 2011.

Figure 3. Reston Transit Station Area Boundaries



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. Transit Station Areas allow a mixture of residential, office, retail and other commercial uses and may provide opportunities for joint public-private development.

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. With this Plan Amendment, the area previously designated as the Reston-Herndon Suburban Center will no longer be described as a single Suburban Center but rather as three Transit Station Areas (TSAs) located within Reston. This change fosters 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 residential and hotel uses. The covenants were voluntarily lifted in 2011 by property owners ~~in~~ for the area known as the Reston Center for Industry and Government, creating the opportunity for the desired mixed-use development in the TSAs.

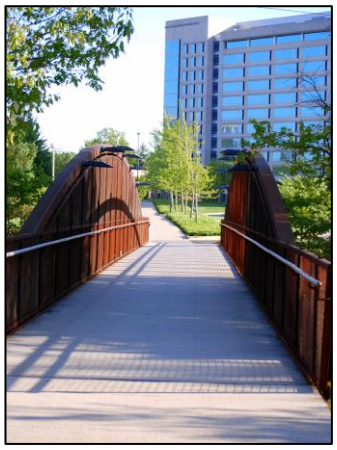
Reston Master Plan Special Study Task Force

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

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

VISION FOR RESTON

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



The following Green Neighborhood text has been included by staff as provided by John Carter

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

minimum, in light of the level of redevelopment proposed for the TSAs. Residential development should also be guided by the Policy Plan objectives for natural resource conservation, green building, and green neighborhood practices. A broad range of practices can be pursued in support of and in addition to green neighborhood and building certification.

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

- Place making:
  - Orientation of plazas and other public spaces to provide adequate solar access
  - Provision of a mix of uses at each transit station area (TSA) to minimize walking distances between uses
  - Provision of housing for all ages and incomes in close proximity to the transit stations to minimize walking distances
  - Use of site design principles for the orientation of streets and blocks to maximize solar access
  - Provision for outstanding architecture and public art for place making
- Pedestrian connections:
  - Provision for enhanced linkages to transit stations
  - Provision of tree-lined and shaded streets (streetscape) to improve the character of pedestrian experience
  - Provision of a grid of local streets to provide a variety of opportunities for access to transit
  - Use of bikeways and trails to improve access to recreation areas and the transit stations
  - Provision to link the northern and southern areas of Reston through the transit station areas
- Energy conservation (see Environmental Stewardship section):
  - Provision of green and cool roof systems
  - Use of thermal and photovoltaic energy systems
  - Incorporation of passive cooling through proper shading and ventilation
  - Use of ground source heat pump heating and cooling systems for building conditioning and hot water requirements
  - Reduction of water consumption, including re-use of gray water where allowed
  - Use of radiant floor heating and cooling
  - Provision of wind turbines as an energy source
  - Recycling of materials and maximize use of locally produced materials
  - Use of cool roof systems or light reflecting roof surfaces
  - Use of light shades that provide shading for glass and direct sunlight deep into building spaces for daylighting
- Preservation of natural resources:
  - Protection of wetlands
  - Preservation of streams and buffer areas especially in the headwaters of streams
  - Enhancement and protection of lakes and ponds

- Use of closely spaced street trees and landscaping in open space areas to increase tree canopy in the TSAs
- Provision for enhanced stormwater management to meet standards
- Conservation of existing forest areas in accordance with the Fairfax County policies

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

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

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

The following text has been included by staff as provided by Kohann Williams to embellish language with regard to Memorial Gardens

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

- It should be a universal and inclusive place, where Restonians can remember and reflect upon the passing of loved ones. It should respect and support the many ways in which people choose to

acknowledge the passing of life. And, its design should provide a setting for tranquil reflection, contemplation, meditation, inspiration and healing.

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

Finally, public art has been a component of the effort to achieve quality urban design in Reston since the community's inception. In order to continue to realize the goal of making Reston a vibrant place to live, work and play, public art should be encouraged in future development in Reston. ~~A Memorial Garden of Reflection, envisioned as an outdoor memorial sculpture garden, has been identified as a special community need.~~ Additional guidance is provided in the Urban Design and Placemaking section and the Urban Parks Recreation Facilities and Cultural Facilities section.

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

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

Vision Statement

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.
- 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 and the 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.

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, should include a plaza as a central element 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 ¼ mile of the rail stations, tapering down somewhat within ½ 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 development opportunities, encourage transit use, and improve north-south connectivity across the DAAR.

6. **Reston will become a more vibrant employment center.**
   From its inception, Reston has provided a place for a spectrum of 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 DAAR near the stations are a high priority to increase mobility on_the existing road network. A robust transit system, expanded pedestrian and bicycle networks and transportation demand management strategies will also help reduce reliance on the automobile while increasing community mobility.

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

10. **Public participation in planning and zoning will continue to be the community's foundation.**
    Local participation should remain a hallmark of the planning and zoning processes as Reston continues to evolve as a complete community for the 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 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 the Washington Dulles International 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.

AREAWIDE RECOMMENDATIONS

These Areawide recommendations are designed to help achieve the future vision for the Reston TSAs ~~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 TSA 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 TSAs ~~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.

Transit Station Areas Land Use Concept

The land use concept for the TSAs ~~Transit Station Areas~~ is informed by experience in the Washington Metropolitan area that shows that a higher proportion of residents within walking distance of a Metro station will use transit as compared with workers. In addition, residents are willing to walk further to transit than workers will. Therefore, to best take advantage of transit, the land use concept places an emphasis on locating the significant majority of new office uses in mixed use developments in ~~Transit-Oriented Development (~~TOD~~)~~ Districts located within a safe,

comfortable and reasonably direct ¼ mile walk of the Metro stations. The predominant use in new development to be located in TOD 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.

This approach of differentiating the emphasis of new development types in areas closest to the stations versus areas more removed from the stations formed the basis of the TOD district-specific land use categories described below. 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 DAAR. In those instances, new office uses above those already zoned may be considered for areas between ¼ and ½ mile of the stations.

Land Use Categories

The following land use categories indicate a general character~~ization~~ of the mix of uses for a given area, as shown on Figure 4; however, the appropriate mix for any given project will be evaluated on a case-by-case basis during the rezoning/development review process. A primary goal in the TOD areas is to generate pedestrian activity throughout the day and well into the evening. It should be noted that the appropriate mix for a proposed development (redevelopment) will be affected by the other TOD and non-TOD development that has already occurred or been approved within the TSA.

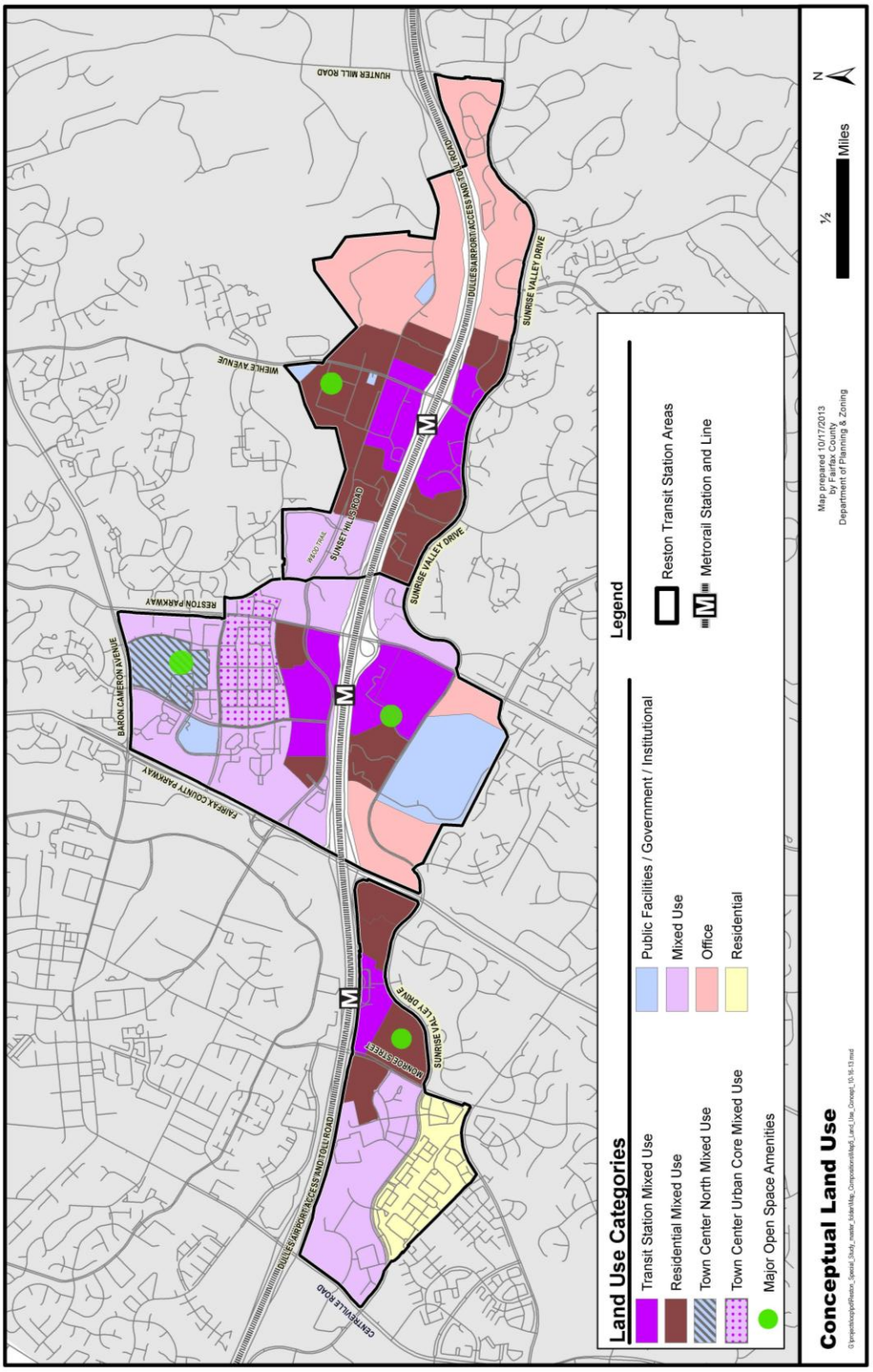
Initial development proposals in a TOD District should conform to the recommended mix for the land use categories within the TOD District or include a higher proportion of residential use than specified. ~~Alternatively,~~ ~~c~~Coordinated development plans may be submitted as described below in the Development Review Performance Objectives. 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.

The Land Use categories are as follows:

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

Residential Mixed Use: These areas are a safe, comfortable and reasonably direct walk of ¼ - ½ mile from the Metro station platforms. In some instances, the areas in this category may be slightly further than ½ mile from a station due to redevelopment opportunities available under already approved development plans. These areas 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 Residential Mixed Use area (vs. individual projects) to achieve **75 percent** residential uses on the basis of approved square footage.

Figure 4. Conceptual Land Use



Town Center Urban Core Mixed Use: This area is planned for a mix of uses including office, retail, hotel and residential.

Town Center North Mixed Use: This area is planned for institutional uses along with residential, office, medical uses, hotel, civic, and support retail uses. Various County agencies will continue to constitute a significant civic presence in this area.

Mixed Use: These areas are planned for a mix of uses including office, retail, institutional, hotel and residential uses.

Office: These areas are planned almost exclusively for office uses, including research and development (R & D) uses and industrial flex space. Supporting retail and service uses, such as hotels and restaurants, are also encouraged in these areas.

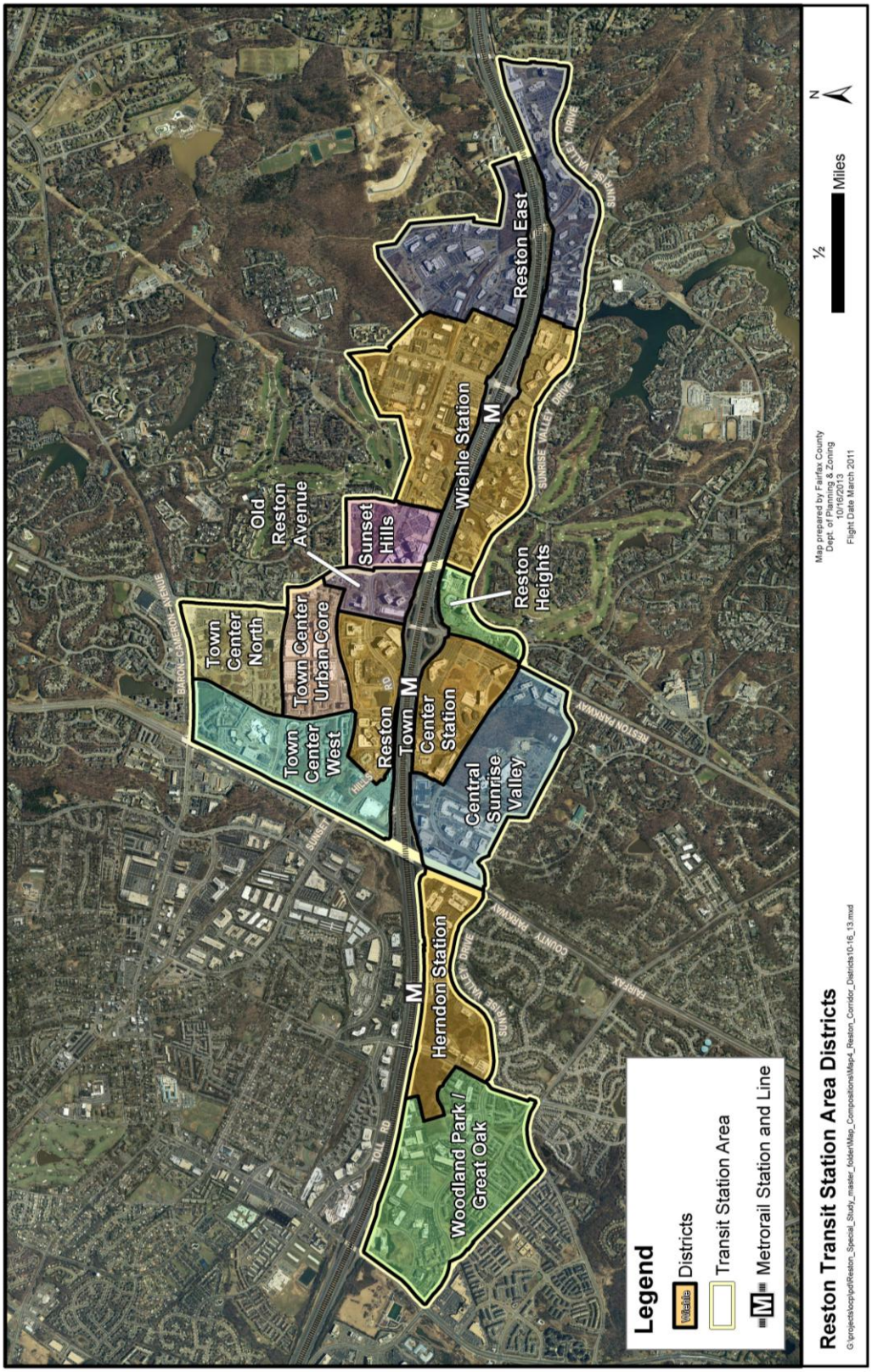
Residential: These areas are planned almost exclusively for residential uses, including multi-family housing and townhouses. Supporting retail uses are allowed and should be compatible with the character of the neighborhood.

Public Facilities/Government/Institutional: These areas are planned for public uses, such as a library, school, fire station, or government offices. In addition, they may be planned for private institutional uses such as hospitals or colleges or universities. The Conceptual Land Use map identifies existing public or institutional uses in the TSAs ~~Transit Station Areas~~. Planned public or institutional uses are discussed in the District Recommendations.

Major Open Space Amenities: These areas are planned for major, centrally located open spaces. These areas may include urban parks or spaces, such as plazas or greens with a variety of recreational and/or cultural uses, or may include natural habitat such as the Sunrise Valley Wetlands Nature Park. In instances when intensity credit is given for dedicating land for a park or open space, the land use mix applied to the intensity credit should be consistent with the land use category of an adjacent area. Additional guidance on parks and open space can be found in the Parks, Recreation Facilities and Cultural Facilities section and the Urban Design section.

The land use concept for each TSA ~~Transit Station Area~~ divides the TSA into a TOD District and one or more Non-TOD Districts, as shown on Figure 5. Some of these Districts have been divided into Subdistricts 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, each with its own distinct character.

Figure 5. Transit Station Area Districts



A general description of each TOD District is provided below.

TOD Districts

The three TOD Districts are as follows:

Wiehle Station District: The Wiehle Station TOD District will be an urban transit neighborhood that will serve as a signature gateway to Reston. It should include a robust residential component and new office development should be focused in the area closest to the station as shown on the Conceptual Land Use Map. 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. As noted in the Overview, this district does not extend to the south of Sunrise Valley Drive.

Reston Town Center Station District: The Reston Town Center Station 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 close to the station as shown on the Conceptual Land Use Map. This district has two sub-districts.

The North 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. It is also envisioned to improve connectivity for pedestrians and bicyclists from the Metrorail station to the Reston Town Center core.

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

Herndon Station District: The Herndon Station TOD District is located on the south side of the DAAR and the station. It is envisioned to be an urban transit neighborhood adjacent to the publicly accessible wetlands located along Sunrise Valley Drive. New office uses should be concentrated close to the station as shown on the Conceptual Land Use Map.

Non-TOD Districts

The Non-TOD Districts vary in character and the mix of uses present within each. These districts, unless otherwise noted, should maintain their existing character, uses and zoned intensities due to their proximity to existing residential neighborhoods outside of the TSAs. The nine 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 west ~~east~~ of Lake Fairfax Business Center and Hunter Mill Road.

Sunset Hills District: This district is located between the Wiehle Station and Reston Town Center Station TOD Districts on the north side of the DAAR. It 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 and should focus on adding residential uses.

Old Reston Avenue District: This district includes an office campus, smaller scale offices uses, and several auto-oriented uses in a more typical suburban land use pattern and a residential building at the corner of Reston Parkway and Sunset Hills Road with a more urban form and site layout.

Town Center Urban Core District: This district is the mixed use "downtown" of Reston. It has an urban form, is pedestrian-oriented and provides two key publicly-accessible gathering spaces.

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 and a significant new open space to serve as a defining element in the organization of a new, more urban pattern of blocks. The 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. This district has two subdistricts.

Town Center West 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 these same functions over the planning horizon of this Plan.

Central Sunrise Valley 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 District: 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, which includes single family detached units~~,~~ and townhouses.

Planned Development Potential

To achieve the progression of the Reston TOD Districts from suburban office parks to more urban neighborhoods with convenient, safe, appealing pedestrian 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 rail mass transit. Expressed as floor area ratio (FAR), the proposed levels of density are primarily based on proximity to the 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.

There are multiple combinations of uses that can create the active, vibrant pedestrian-oriented places that are desired for the TOD districts. For the purposes of determining future public infrastructure needs, a preferred "future" for the TOD districts was quantified and analyzed. The amount of development associated with this future land use scenario was useful in establishing target amounts of future development for the TSAs. These target development levels represent a useful benchmark for planning purposes – once development is nearing these levels, future study will be needed to re-evaluate the current Plan recommendations.

The ratio of jobs per household was considered in the development of the planned development potential. The Reston community (as shown on Figure 1) currently has approximately 2.55 jobs per household. A specific objective of this Plan is for the new development potential in the TSAs to maintain this ratio at approximately 2.5 jobs per household as measured across the entire community. The amount of development potential described above, if fully realized, will maintain the desired ratio.

The target development level established for the three TSAs is approximately 28,000 new and existing residential units and approximately 30 million square feet of new and existing office uses. Development to be counted toward this target amount includes existing uses, currently approved but unbuilt uses and any new uses that are approved through a rezoning or a special exception process. The impact analysis assessed approximately 80 percent of the maximum zoning potential as the level of development that is likely to be realized over the planning horizon. The target development for each TSA is described in the District Recommendations.

Figure 6. Planned Development Potential

Land Use	2010 Existing Land Use	Comprehensive Plan Development Potential
Residential	5,860,000 (5,860)	33,480,000 (27,900)
Office	20,982,169	29,457,000
Retail	1,094,476	1,722,000
Industrial	841,957	513,000
Institutional	2,096,840	2,174,000
Hotel	936,782	3,399,000
Total	**31,812,224**	**70,745,000**

The land use recommendations for each district provide flexibility for a change of land uses within certain parameters. For example, some areas are encouraged to include more housing when there is a corresponding reduction in office use. Additional retail uses are encouraged when they contribute to the area's vibrancy and convenience. Additional hotel uses are encouraged because they can support retails uses and pedestrian activity and also result in fewer peak hour trips than office uses. Generally the Plan seeks to encourage a vibrant mix of uses that are balanced with the infrastructure needs.

Monitoring the potential impacts of office development is important since office uses currently 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 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 TSAs ~~Transit Station Areas~~ will be evaluated for the extent to which they meet or contribute to the following objectives.

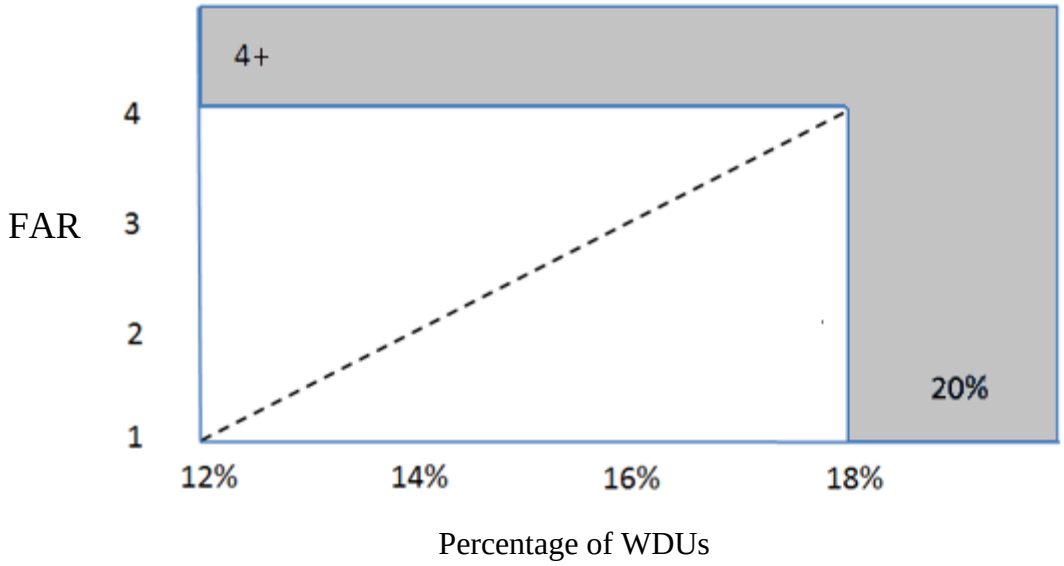
- ***Achieve High Quality Site Design and Architecture*** – Excellent site design in the TSAs should continue the Reston traditions of emphasizing community gathering places, integrating access to the natural environment when possible, and providing public art. In addition, there should be an emphasis 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.
- ***Provide Pedestrian and Bicycle Connectivity throughout the Transit Station Areas*** – New pedestrian and bicycle connections should be provided through complete streets within the TSAs and new or extended trails on both sides of the DAAR connecting the three Metrorail stations. Pedestrian and bicycle crossings of existing streets should be improved to increase pedestrian and bicyclists' safety, visibility and convenience. Several existing streets act as major barriers to pedestrian and bicycle movement and are identified for specific improvements within the District Recommendations. In addition, connections should be made from the Metrorail stations to the existing community trail network. See additional guidance in the Transportation section.
- ***Provide Urban Parks and other Recreational Amenities throughout the Transit Station Areas*** – Local-serving urban parks, recreational and cultural amenities including but not limited to plazas, trails and public art should be provided throughout the TSAs in order to

serve local leisure and recreation needs. Membership in Reston Association will serve to meet a portion of the identified park and recreation needs. The exact number of urban parks and other amenities, their sizes and distribution will be determined by the amount and type of new development and provided in accordance with the guidance in the Urban Parks, Recreation Facilities and Cultural Facilities 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. Most of the new housing is envisioned to be multifamily to achieve the desired urban form. However, urban townhouses may be appropriate in some locations.

  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 percent of total units as Workforce Dwelling Units (WDU). Proposals for development above a 1.0 FAR should provide WDUs according to the Guidelines for the Provision of Workforce Housing found in Appendix 1 of the Housing section of the Policy Plan (including the opportunity to realize bonus market rate units) but with an increasing proportion of WDUs as the development intensity increases, as shown in the following table. The residential use should integrate a variety of households such as families, senior housing and residential studio units. Bonus units (or bonus square footage when applicable), as provided for in the WDU policy, are excluded from the planned intensity. Cash contributions in lieu of providing WDUs are not desired.

Figure 7. Percentage of Workforce Dwelling Units



- Non-residential development in the TOD districts should contribute a minimum of $3.00 per nonresidential square foot on total new development intensity. 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 at least 25 cents per non-residential square foot. 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. In addition, educational uses should not be included when calculating the contribution amount only when a firm commitment has been made that such a use will be included in the proposed mix of uses.

- ***Provide Office Uses in Strategic Locations*** – New office uses at higher intensities should be located within approximately ¼ mile of the Metrorail station, as shown on the Conceptual Land Use Map, to maximize use of transit by future office workers and it should be demonstrated that proposed site layouts achieve a safe, comfortable and reasonably direct walk for employees. 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 DAAR, or other critical public facilities, and a safe, comfortable and reasonably direct walk can be achieved. See additional guidance in the District Recommendations below.
- ***Provide Retail and Hotel Uses*** –Retail uses on the ground floor of mixed-use buildings are encouraged in all TSAs to allow employees and residents in each TSA to carry out daily activities with minimal need to use single-occupancy vehicles. However, free-standing retail uses are strongly discouraged in the TSA. Such uses are typically not compatible with the urban form desired in the TSAs and frequently draw vehicle trips to an area. Consequently, retail uses should be integrated into buildings containing other uses.
  Hotel uses are encouraged in all TSAs because they generate potential transit users and pedestrian traffic and have less impact on the road network. In addition, hotels can contribute to the objective of generating pedestrian activity throughout the day and into the evening.
- ***Provide Public ~~and Institutional~~ Uses*** – Public uses ~~and selected institutional uses such as houses of worship~~ such as a library, fire station or recreation center, that are integrated into a building may also generate activity in off-peak hours and are encouraged so as to further diversify the type of uses in the TSAs. In instances where space for a public ~~facility~~use in a private development is requested in a Transit-Oriented Development (TOD) District, 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. However, this square footage will be considered in all other aspects of site development and traffic impact analysis. In addition, these public ~~and institutional~~ uses may be exempted from the non-residential use category for the purposes of determining the appropriate mix of uses specified in the Transit Station Mixed Use and Residential Mixed Use categories in a proposal, provided that a firm commitment is made to provide these uses.

[NOTE: The bullet point below represents the *Task Force's* proposed text]

- ***Provide Retail, Hotel Uses and Institutional Uses*** –Retail uses on the ground floor of mixed-use buildings are encouraged in all TSAs to allow employees and residents in each TSA to carry out daily activities with minimal need to use single-occupancy vehicles. However, free-standing retail uses are strongly discouraged in the TSA. Such uses are typically not compatible with the urban form desired in the TSAs and frequently draw vehicle trips to an area. Consequently, retail uses should be integrated into buildings containing other uses.

  Hotel uses are encouraged in all TSAs because they generate potential transit users and pedestrian traffic and have less impact on the road network. In addition, hotels can contribute to the objective of generating pedestrian activity throughout the day and into the evening.

  Specific institutional uses such as houses of worship and public/civic uses that are integrated into a building may also generate activity in off-peak hours and are encouraged so as to further diversify the type of uses in the TSAs.

  Hotel uses (excluding meeting spaces) and the institutional uses specified above may be exempted from the non-residential use category for the purposes of determining the appropriate mix of uses specified in the Transit Station Mixed Use and Residential Mixed Use land use categories in a proposal provided that a firm commitment is made in proffers to provide these uses.

  To encourage the institutional uses specified above as well as 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-quarter of the total development. However, this square footage will be considered in all other aspects of site development and traffic impact analysis.

- ***Encourage Coordinated Development Plans*** - For development proposals requesting increased intensity above the base plan recommendation, consolidation or coordinated development plans are encouraged. 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.

- ***Encourage Educational Institution(s)*** – There is a desire for additional educational institutions (specifically institutions of higher learning) to complement the other uses planned for the TSAs in addition to providing continuing education opportunities for residents and employees. The Wiehle-Reston East TOD District has been identified as the preferred location for developing a major presence by one or more institutions of higher learning. To encourage public and 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~~ Protect 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. Parking in TSAs should be managed to avoid spillover parking in existing residential areas. Residential Permit Parking Districts may be necessary near the Metro stations.

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" development intensity, up to an additional 0.5 FAR above the FARs described in the District Recommendations, may be approved in the TOD Districts. Any areas that have previously approved development above the FARs described in the District Recommendations are not eligible for bonus development intensity.

Proposals requesting bonus development intensity should provide clear benefits above and beyond those identified in the Development Review Performance Objectives. Specifically, consideration will be given to proposals that achieve a combination of two or more of the

following additional development objectives in a manner that demonstrates a better functioning transit-oriented development environment as compared to what can be achieved under the Redevelopment Options in the District Recommendations.

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

Non-TOD District Intensity

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

Phasing Development

Phasing to Transportation Improvements and Programs

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

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 AND PLACEMAKING

Reston is a complete community with a distinct physical character in its neighborhoods and village centers. That character is largely defined by the clustering of homes and businesses in a manner that allows for ample open space and the integration of wooded areas into neighborhoods and around commercial development. The ~~Transit Station Areas (~~TSAs~~)~~, located along the central east-west spine of Reston, have more variety in their character. The existing Reston Town Center urban core, anchored by Fountain Plaza, has a truly urban form and design. Other areas are much more suburban in form, with large surface parking lots and a development pattern that is very challenging for pedestrians.

A key goal in the transition of this central part of Reston is to create new transit-oriented neighborhoods in each ~~Transit-Oriented Development (~~TOD~~)~~ district located within ½ mile of each transit station (in areas that are designated as Transit Station Mixed Use or Residential Mixed Use land use categories as shown on Figure 5). These TOD neighborhoods will be urban in form and easily accessible by pedestrians of all types and bicyclists of all skill levels. In addition, they should incorporate design and landscaping elements to connect these neighborhoods physically (e.g. via connections to the existing trail network) and visually (via common design approaches and elements) to each other and to the larger Reston community.

Urban design is the discipline that guides the appearance, arrangement, and functional elements of the physical environment, with a particular emphasis on public spaces. An urban

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

These Plan recommendations should be used in conjunction with any Urban Design Guidelines as may be endorsed by the Board of Supervisors subsequent to the adoption of this Plan. In addition, these recommendations are intended to complement the existing urban design guidelines of the Reston Town Center Association that apply to properties located in the Town Center. All development in the TSAs located in areas not covered by the RTCA urban design guidelines should be reviewed by the Reston Association Design Review Board (DRB~~), which will provide comments to~~ and the Reston Planning and Zoning Committee.

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

Urban Design Vision

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

Urban Design Principles

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

Enhance Local and Regional Identity

- Advance Reston as Fairfax County's premiere planned community. Key Reston characteristics include the provision of community gathering spaces to provide opportunities for social interaction; integrating nature and public art into the built environment; providing residents attractive and useful connections between their homes and the other parts of the community.

- Continue the evolution of Reston's core into several highly desirable, walkable, transit-oriented, mixed use urban environments centered around the transit stations.
- Maintain high standards for architecture and design which will create a unique identity for each ~~Transit-Oriented Development (~~TOD~~)~~ district discussed in the District Recommendations and supports the character of Reston as a whole.

Establish a Sense of Place

- Create unique and walkable TOD neighborhoods adjacent to the Metro stations and within the larger Reston community that build upon the success of the Reston Town Center.
- Encourage design elements that promote a distinct character for each TOD neighborhood, as well as common elements that contribute to a cohesive urban environment and are complementary to the larger Reston community.
- Encourage each TOD neighborhood to include tree-lined streets, a variety of urban parks, and public gathering places.

Improve Connectivity

- Increase the efficiency of vehicular, bicycle, and pedestrian movements within the TSAs through a well-designed multi-modal network.
- Create pedestrian and bicycle-friendly environments and connections that are safe, pleasant, and convenient.
- Maximize the benefits of transit in Reston by improving connectivity within and between the TSAs and with the surrounding community.

Design Sustainable Environments

- Encourage sustainable neighborhoods, buildings and infrastructure that meets the community's present needs while preserving Reston's essential character and ensuring the ability of future generations to meet their needs.
- Incorporate innovative and environmentally sensitive stormwater design into all new development and redevelopment
- Restore and stabilize existing streams.

Respect Surrounding Neighborhoods

- Maintain the character and livability of residential neighborhoods adjacent to the TSAs.
- Concentrate the tallest buildings and highest land use intensities closest to Metro stations.
- Transition building heights to be compatible with lower density neighborhoods in the surrounding community.

Incorporate the Arts

- Include venues for performing arts and public art in a variety of spaces throughout the TSAs.
- Encourage developers to work with artists and arts organizations early in the project design process to successfully integrate the arts into their developments.
- Promote the provision of public art in the TSAs by establishing a dedicated funding source.

Urban Design Recommendations

The urban design recommendations expand upon these principles and provide direction for creating urban places within the area. They are organized into two sections, the Pedestrian Realm Recommendations, and the Building and Site Design Recommendations.

Pedestrian Realm Recommendations

The pedestrian realm consists of publicly accessible places where people circulate on foot. Sidewalks connect pedestrians to their homes, places of employment, retail establishments, restaurants, parks, plazas, trails, and other public places. It is the most visible space within the urban environment.

The pedestrian realm should be continuous but can vary in character depending upon adjacent uses and the scale of the street. The design of the pedestrian realm should be integrated with and complementary to adjacent land uses to create a safe and comfortable pedestrian and bicycle experience for all users. The following recommendations address important elements of the pedestrian realm, including Street and Block Pattern; Streetscape Design; Wayfinding and Signage; and Public Art.

Street and Block Pattern

A system of connected streets will be the primary organizing element of the area. In contrast to the existing pattern of large, suburban blocks, new development should create smaller blocks through an interconnected system of streets. This street system will be more walkable, provide travel choices for pedestrians and motorists, and have breaks in building massing to help create a built environment that is appropriately scaled for pedestrian activity.

These local streets will provide east-west travel alternatives for sections of Sunrise Valley Drive and Sunset Hills Road in order to help relieve congestion at key intersections with north-south streets. Blocks should not be longer than 600 feet; however, due to the configuration of existing streets, some blocks may be irregularly shaped and have block sides longer than 600 feet. When this occurs, a mid-block pedestrian connection~~,~~ such as a pedestrian walkway, a service street with a sidewalk, or a publicly-accessible walkway through a building or a garage should be considered.

All proposals should provide for planned road improvements that follow the street types and grid of streets guidance in the Transportation section.

Streetscape Design

Attractive streetscapes include a well-designed street edge that contributes to area identity and provides a safe, high-quality pedestrian experience. The streetscape design should vary by the type of street and the adjacent land use, and should create a unifying theme along each of the streets to visually and physically link the various developments within the area. Streetscape design addresses the space between the building face and the curb. For an example of roadway design guidance on the space between the curb and its opposite curb, see the Transportation section.

Elements of streetscapes include sidewalks, street furniture, streetlights, trees and other plantings, paving, crosswalks, bus shelters, bicycle racks, public art, and seating areas. The purpose of these elements is to enhance the quality of the pedestrian environment. The integration of the Metro station entrances into the public realm is important to the success of the urban environment. The public realm at the station entrances should be attractive, highly visible, and able to safely accommodate high amounts of pedestrian activity.

Below are general recommendations for all streetscapes. These are followed by design recommendations for streetscapes along individual streets, which follow two approaches. For Reston Parkway, Sunset Hills Road, and Sunrise Valley Drive, general design recommendations are provided but flexibility, rather than strict adherence, should be used in implementing these recommendations to achieve a result that works best from the perspective of improving the pedestrian realm, increasing tree cover, maintaining quality vegetation and integrating new development with existing development. For new streets, design recommendations for streetscapes along each street type (Collectors and Local Streets) are provided.

General Streetscape Design Recommendations

Definition of Streetscape Zones

The streetscape is composed of three zones (see illustrated streetscape cross-sections below). The landscape amenity panel is located next to the curb and includes such things as trees, lighting, bus stops, bicycle racks, parking meters, and traffic signs. Along selected existing streets, the landscape amenity panel and sidewalk/trail for pedestrian movement are addressed as one zone to reflect existing conditions that are planned to remain.

The sidewalk is reserved for pedestrian movement and should not contain any street furniture or other elements that may impede pedestrian movement. The building zone is located between the sidewalk and the building façade; this space is intended to accommodate elements such as lawn, tree grates, outdoor dining, planters, screening, door swing, displays and building awnings. The character of the building zone is determined by the adjacent land use and building context.

Underground Utilities

Utilities and some stormwater infrastructure should be located, to the maximum extent possible, under sidewalks, parking lanes, or the building zone. They should not be located under street trees unless there are no viable alternatives. Access panels should be placed so that pedestrian movement is not encumbered, preferably outside of the sidewalk area.

Street Lighting

Street lighting should maintain the overall character and quality of the area, provide adequate lighting levels that ensure public safety without creating glare or light spillage, and conform to County ordinances and adhere to LEED light pollution mitigation requirements. Street lighting should accommodate standard LED streetlights but innovative and distinctive lighting design should be encouraged on each development plan.

Streetscape Maintenance

Streetscape improvements may be provided on a combination of publicly owned right-of-way and private property. When the public right-of-way is utilized to provide streetscape improvements, commitments should be made by the adjacent property owner(s) to maintain the entire streetscape area. In addition, when the streetscape is not entirely within the right-of-way, additional right-of-way or a public access easement may need to be provided for the portion of the streetscape located on private property.

Pedestrian Crossings

Pedestrian crossings should be well-delineated, ADA-accessible and located at desirable crossing locations, including on all legs of an intersection whenever possible. Crossings at major streets should be highly visible and timed with signalized crossing systems. When locating street trees and other amenities in proximity to pedestrian crossings, safety and sight distance should be taken into consideration.

Median Landscape Strip

New streets in the area are not expected to include medians except where they would facilitate pedestrian crossings. Where medians are provided, they should be designed to create a safety island for pedestrians waiting to finish crossing and should be planted with attractive landscaping. When locating street trees and other amenities in the median, safety and sight distance should be taken into consideration.

On-Street Parking

Streetscapes with on-street parallel parking should have a small paved area adjacent to the curb known as a pedestrian refuge strip. The pedestrian refuge strip allows passengers to exit parked cars without having to step into planted areas.

Planting in the Pedestrian Realm

On new streets, street trees, when planted in rows, should be planted in an environment that promotes healthy root growth, and should be spaced no more than 40 feet apart, except on designated local streets where a tree thicket concept calls for close, staggered spacing of trees. See the Street Type-Specific Design Recommendations section below for a plan illustration. Only those varieties of trees that require little maintenance, are resistant to disease, and are adapted to extreme urban conditions should be used. In addition to trees, vegetation within planting strips should include supplemental plantings, such as ornamental shrubs, ground cover, flowering plants, and grasses. Supplemental plantings should occur in areas that are not impacted by access to vehicles parked on the street; hardscaped pedestrian access points between sidewalks and parked cars should be provided to protect the planting areas. Irrigation should be provided. Safety and sight distance should be taken into consideration.

Stormwater Infrastructure

Streetscape design should include innovative stormwater remediation design elements such as bio-retention, permeable pavements, and incorporation of water collection and storage.

Street Furniture and Other Elements

Street furniture selections, such as benches, refuse and recycling receptacles and bike racks, should be consistent within each district. Fixed streetscape elements should be located within the landscape amenity panel and not within the sidewalk area so as to minimize the disruption of pedestrian flow.

Fire Access Coordination

Given the urban character planned in the TOD areas, fire access may need to be provided along the street frontage of a building. In locations where buildings front local streets that utilize the Reston-specific streetscape with tree "thickets", it is unlikely that fire access will be able to be provided from that street frontage. In these instances, fire access may be designed into interior plazas or provided from alleys or side streets. In order to ensure that goals related to both fire access and streetscape can be met, detailed site analysis should take place early in the development process to avoid conflicts between proposed streetscape features and fire access regulations. Development plans should demonstrate how the proposed streetscape, site design and other site features and amenities can be provided while meeting fire access requirements.

Streetscape Design Flexibility and Transitions

Consistent dimensions within each block should be promoted to avoid shifting pedestrian features or building frontages. However, variation from the streetscape guidance may be permitted 1) when the variation results in the continuation of an existing desired streetscape, 2) where pre-existing site constraints are present or 3) where infill or expansion of buildings or other existing features limit the ability of a development to satisfy all streetscape requirements. Variation from the streetscape guidance may be permitted as long as it results in an acceptable minimum sidewalk, landscape amenity panel and building zone width and an acceptable amount

and location of trees and landscaping. In addition, it may be desirable for the new streetscape to relate to existing adjacent streetscape.

Street-Specific Design Recommendations

Reston Parkway Streetscape

Much of the development along Reston Parkway is envisioned to remain as built or approved. The existing and approved development provides varying types of streetscape design, some more consistent with the pedestrian realm recommendations than others. Reston Parkway will carry the largest volume of automobile traffic of all the streets passing through the TSAs and will also accommodate buses, bicycles and pedestrians. The Reston Parkway streetscape concept should provide a safe, comfortable and attractive environment for pedestrians and cyclists. Given the difference in the planned streetscape for Reston Parkway north of the DAAR as compared to south of the DAAR, these two street segments are addressed separately below.

Reston Parkway Streetscape North of the DAAR

The streetscape along Reston Parkway north of the DAAR is generally planned to continue the character established by existing and approved development.

Landscape amenity panel and Sidewalk Zone

The streetscape along the west side of Reston Parkway should be complementary to the streetscape for the approved Spectrum development. A minimum 8-foot wide trail or sidewalk should be provided. Attractive street lighting should be provided to illuminate both the street and the sidewalk. Benches and shade trees should be located sporadically along the street.

The east side of Reston Parkway should include a combined landscape amenity panel and a minimum 8-foot wide trail or sidewalk ~~zone~~ to preserve the existing wide landscaped area with a multi-use asphalt trail that exists in front of the residential uses that front Reston Parkway from Sunset Hills Road to Temporary Road. This zone effectively separates pedestrians from vehicular travel lanes and provides benches and shades streets for pedestrians.

[Image of landscaping in front of `1860 Stratford Park Place

Building Zone

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

On the east side of Reston Parkway, the building zone for Reston Parkway should be complementary with the landscaping north of Bluemont Way and south of Stratford House Place. Shade trees should be planted in a manner to ensure that they have building clearance at their mature size. The trees within the building zone should be planted to achieve a staggered effect with those planted in the landscape amenity panel.

Reston Parkway Streetscape South of the DAAR

Landscape amenity panel

This zone should be a minimum of 8 feet wide; however, a 10-foot wide panel is encouraged. Street trees should be evenly spaced in ordered plantings. Vegetation may also include shrubs and ground cover. Amenities such as bicycle racks and bus shelters should be provided as needed to serve the adjacent land uses. Attractive street lighting should be provided to illuminate both the street and the sidewalk.

Sidewalk

A minimum 8-foot wide sidewalk should be provided. ~~Attractive street lighting should be provided to illuminate both the street and the sidewalk.~~

Building Zone

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

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

In selected locations, the existing streetscapes include mature trees, stands of trees, and other desirable landscaping features, as shown in Figure 8. To the extent possible, streetscapes should incorporate these features, particularly healthy mature trees, while accommodating the pedestrian activities generated by the adjacent land uses. See the Publicly Accesible Open Space section below for further information.

draft

Figure 8. Streetscape

The following recommendations are provided for achieving the streetscape character for these streets:

Landscape amenity panel

This zone should be a minimum of 8 feet wide, with transitions in width as appropriate to existing segments. This zone should include supplemental plantings (to include shade and flowering trees, shrubs, and flowering plants) to create a greater feeling of separation from vehicular travel lanes. Street trees are appropriate when the landscape amenity panel is the minimum width specified above and should be evenly spaced in ordered plantings. It is not envisioned that these streets will have on-street parking so continuous planting areas are encouraged. Amenities such as bicycle racks and bus shelters should be provided as needed to serve the adjacent land uses. Attractive street lighting should be provided to illuminate both the street and the sidewalk.

Sidewalk

Sidewalks along these streets should be 8 feet wide.

Building Zone

The width of this zone should range from 4 to 12 feet. When ground-level retail is provided in a building, a portion of this building zone should be used for retail browsing or

outdoor dining. Supplemental plantings (to include shade and flowering trees, shrubs, flowering plants, ground cover, and grasses) may be provided for buildings without retail uses.

Collector and Local Street Streetscapes

While collectors and local streets serve different functions from a traffic perspective, their streetscapes are similar. The character of the streetscapes should generally be determined by the pedestrian activities generated by the adjacent land uses rather than the classification of the street. See Figure 9 andFigure 10 below.

The following recommendations are provided for achieving the streetscape character for collectors, and local streets:

Landscape amenity panel

This zone should be a minimum of 8 feet wide. Street trees should be evenly spaced in ordered plantings. Vegetation may also include shrubs and ground cover. On-street parking is envisioned for these streets so a pedestrian step-out zone with a 2 foot width should be provided. Amenities such as bicycle racks and bus shelters should be provided as needed to serve the adjacent land uses. Attractive street lighting should be provided to illuminate both the street and the sidewalk.

Sidewalk

Sidewalks along collectors and local streets should be a minimum of 8 feet wide in areas where significant pedestrian activity is expected to occur. Sidewalks along local streets where pedestrian activity is expected to be less significant should be a minimum of 6 feet wide.

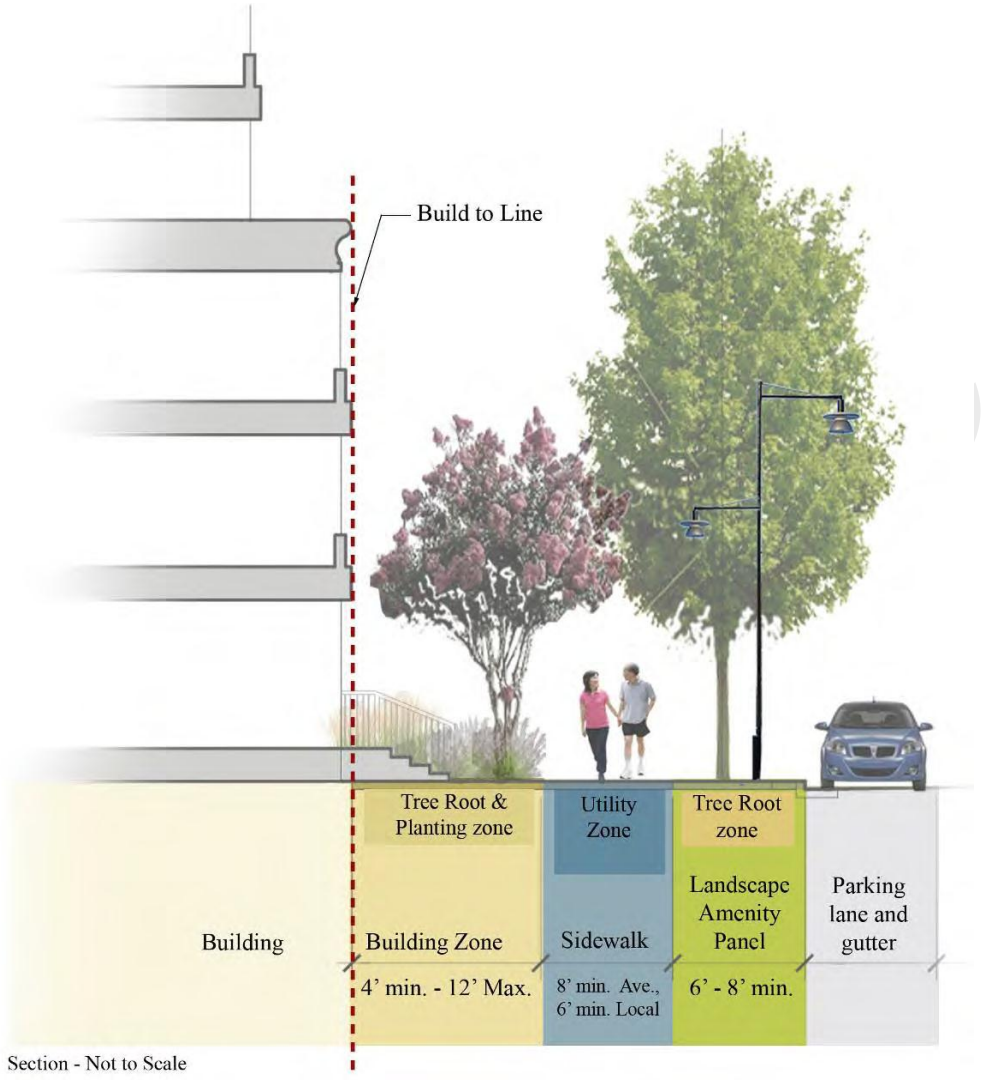
Building Zone

The width of this zone should range from 4 to 12 feet. When residential uses with direct access onto the street are located on the ground level, a building zone with a minimum 8-foot width should be provided to accommodate entry stairs or other design elements. When ground-level retail is provided in a building, a portion of this building zone should be used for retail browsing or outdoor dining. Supplemental plantings (to include shade and flowering trees, shrubs, flowering plants, ground cover, and grasses) may be provided for buildings without retail uses.

Reston-specific Local Street Streetscape

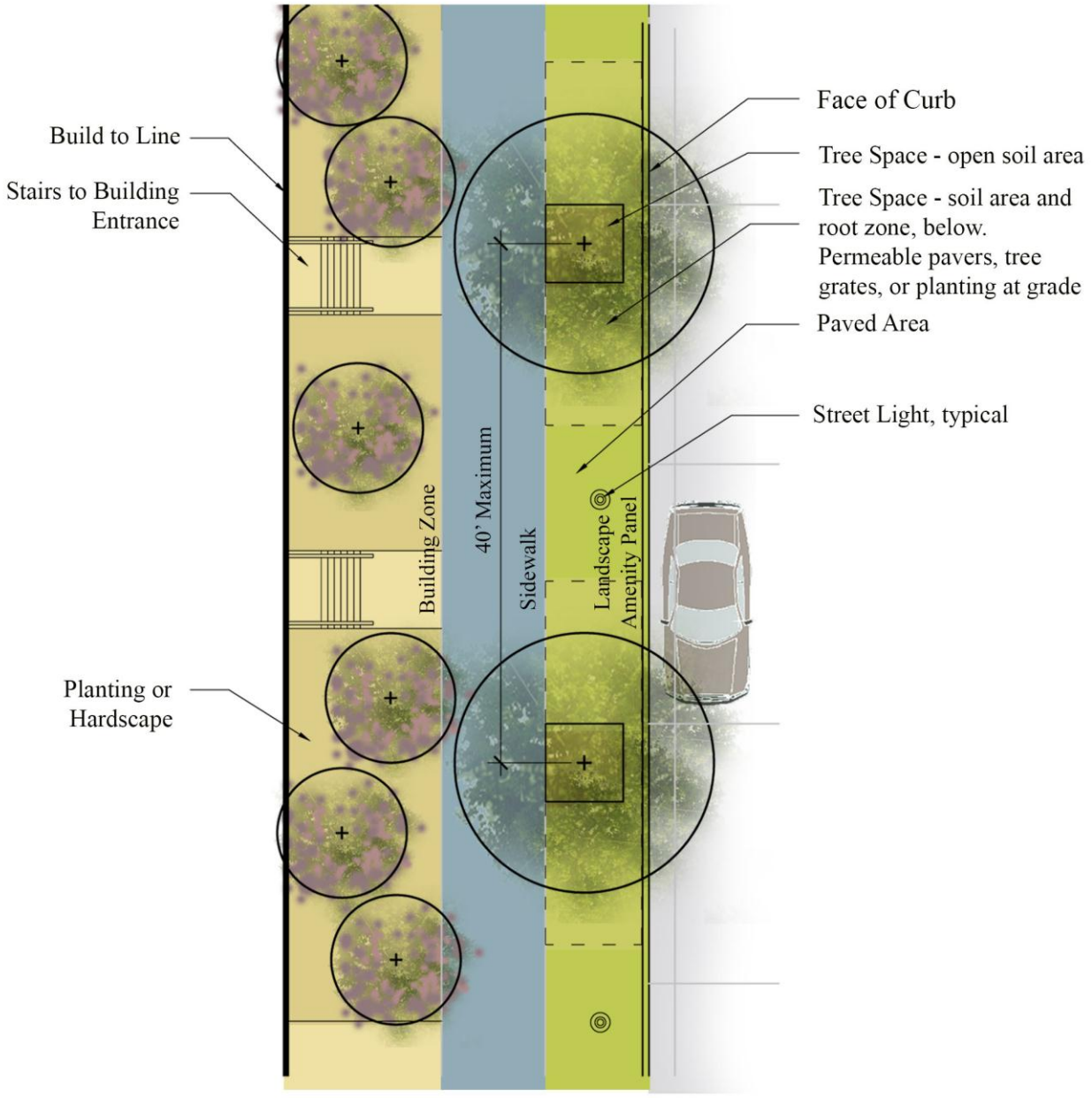
To ~~assist in creating a Reston-specific character in the TSAs,~~ strengthen the overall development quality and reflect the uniqueness of the landscape design character in Reston, certain local streets should incorporate an alternative, Reston-specific streetscape whose primary design characteristic is the creation of ~~"tree clusters"~~ wide, thickly planted areas of irregularly spaced street trees as a contrast to the regularly spaced street trees lining the majority of streets. Ideally, this streetscape treatment would be applied on multiple blocks to create corridors with additional areas of tree cover. Coordination between development applications will be required to achieve this objective.~~, as shown in~~Figure ~~11 and Figure 13~~.

Figure 9.
Collector and Local Street Streetscape with Residential Building, Section



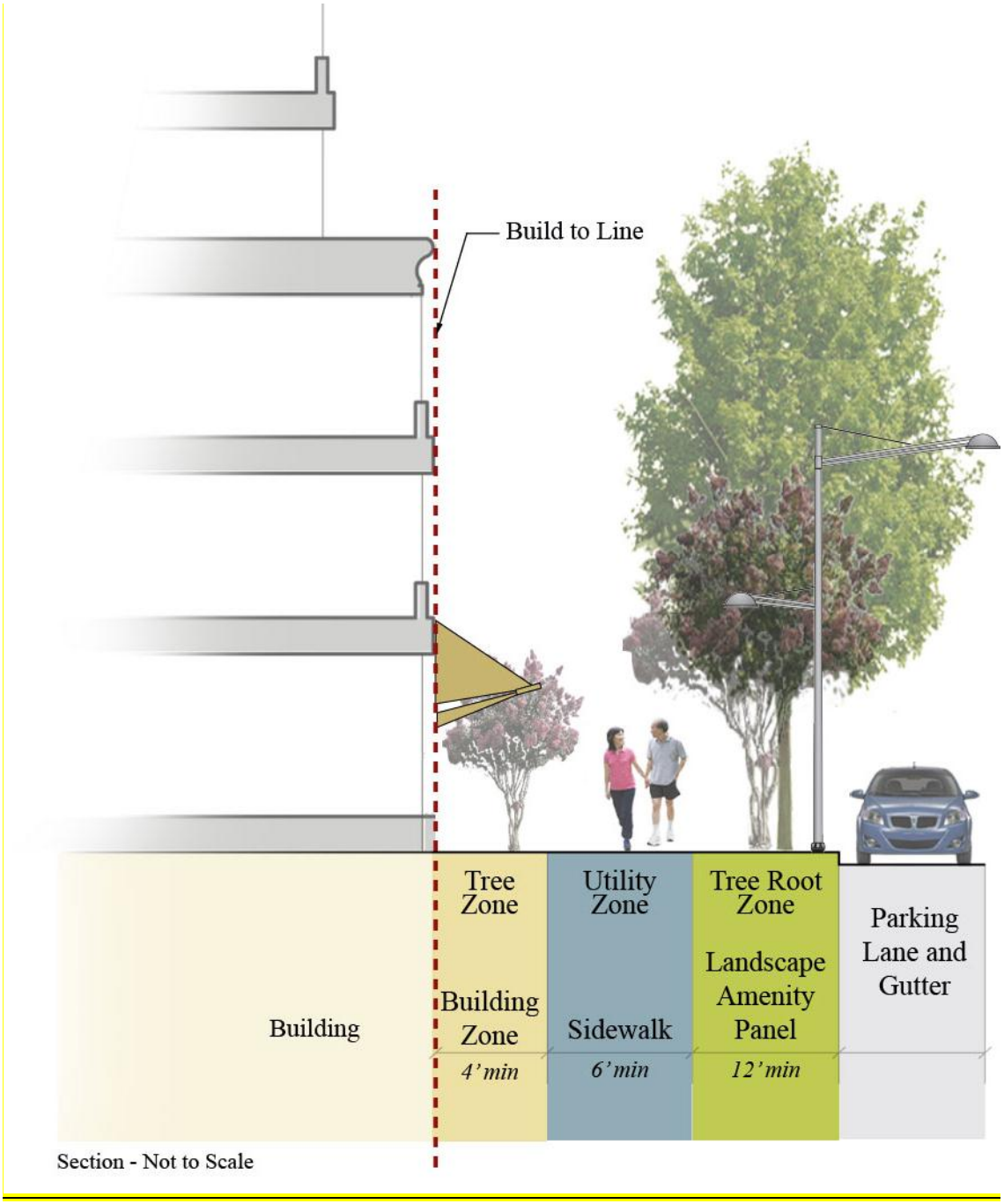
Note: This graphic depicts a residential building zone (8-12'). In commercial developments, the building zone will be smaller (4-8')

Figure 10.
Collector and Local Street Streetscape with Residential Building, Plan

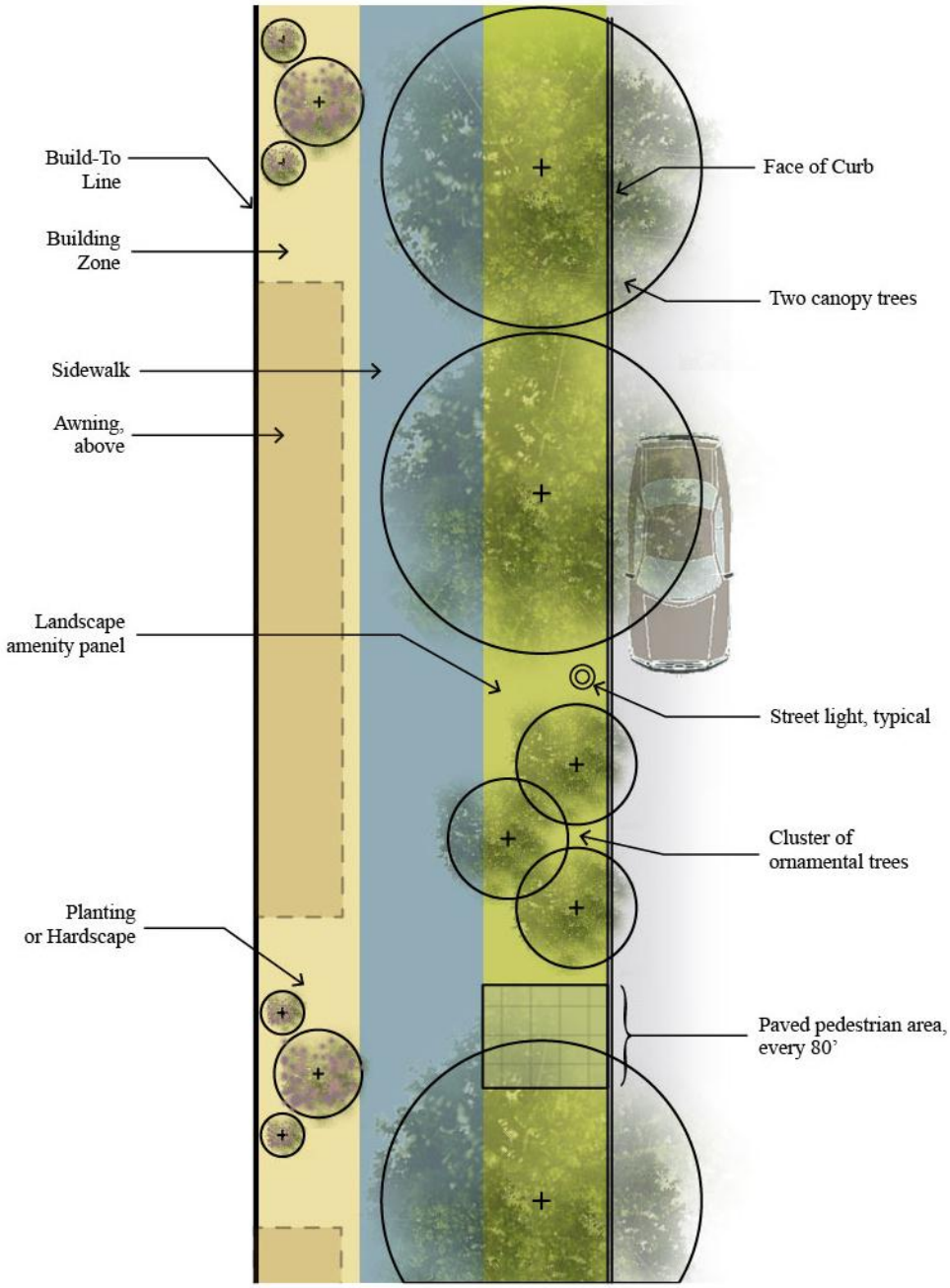


Plan - Not to Scale

~~Figure 11.~~
~~Local Street Streetscape with Tree Cluster Concept and Residential Building, Section~~



~~Figure 12.~~
~~Local Street Streetscape with Tree Cluster Concept and Residential Building, Plan~~



Plan - Not to Scale

This streetscape will echo the aesthetic created by the existing ~~clusters of~~ areas of densely growing trees bordering streets throughout Reston's residential areas and along selected segments of Sunrise Valley Drive and Wiehle Avenue. The streetscape also provides for additional environmental benefits due to the increased tree canopy (accomplished by the increased number and size of trees), and reduction in impervious surfaces.

In recognition that this streetscape's unique design requires more land than other streetscape types, development may limit the application of this streetscape to a minimum of one block face per development block.

Landscape amenity panel

This zone should be a minimum of 12 feet wide. Street trees should be ~~clustered~~ irregularly spaced, in relation to the curb and themselves, within a continuous tree space with open soil, with hardscaped pedestrian access points every 80 feet, recognizing the constraints of utility locations. There should be a maxium of 30 feet between trees. Vegetation to include shrubs, grasses and ground cover should be planted between the ~~thickets~~ street trees. On-street parking is envisioned for these streets so a pedestrian step-out zone with a 2 foot width should be provided. Amenities such as bicycle racks and bus shelters should be provided as needed to serve the adjacent land uses. Attractive street lighting should be provided to illuminate both the street and the sidewalk.

Sidewalk

Sidewalks should be 6-8 feet wide.

Building Zone

This zone should range from 4 to 12 feet. When residential uses with direct entry to the street are located on the ground level, a building zone with a minimum 8-foot width should be provided to accommodate entry stairs or other design elements. When ground-level retail is provided in a building, a portion of this building zone should be used for retail browsing or outdoor dining. Supplemental plantings (to include shade and flowering trees, shrubs, flowering plants, ground cover, and grasses) may be provided for buildings without retail uses. Clusters of trees may also be used as a landscape design element to emphasize building entries, feature corners or provide transitions between the sidewalk and publicly accessible open space

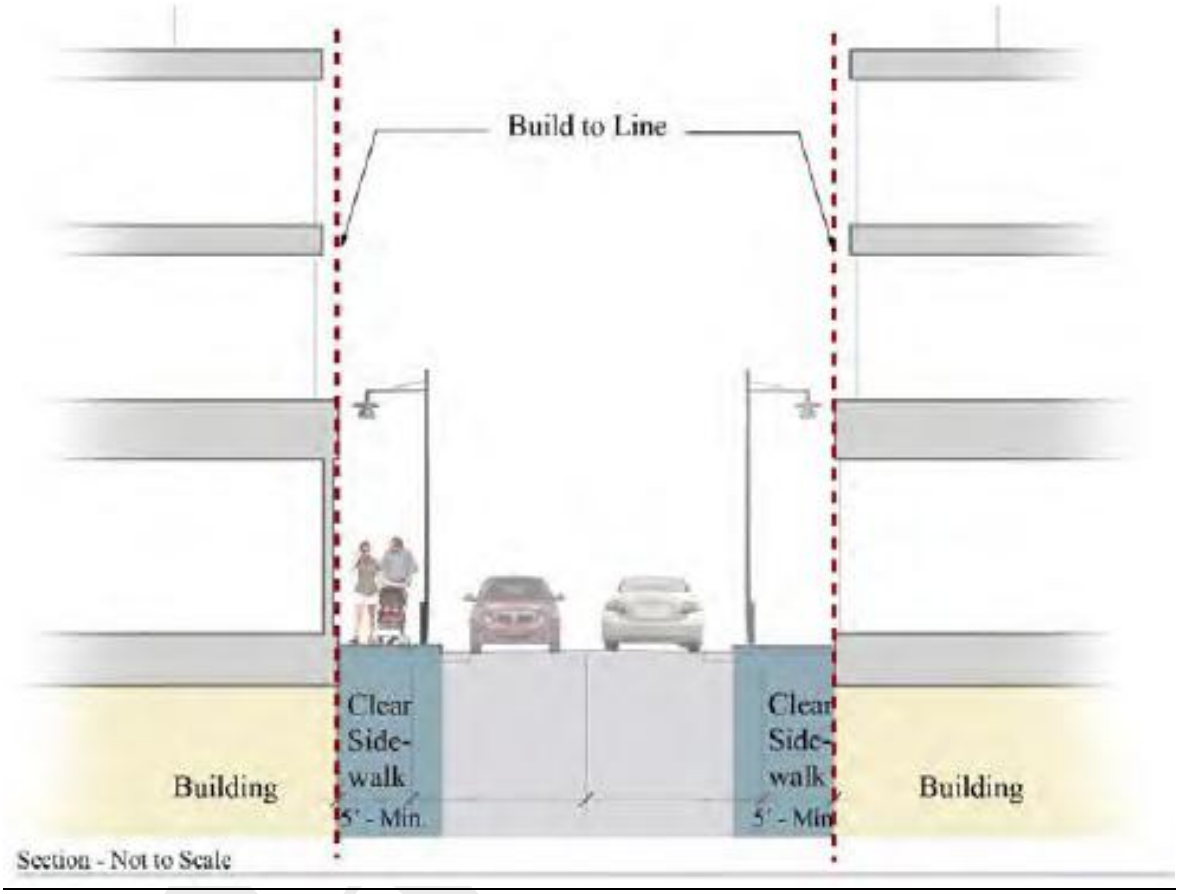
Service Street Streetscapes

Service streets are expected to provide access to parking, loading docks, waste management, utilities, and other back-of-house operations. While they do not primarily serve pedestrians, they should provide a minimum level of accessibility and safety for pedestrians where applicable. See Figure 13 below.

Sidewalk

A minimum 5-foot wide clear sidewalk should be provided adjacent to buildings. No poles, utilities, or other appurtenances should be located in the sidewalk clear area. Attractive street lighting should be provided to illuminate both the street and the sidewalk. In lieu of pole lights, attractive safety and wayfinding lighting may also be attached to the building face.

Figure 13. Service Street Streetscape, Section



Wayfinding and Signage

Signage is an important element that will contribute to the character of Reston TSAs. The two predominant signage types that will most contribute to place making are on-site signage (signs used to identify a place of business or a residential building); and wayfinding elements which are placed in the public realm and provide directional assistance or location information to pedestrians and motorists.

The quantity and quality of all signage should be considered in a comprehensive manner within a development but should also be complementary between neighborhoods and in most cases, the subdistrict, or district as a whole.

It is recommended that a Comprehensive Sign Plan (CSP) be submitted for all redevelopment applications. It is further recognized that the signage requested pursuant to such CSPs may deviate significantly from that permitted under the Zoning Ordinance's standard regulations if it contributes to creating to a defined character for a district or subdistrict.

All signage should be well-organized, neat, well-maintained, concise and legible. Signage should fit with the architectural style of the project, using complementary materials and colors, and ideally be incorporated into the architectural elements of structures.

As the character of districts and subdistricts emerges, and as parks, entertainment and dining areas are developed, wayfinding signage will help pedestrians and motorists navigate within each TSA and among TSAs.

Wayfinding elements are most effective when used on a subdistrict and district level and indicate routes and events throughout the TSAs. Public art that functions as signage may be considered if it contributes to creating a defined character for a district or subdistrict. A strategy for wayfinding throughout all three TSAs should be considered, and could act as a placemaking tool and help distinguish between the TSAs.

Public Art

Public art has been a component of the effort to achieve quality urban design in Reston since the community's inception and is a distinguishing feature that contributes to the overall character of Reston. In order to continue to realize the goal of making Reston a vibrant place to live, work and play, public art should be encouraged in future development in Reston TSAs. Designated open spaces should also be encouraged to include public art.

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

Building and Site Design Recommendations

Building and site design must support the pedestrian realm to create a vibrant urban environment. The pedestrian and public realm is framed by buildings and adjacent open spaces. It is the arrangement and character of the buildings, as well as the quality of the spaces in-between, that determine the quality of the urban form as a whole.

The following recommendations address Build-to Lines; Building Frontages; Active Uses; Building Mass; Step-Backs; Building Articulation; Fenestration and Transparency; Parking Design; and Building Height.

Build-to Lines

The build-to line is a theoretical line on the ground indicating where the facades of buildings should be located. It is located at the back of the building zone. The build-to line generally applies to the podium (or base) of the building and excludes building towers. The build-to line should be consistent within a block, unless it is intentionally varied to achieve facade articulation, streetscape uses such as outdoor dining, or other public open spaces. Consistent build-to lines ensure that the ground floors of all buildings on a block generally align with each other at the edge of the streetscape, providing a frame for the public realm but allowing architectural variation and interest in order to enhance pedestrian accessibility and convenience.

Proposed developments should adhere to a consistently established build-to line for each block. The location of the build-to lines will relate to the streetscape guidance, the intensity and activity of the land uses, and the desired relationship of pedestrians to these uses. The location of the build-to line may vary depending on the character of the street and the district.

Existing uses and buildings that do not conform to the build-to line established by new development (especially those that are a part of phased redevelopment plans) should investigate opportunities to create visual and physical linkages to conforming new buildings that address the pedestrian realm. These existing uses and buildings, whether in front of or behind the build-to line, may use walls, landscaping, or other architectural features to align with other buildings at the build-to line.

Building Frontage~~s~~

The building frontage is the portion of the building that serves to define and enclose the pedestrian realm-and includes the podium (or base) of the building. It generally aligns with the build-to line and serves as a physical and visual boundary to the pedestrian realm and should therefore be visually engaging to the pedestrian and should provide appropriate, convenient access. Building frontage~~s~~ should engage pedestrians and avoid creating barriers, or the impression of disconnection from the surrounding neighborhood. This encourages an enlivened, engaged and conveniently accessed pedestrian realm.

In general, ground-floor commercial uses should be accessed directly from the adjacent public sidewalk or building zone. In the absence of significant existing elevation changes, storefronts should be at the same grade as the sidewalk and building zone. Ground-floor residential uses, however, should be appropriately separated from the public sidewalk to distinguish the units and to provide a degree of privacy. This creates the opportunity for stoops, bays, porches or entries that establish a distinct transition between private residential developments and the pedestrian realm, while simultaneously providing convenient access.

If accessed directly from the public sidewalk, stairs should not impinge upon the pedestrian realm; they should be located wholly on private property so as to not affect pedestrian movement. In lower density areas, front yards should be shallow and characterized by entry gardens and terraces that encourage a direct relationship between the building and the pedestrian realm.

Active Uses

Active uses are those uses generally within the first or lowest floors of a building that are designed to be occupied and have direct relationships to the adjacent streetscape or open space. Active uses engage pedestrians and may include retail or service uses. They encourage pedestrian activity by engaging the interest of pedestrians along their walk. Active uses also provide for "eyes on the street", creating a sense of safety for pedestrians.

The building frontage should include active uses, such as retail, at street level along the appropriate pedestrian corridors. Uses like loading docks, mechanical rooms, utility vaults, and exposed parking decks detract from the pedestrian experience and should be placed internal to the building envelope or facing service streets.

Building Mass

Building mass is the three-dimensional bulk of a building: height, width, and depth. Planned development in the TOD areas will be urban in nature, and new buildings will generally occupy a majority of the block and be multiple stories in height.

Sites should be designed with care to achieve the desired density goals, while remaining sensitive to the impact of development on the surrounding context. Attention to building mass in the design process will protect pedestrians' access to light, and allow for access to light and privacy for other buildings. In addition, proper building mass should minimize long periods of shadow on the street, adjacent buildings and public open space.

Step-Backs

The pedestrian experience is greatly influenced by the height of the building along the sidewalk. Excessive height along the sidewalk can feel uncomfortable to pedestrians and discourage pedestrian movement through the space. Step-backs are one tool that can be used to create an appropriate proportion of street width to building height.

Building step-backs are created through the stepping back of the upper floors of a building from the build-to line to reduce its apparent mass at the street level (see Figure 14). As a result, pedestrians only perceive the first few floors of the building base, and not the full height of the tower. Step-backs can be used to reduce the impacts of shadows and increase the access of sunlight to the pedestrian realm. They can also reduce the visually disconcerting "tunnel" effect that sometimes occurs along streets that are lined with tall buildings.

Step-backs can vary by location and context. They can be used to add a measure of depth and complexity to the bulk of buildings. Step-backs may be necessary to ensure sunlight in certain locations, particularly as related to public open spaces. Solar shading analyses (also called sunlight or shadow studies) may be necessary to ensure that adjacent buildings will have adequate light. For buildings taller than four stories, the step-back may be located anywhere from four to eight stories above sidewalk level. Buildings four stories or less do not require a step-back. Step-backs should be reviewed in proposed developments to confirm the scale and proportion of the street section and their relationship to adjacent building heights and scale. In general, the goal is to create a street width to podium height ratio anywhere from 1:1 to 1:2.

Building Articulation

Building articulation is the variation in a building's facade to provide changes in depth, patterning, or fenestration. Some elements of building articulation include rhythmic bays, planar breaks, window systems, entries, balconies and stoops. It can also include changes across building heights. This can include material, color and textures which express the ground floor, building podium and building tower. Building articulation can make buildings interesting and engaging to the pedestrian while simultaneously breaking down the scale of building facades to avoid large, monotonous areas of building wall. Certain types of articulation can also provide shade or orient pedestrians by defining entries.

Building articulation can vary by location and context. Buildings should include appropriate elements in order provide for an interesting and engaging pedestrian environment.

Fenestration and Transparency

Fenestration refers to the pattern of openings in a building facade typically through the use of windows, doors and other glazed areas. Transparency in the fenestration of appropriate ground floor uses can visually activate the pedestrian realm and allow for "eyes on the street" which can enhance the feeling of safety for pedestrians.

Figure 14. Step-back Illustration

Where ground floor retail, commercial, community or other non-residential uses occur, the facade above bulkhead and below the finished elevation of the first floor ceiling should be largely transparent. Transparency should permit visibility from the sidewalk into a building and its active uses. Opaque, mirrored and translucent glass should be avoided and should not be considered "transparent."

In residential buildings, the level of ground floor transparency may be lower for private uses, such as living areas. Residential lobbies and other common spaces should exhibit higher transparency and should provide a visual connection to the pedestrian realm.

Parking Design

Parking facilities should meet the following guidelines:

- Parking access should be designed to minimize conflicts between vehicles and pedestrians and to take into account pedestrian safety. This may include reducing the number of parking access points and minimizing the widths of ramps and curb cuts where they intersect with the sidewalk.
- Vehicular access to parking lots and parking garages should be limited to local streets or service streets when feasible.
- Parking access should always be designed to be attractive and coordinated with the site plan and architecture.
- Certain uses, such as retail, civic or entertainment, may require highly visible parking.
- Exterior and interior parking structure lighting design should provide adequate lighting levels that ensure public safety without creating glare and light spillage into adjacent structures, roads, and the pedestrian realm. All parking lot lighting should confirm to current LEED light pollution requirements and County ordinances.

Structured Parking

Underground parking is the least intrusive form of parking on the built environment and is the preferred method for providing parking in the TSAs. Above-grade structured parking, or podium parking, is also appropriate. Above-grade parking structures should be "wrapped" with active uses to the maximum extent possible. See Figure 15.

In some locations, exposed parking structures may be unavoidable. In such cases, careful architectural detailing, lighting, and landscaping should be employed along the building facades to mitigate the negative impacts of exposed parking levels. If a parking level is not wrapped with an active use, the façade should be designed so that it appears as an attractive architectural element. This is especially recommended if the façade of the building tower is at the same vertical plane as the façade of the building base, so the building will appear to be occupied space all the way to the ground floor.

Generally, the architecture of garages should be consistent with surrounding buildings. Efforts should be taken to place these structures facing service streets. Where garage, loading

access, utility vaults and/or mechanical rooms must be provided on a non-service street, the extent should be minimized and architectural treatments and screening, as discussed above, should be provided.

New stand-alone above-grade parking structures are discouraged.

Surface Parking

It is the long term vision to avoid large surface parking lots. Surface parking detracts from the pedestrian experience and should be avoided. The exception to this guideline occurs in portions of the Non-TOD Districts, where structured parking may not be economically feasible. Surface parking may also be considered for short term parking, such as 30 minute retail parking or for passenger drop-off and pick-up areas. In addition, as the area transitions to a more urban environment, surface parking may be considered on an interim basis.

When provided, surface parking lots should be located to the side or rear of the primary use and should contain pedestrian connections that lead to the front door of the associated building. They should be intensively landscaped, be well-lighted, and publicly visible for greater safety. Surface parking lots should provide low walls or fences at the back of the sidewalk or parallel to the adjacent build-to line to enclose and define the pedestrian realm. They also should be designed to contribute to site stormwater management by using elements such as planting areas and permeable paving in the parking stall area.

On-Street Parking

On-street parking makes sidewalks safer and provides necessary and sometimes more accessible short-term residential and retail parking, as well as activating streets. Many new streets within the TSAs should provide on-street parking (see Transportation section for additional guidance). Where on-street parking is provided, curb cuts for vehicular access should be minimized in order to increase pedestrian safety and maximize the number of on-street parking spaces.

Building Height

Building heights in the TSAs will reflect the proposed intensity pattern. The tallest buildings should generally be located within ¼ mile of the Metro station with heights stepping down gradually as the distance from the Metro station increases. In addition, building heights in proximity to the DAAR may be taller, however building heights will be lowest in locations adjacent to existing townhouses and those single-family residential neighborhoods outside of the TSAs. In the Reston Town Center Station TOD district, building heights may be comparable to or exceed those in the Town Center Urban Core. Careful design should protect view corridors and maintain access to sunlight in these sensitive locations.

Figure 15. Example of Screened Parking

The following are general recommendations regarding building height:

- Building heights and massing should respond to context, proximity to Metro or other neighborhood features, intended uses, and the Plan's vision for specific locations. Buildings may be oriented to maximize their view potential, but their location and orientation should take into consideration uses in the immediate vicinity.
- The tallest buildings should be iconic in design and serve as identifying features that contribute to the quality of the skyline. Iconic architecture can be defined as buildings that are well-crafted, unique, distinguishable within their context, and complementary to the urban fabric. Iconic architecture should also advance the overall quality of design within the district.
- During the development review process, solar shading analyses (also called shadow studies) for all buildings should be provided to ensure that adjacent buildings and public spaces will have adequate access to sunlight.

Publicly Accessible Open Space

High quality open spaces of all types provide opportunities for spontaneous interaction and programmed activities as well as for introducing variability in the fabric of the built-environment. A variety of large and small publicly accessible open spaces should be available throughout the Reston community.

In some instances, such open spaces can be sited so as preserve, augment and/or enhance the natural environment. In certain parts of Reston's TSAs, opportunities to preserve areas with existing trees should be sought to help connect these more urban areas to the larger fabric of Reston.

Definition of Publicly Accessible Open Space

For the purposes of this Plan, these spaces are to be for public enjoyment and may be either public or privately owned space to which public access is granted. They may include:

- environmentally sensitive areas, such as Resource Protection Areas (including wetlands, streams and stream buffers) and existing stands of trees;
- active recreation areas, such as large active play fields and smaller outdoor recreation areas for activities such as tennis and volleyball;
- designated privately owned, publicly-accessible open spaces, such as gardens, plazas, walkways, pathways, trails, urban parks, through-block connections, civic spaces, town squares, and a memorial sculpture garden; and
- other publicly owned and publicly accessible open spaces including small urban parks and civic spaces.

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

Calculation of Publicly Accessible Open Space

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

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

Interim Conditions

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

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

TRANSPORTATION

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 stations. 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; and, 3) design a road network that accommodates all modes of transportation and includes a grid of streets in the TSAs to improve connectivity around the transit stations.

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 the 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 transit, bicycling and walking 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 total development and the resulting vehicle trips into and within the TSAs over time. This review should occur at least every five years or as needed based on the pace of new development.

Pedestrian Mobility and Bicycle Facilities

Pedestrian Mobility

The street network planning in the Reston TOD districts should provide a safe and comfortable environment for pedestrians while addressing mobility and access needs for all users (including emergency service, goods movement and utilities placement). The enhanced street network should provide a high level of connectivity within the TOD districts so that pedestrians, bicyclists, transit users, and vehicles can choose the most direct routes and access urban properties. In addition, improved connectivity should be provided between the TOD districts and other districts as well as between the TSAs and the adjoining areas outside the TSAs.

In additional, direct paths, such as trails or walkways, should be provided for pedestrians where additional street connections cannot be made or where a more enhanced pedestrian network is desirable.

Bicycle Facilities

Bicycle facilities should be provided consistent with Figures 15-17. In addition, specific bicycle facilities are described in the Street Types Guidelines under the Road Network and Circulation section below. In an effort to encourage bicycling in the TSAs, safe, secure, and convenient bike parking should be provided. The number of bike parking spaces should be determined based on the planned land uses.

Public Transportation

Metrorail

The introduction of Metrorail service along the Dulles Airport Access Road and Dulles Toll Road (DAAR, Route 267) is a key component 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 mass transit 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 as well as the outlying communities to the Metrorail stations. There will also be a need for effective service between the TOD areas and between areas on both sides of the DAAR. The Countywide Transit Development Plan provides details regarding planned adjustments to existing routes and new routes to be added.

Figure 16. Bicycle Plan: Wiehle-Reston East Area

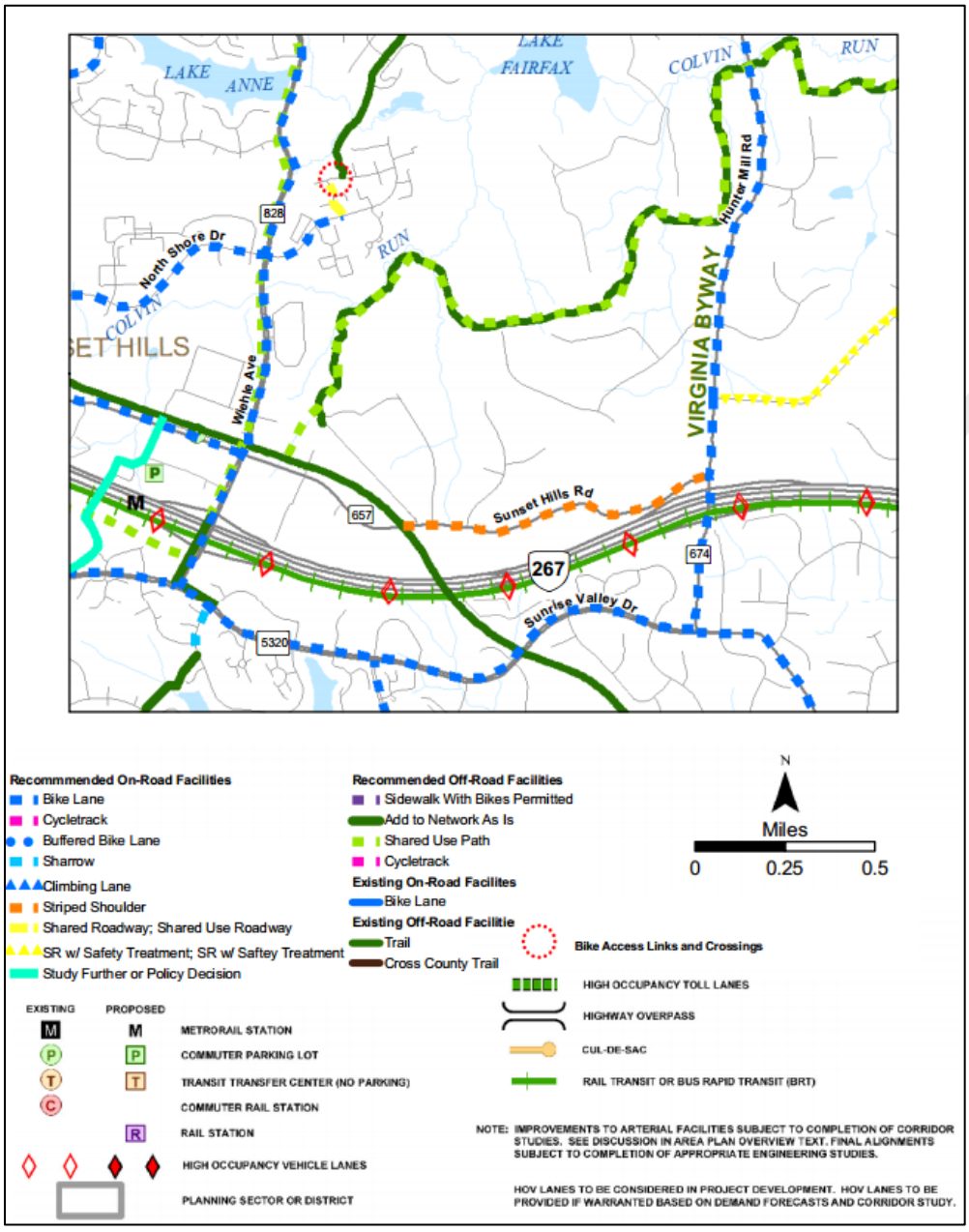


Figure 17. Bicycle Plan: Reston Town Center Area

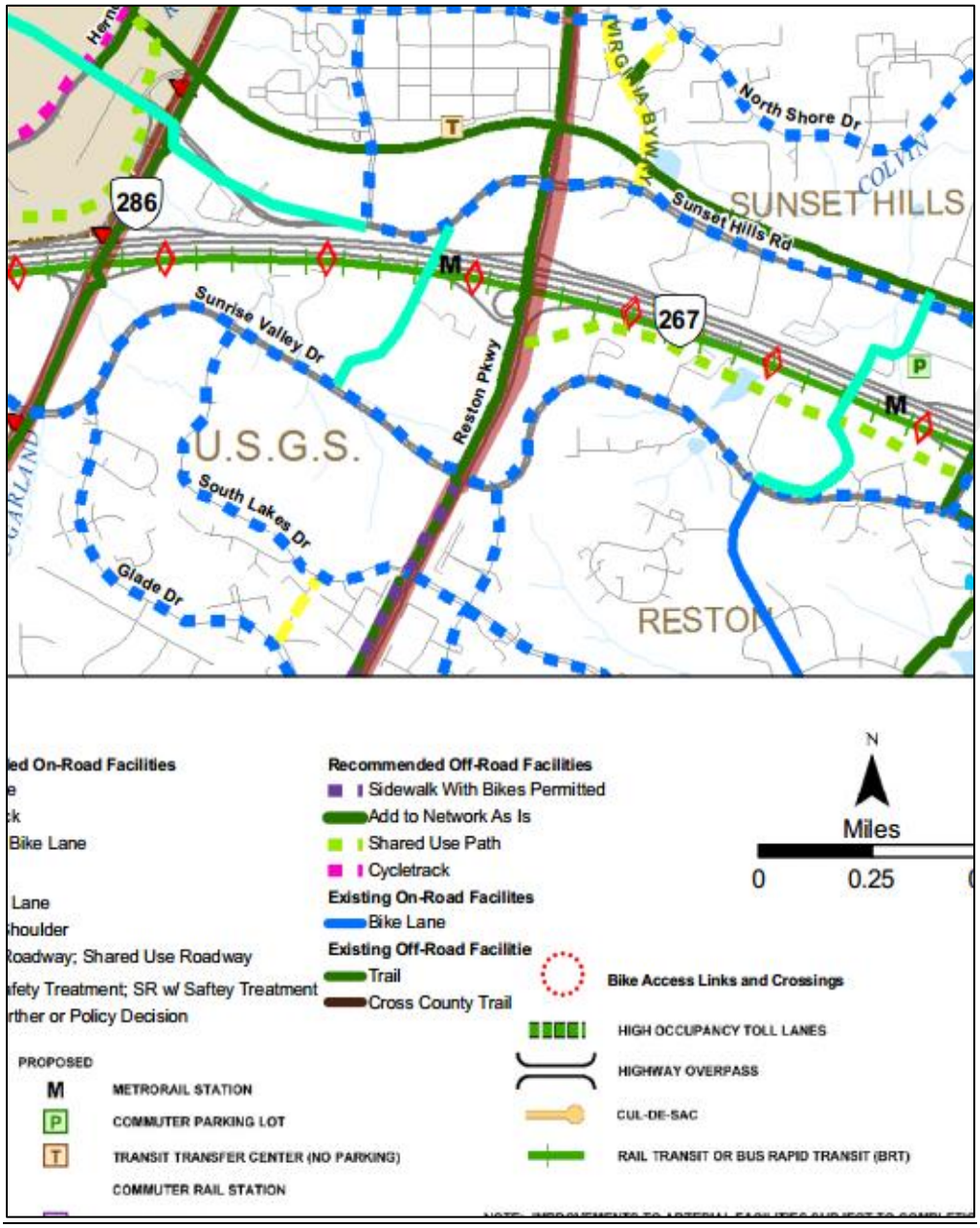
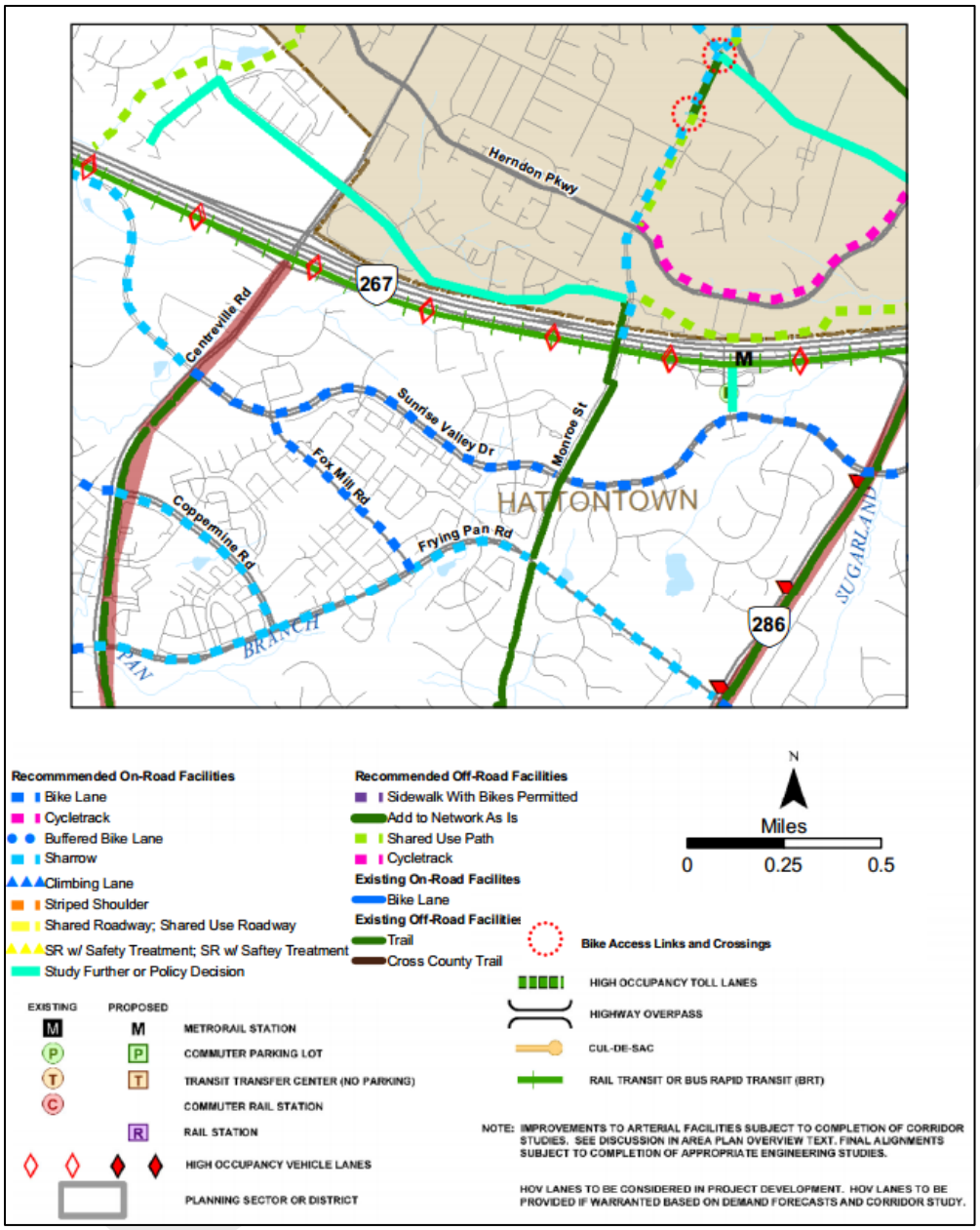


Figure 18. Bicycle Plan: Herndon Area



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 TSAs ~~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 high 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 and function appropriately for all users regardless of the mode of travel they choose. Flexibility in design may be considered to achieve Plan objectives.

Network Level of Service

An overall Level of Service (LOS) 'E' is the goal ~~is expected~~ for the intersections within the street network Reston TSAs ~~Transit Station Areas~~. In instances where a LOS E standard cannot be attained or 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 maintain a walkable environment and 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 increased operational efficiency is achievable without decreasing pedestrian walkability and safety.
2. If increased operational influence dos not result in an acceptable level of service, additional turn and through lanes can be considered on condition that the level of walkability remains acceptable. However, 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.
3. 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.
4. When step 3 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;~~,~~ and/or, (3) optimizing the application of TDM with measures that might include greater transit use, carpooling, ridesharing, walking and bicycling.
5. If the measures outlined in the previous two steps do not provide adequate such improvement of LOS, a development proposal or future phase of development may need

to be conditioned on funding or 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 (See Figure 19). 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 percent for the areas within ¼ mile of the Metrorail stations and at least 30 percent for the areas between ¼ and ½ mile from the Metrorail stations. TDM Goals lower than those shown in Figure 19 may be considered, on an interim basis, prior to the opening of each Transit Station Area's Metrorail Station.

Figure 19. Transportation Demand Management (TDM) Vehicle Trip Reduction Goals for ~~Commercial~~ Office and Residential Development

Development	TDM Vehicle Trip Reduction Goals		
	0-1/4 Mile	¼ to ½ Mile	Beyond ½ Mile
Office	45%-35%	40%-30%	35%-25%
Residential	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 such as employers, apartment owners and homeowners associations 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. Commitment to ~~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 plan fails to achieve its objective within a reasonable period of time, including restriction on the timing for future development.

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.

- Construct ~~Implement~~ an enhanced street network (also referred to as a grid of streets) to increase connectivity
- Construct an overpass (4-lane bridge) across the DAAR from Sunset Hills Road to Sunrise Valley Drive approximately at Soapstone Drive (referred to as the Soapstone Overpass)
- Construct a Town Center Parkway Underpass (4-lane tunnel) from Town Center Parkway and Sunset Hills Road to Sunrise Valley Drive west of Edmund Halley Drive
- Install a grade-separated interchange at Fairfax County Parkway and Sunrise Valley Drive
- Construct an overpass (4-lane bridge) across the DAAR from Sunset Hills Road to Sunrise Valley Drive approximately at South Lakes Drive (referred to as the South Lakes Overpass)
- Improve Reston Parkway – 6 lanes from South Lakes Drive to the DAAR ~~Baron Cameron Avenue~~
- Improve Fox Mill Road - 4 lanes from Reston Parkway to Monroe Street
- Improve West Ox Road - 4 lanes from Lawyers Road to Centreville Road
- Improve Monroe Street - 4 lanes from West Ox Road to the Town of Herndon
- Extend Pinecrest Road from South Lakes Drive to Sunrise Valley Drive
- Improve Fairfax County Parkway - 6 lanes with High Occupancy Vehicle (HOV) lane(s)

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 Figures 19-21 *(NOTE: Figures 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 where possible.

In addition to the list above, 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.

Figure 20. Conceptual Enhanced Street Network for Reston Study Area East

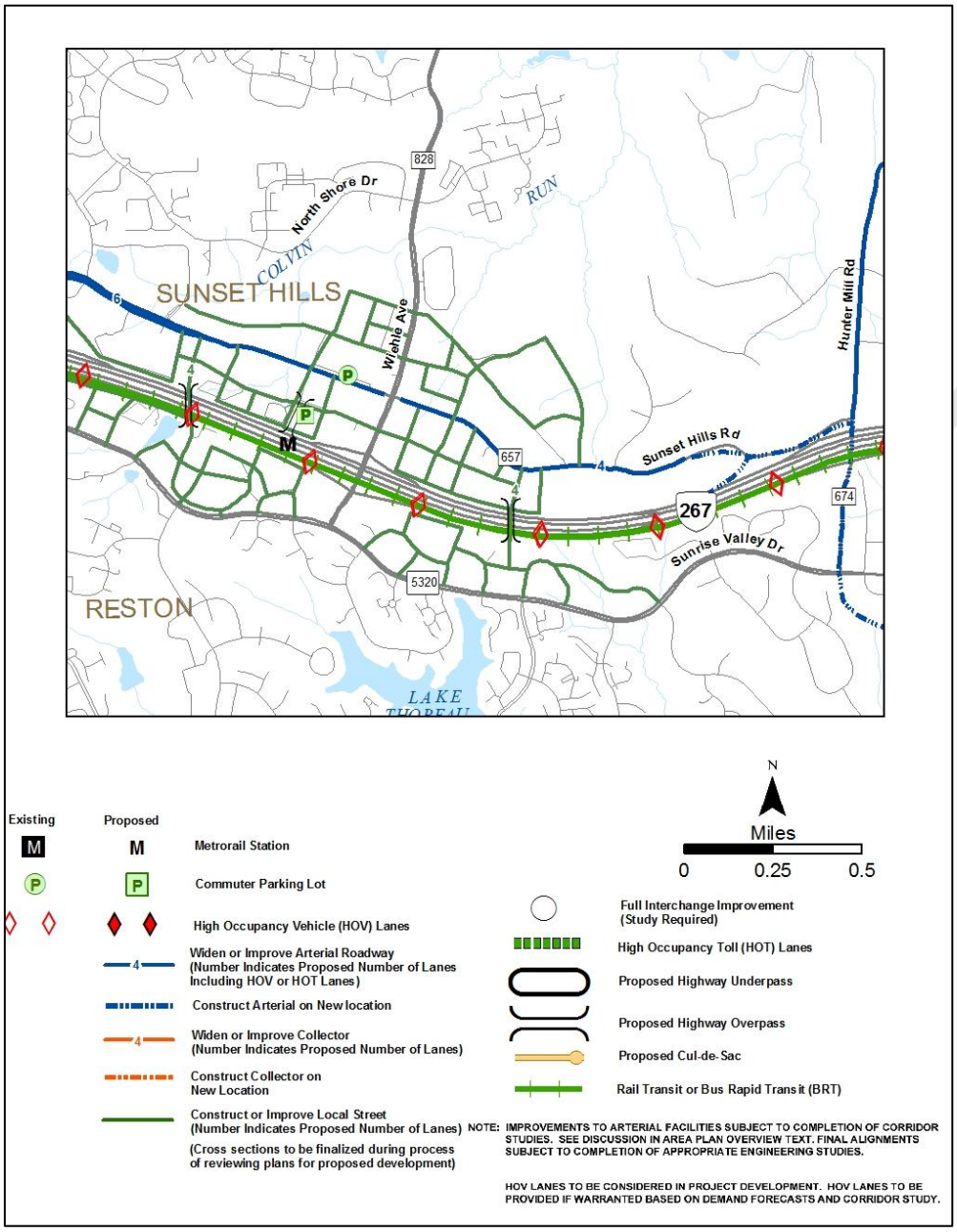


Figure 21. Conceptual Enhanced Street Network for Reston Study Area Central

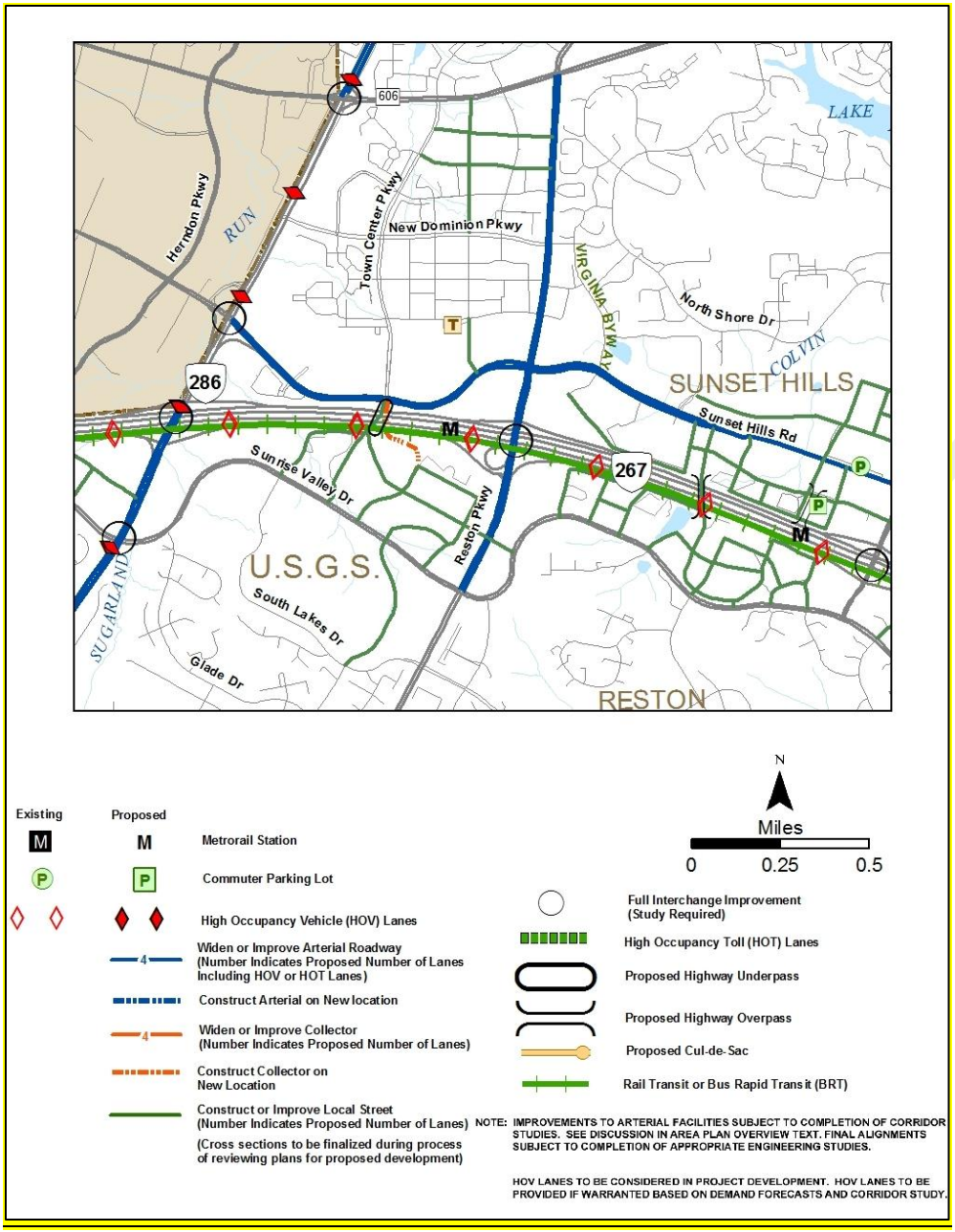
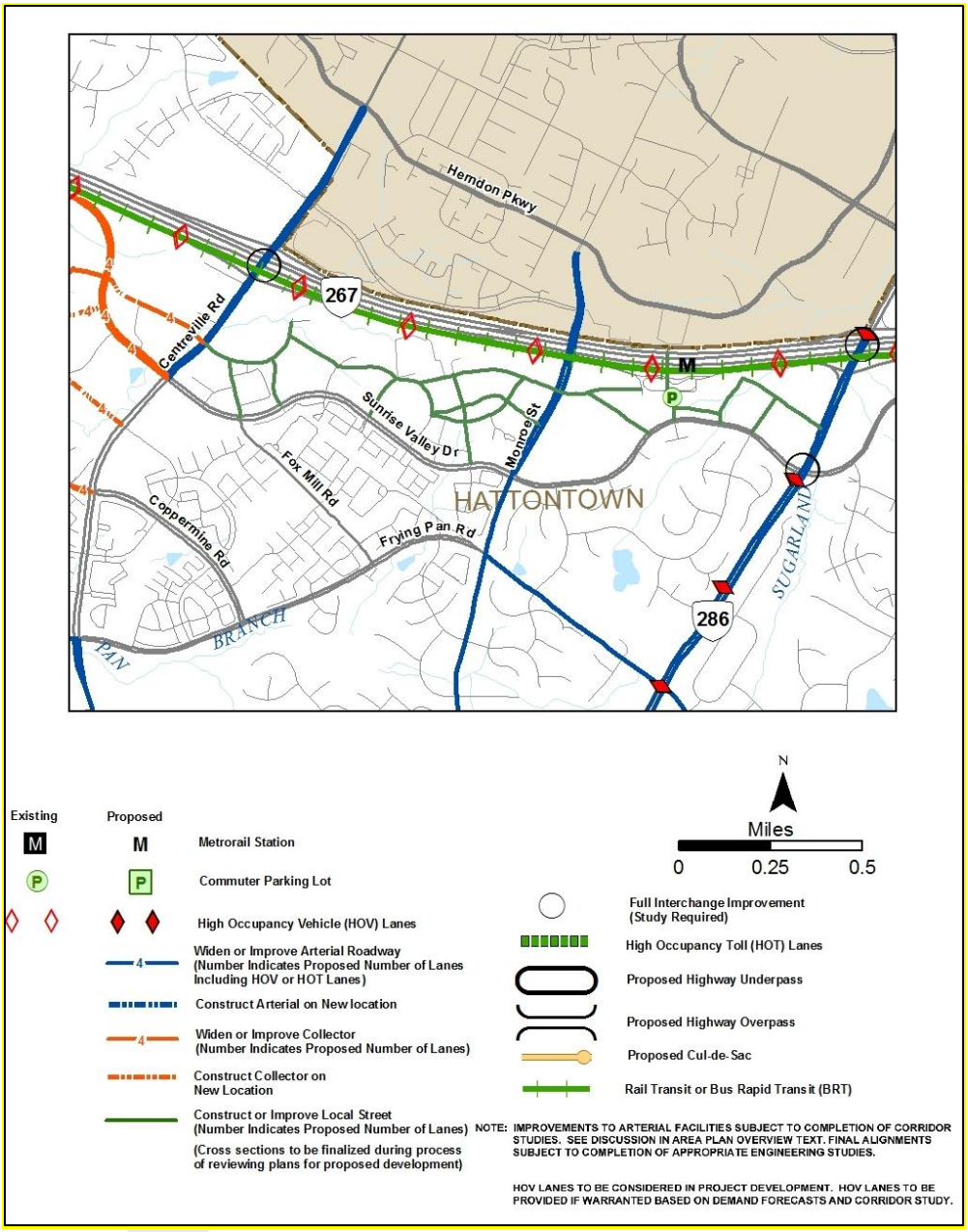


Figure 22. Conceptual Enhanced Street Network for Reston Study Area West



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). Minor Arterials primarily function as through traffic carriers. The collector streets collect traffic from the local streets and route them to arterials while the local streets allow internal circulation and connectivity within the area.

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

Minor Arterials–Type A

Reston Parkway is a minor arterial in the Reston Town Center TSA primarily carrying the longer-distance through traffic from adjacent areas such as the Town of Herndon and Loudoun County.

Curb to Curb Area:

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

Minor Arterials-Type B

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

Curb to Curb Area:

- Median width of approximately 8 to 22 feet, if provided, to allow for safe pedestrian refuge
- 2 travel lanes per direction (11 feet for each lane)
- 5-6 foot on-road bike lane per direction
    - If an on-road bike lane is not provided, then one extra wide travel lane per direction may be desirable, adjacent to the curb, should be provided to accommodate bikes (14 feet). The lane should be marked or signs posted indicating that bikes are using the outside lane.
- 8 feet for on-street parallel parking if found desirable
- A target posted speed of 30 miles per hour is desirable for Sunset Hills Road, Sunrise Valley Drive and Wiehle Avenue.

Collector Streets

Town Center Parkway, 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)
- 5-6 foot on-road bike lane
    - If an on-road bike lane is not provided, then one extra wide travel lane per direction may be desirable, adjacent to the curb, should be provided to accommodate bikes (14 feet). The lane should be marked or signs posted indicating that bikes are using the outside lane.
- 8 feet for on-street parallel parking per direction
- A target posted speed of 30-miles per hour is desirable for Collectors. In some cases, 25 miles per hour may be desirable for Collectors.

Local Streets (Local)

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

Curb to Curb Area:

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

Parking Management

To facilitate the 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. Additionally, shared parking between similar uses with both existing and new buildings should be explored, especially if the existing use is over parked. These parking strategies can serve to reduce vehicle trips and increase the cost-effectiveness of the provision of parking. For development within a half mile of the Metrorail station, a parking plan should be submitted along with a development application that demonstrates that the amount of parking that is provided is sized to support the development. Provisions for parking reductions and other incentives to lower parking should be utilized if it is supported by the parking plan. The use of higher parking rates in the first phases of a development followed by lower parking rates in subsequent phases can be considered. Parking agreements with neighboring sites can be considered on an interim basis. Residential uses should take into account the number of bedrooms per unit when establishing the amount of parking to supply. All non-residential uses should reduce their parking supply below the Countywide minimum.

For office space, a maximum parking rate should be:

- 2.1 spaces per 1,000 square feet within the Transit Station Mixed Use area
- 2.4 spaces per 1,000 square feet Residential Mixed Use

In instances where a higher office parking rate exists or is desired, a parking study, or other appropriate justification, can be submitted in order to consider a different rate for office use.

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

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 identified improvement and yet to be identified improvements is needed before a preferred funding approach is selected.

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 mature 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 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.

Stormwater quantity and quality control measures should be provided with the goal of reducing the total runoff volume or significantly delaying its entry into the stream system. In furtherance of stream protection and/or restoration through replication of natural hydrologic conditions, 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.

LID techniques of stormwater management should also be incorporated into new and redesigned streets where allowed and practicable.

In addition, at a minimum 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 TSAs should be reviewed on a case-by-case basis for the appropriate optimization of stormwater management and water quality controls, allowing for flexibility in specific approaches taken to achieve these guidelines.

1. For sites that have greater than 50 percent 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 percent 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 percent less than the existing condition peak runoff rate for the same storm.
2. For sites that have 50 percent 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.

3. In addition to item 1 or 2 above, stormwater runoff associated with the development should be controlled such that either: (a) 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 (b) an equivalent level of water quality control is provided.

As an alternative to items 1, 2 and 3 above, stormwater management measures may be provided that are sufficient to attain the Rainwater Management credit of the most current version of Leadership in Energy and Environmental Design-New Construction (LEED-NC) or LEED-CS (Core & Shell) rating system (or equivalent of this/these credit(s)).

As an alternative to the minimum guidelines above, stormwater management measures and/or downstream improvements may be pursued to optimize site-specific stormwater management and/or stream protection/restoration efforts, 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 ¼ 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, public accessibility and educational 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 erosion and many fallen trees; and a significant number of large sediment deposits. RA is implementing a long-term 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 valuable habitat for fish and aquatic plants, serve as visual amenities, and create recreation opportunities while also functioning as stormwater management facilities. These lakes are actively managed by RA for aquatic health, 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 protect, restore and enhance the tree canopy include the following:

- Follow guidelines established in the Tree Action Plan: a 20-Year Strategic Plan to Conserve and Manage Fairfax County's Urban Forest
- Consult Reston Association's list of "banned" plants and "preferred" native plantings when selecting trees and other plants for landscaping.
- 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
- 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 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.

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 Government, which limited residential use and 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 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 (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 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 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 future development to help meet these area-wide targets, working with public and private partners to integrate publicly-accessible urban parks into development projects.

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 Figure 23).

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 adopted 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~~ Adopted ~~S~~service ~~L~~level ~~S~~standards generally ~~will~~ apply to playgrounds and courts. Adjusted service level standards for athletic fields account for expanded field capacity though use of lighting and synthetic turf and different use patterns. More guidance for the provision of active recreation is provided below. The need for ~~all of the list's outdoor items, with the exception of~~ the Memorial Garden of Reflection is a long standing community goal. The need to expand or add significant ~~for only one of each of the~~ indoor facilities including an ~~items (~~aquatic center, indoor ~~facility,~~ tennis facility and performance center~~)~~ has been identified through various feasibility studies and community dialog.. Trails are needed throughout and in a quantity sufficient to meet connectivity and recreation goals. Public art is also desired ~~needed~~ throughout.~~; t~~The Visual and Performing Arts section of the Policy Plan contains additional guidance.

Active Recreation Facilities

Outdoor recreational areas should support and foster social interaction as well as team sports and individual recreation activities. Plan guidance for urban parks will be implemented as redevelopment occurs and should incorporate a variety of park amenities. Contributions of recreational facilities will also be needed to ensure a park system that serves the wider range of needs. Adopted County-wide recreation facility standards, adjusted for urban demographics and use patterns, will guide the service level enjoyed by residents, workers and visitors to Reston who will have a full range of leisure opportunities within convenient distances. Due to the size requirement for full size athletic fields, the provision of athletic fields is particularly challenging in the urban context, but an essential facility type where new fields and expanded capacity at existing fields will need to be added as redevelopment occurs.

Figure 23. Core Needs for Reston Transit-Station Areas Urban Park System

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 of Reflection (outdoor)	An outdoor memorial sculpture garden, a special place 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.

A goal of adding capacity equivalent to twelve athletic fields serving Reston should be achieved through development contributions of land and/or facilities. In general, 4.5 million square feet of mixed use development generates the need for one athletic field. Therefore, at least one new field should be added in each TSA. Enhancements to and redesign of nearby public park, school and Reston Association fields to increase capacity should also be strategies for serving the increased athletic field needs in Reston.

The provision of new athletic facilities that require larger land areas within Reston TSAs is especially important and challenging. Creative approaches to providing for sports needs in Reston will be necessary, including integrating facilities within development areas, on rooftops, over stormwater detention facilities, in utility corridors and other alternative locations. The rooftops of parking structures and other buildings in Reston will be considered as locations for some of the new athletic fields and courts that are needed to help meet the future demand for active recreation facilities. Field capacity can be expanded through innovative design features such as lighting and synthetic turf and through scheduling that provides for longer and more efficient use, and thereby achieving the addition of new fields and added capacity. Overlay and multi-use fields that accommodate multiple sports can reduce the amount of land needed. Adopted Countywide field standards are based on a majority of youth participants. It is anticipated that in Reston there will be a large number of adult field users. Corporate softball, flag football, kickball, soccer and adult baseball are anticipated adult needs. Other field sports, such as cricket, may also emerge as a greater need over the horizon of this plan and may need to be accommodated.

The conceptual graphic of the future park system, shown in Map will be revised to delete the circles

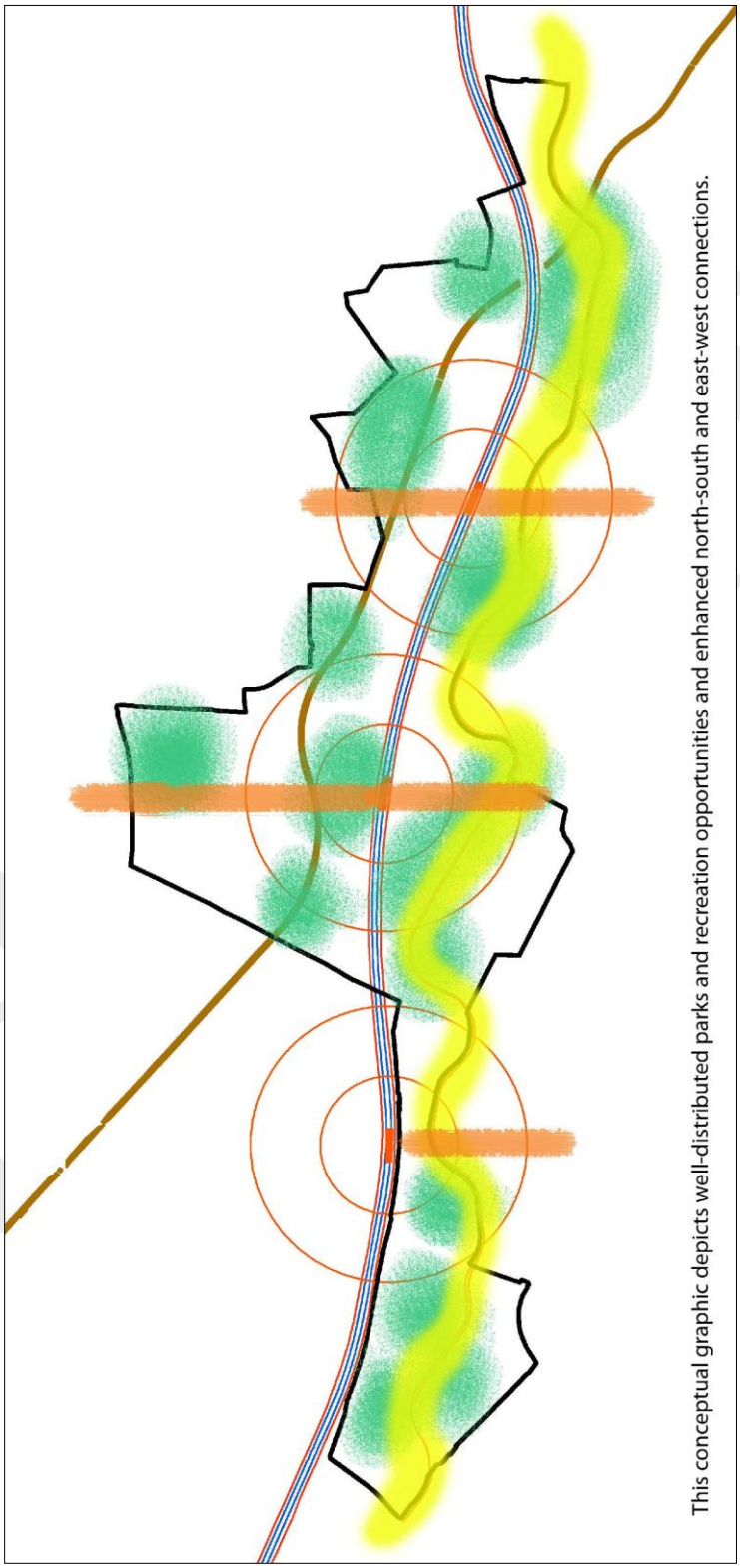
Figure 24, generally highlights well-distributed parks and recreation opportunities connected through the W&OD trail on the north, mirrored by an east-west major trail connector on the south side of the Toll Road and north-south connectors through each TOD.

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.

Map will be revised to delete the circles

Figure 24. Conceptual Graphic of the Future Park System



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 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. 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 DAAR, but a corresponding connection does not exist south of the DAAR. An east-west connection along Sunrise Valley Drive would create such a central pedestrian and bike connection south of the DAAR.

- **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 DAAR. 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 DAAR, 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 DAAR, providing opportunities for east-west pedestrian and bike travel. There is the potential to incorporate recreational waysides including, but 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 bodies and stormwater management features in Reston presents an opportunity to cluster amenities around these features and create a valued educational, 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's office, public safety, human services, and health related offices. 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 TSAs 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 locations by encouraging broader use (e.g., Memorial Garden of Reflection). To further this goal of integrating new residents in the TSAs into the larger community, new residents 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, 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 helps to off-set~~s~~ impacts and meets the needs of new residents.

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 Reston 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 middle school and a high school located to the west of Reston, potentially 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 Town Center North District and a second elementary school in the Central Sunrise Valley District would be appropriately located to accommodate planned growth.

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

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 DAAR. The south side of the Wiehle-Reston East TSA immediately along the DAAR 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 DAAR 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 should be designed and constructed as an urban facility located at the base of a government, commercial, residential building or parking structure.

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. The Reston Station currently only has vehicular access from Wiehle

Avenue, which requires backing the units up into the site. To improve safety and traffic flow, future development should provide for unit access to the rear of the station. 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 Town Center North District 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 to renovation and expansion, new library incorporated into a mixed-use development within one of the TSAs is desirable.

IMPLEMENTATION

Achieving the Vision for the Reston TSAs will require an implementation approach that is comprehensive, flexible and innovative. A key component to achieving the place-making that is a primary objective of this Plan is utilizing a variety of tools, some only recently used in Fairfax County for the first time.

A number of strategies for implementation of this Plan are identified in this section.

Funding Strategies

Various options exist for funding the multiple public facility needs to support the desired new development in the TSAs. The feasibility of the options listed below or other options that may become available in the future should be assessed and the most appropriate tools should be identified for financing specific portions of the Plan as new and/or improved infrastructure is needed.

- Community Development Authorities (TSA-wide, TOD district level or subdistrict level)
- Tax Increment Financing
- Improvement Districts
- Public-private Partnerships
- Private Partnerships
- County, State and Federal funding
- Pro-rata contributions by landowners
- Other forms of borrowing and grants
- Parking fees

Regulatory Framework

Adjustments to current Regulatory tools, including amendments to the Zoning Ordinance, will be needed to implement the type and intensity of new development and to realize the overall urban design goals for the TSAs. In addition, other regulations and documents may need to be

updated, such as the County's Capital Improvement Plan, the County's transportation demand management programs and the County's Public Facilities Manual. It may also be necessary to seek legislative authority for new financing or land development strategies.

Public-Private Partnerships

A public-private partnership entails using public funds or activities to foster private investment and development activity that may not otherwise occur. A number of public infrastructure improvements will be needed to implement this Plan and public/private partnerships have proven to be a successful mechanism to help the County advance certain infrastructure projects. By using public investments strategically, Fairfax County can reinforce and leverage private sector investments to achieve the vision for the Reston TSAs.

Private Partnerships

Cooperation among landowners will be necessary to obtain land for public facilities, park and open space, and the grid of streets. These elements are necessary to the successful evolution of the TOD areas from a suburban environment to a more urban one and it will be incumbent on private property owners to contribute to that success.

Phasing

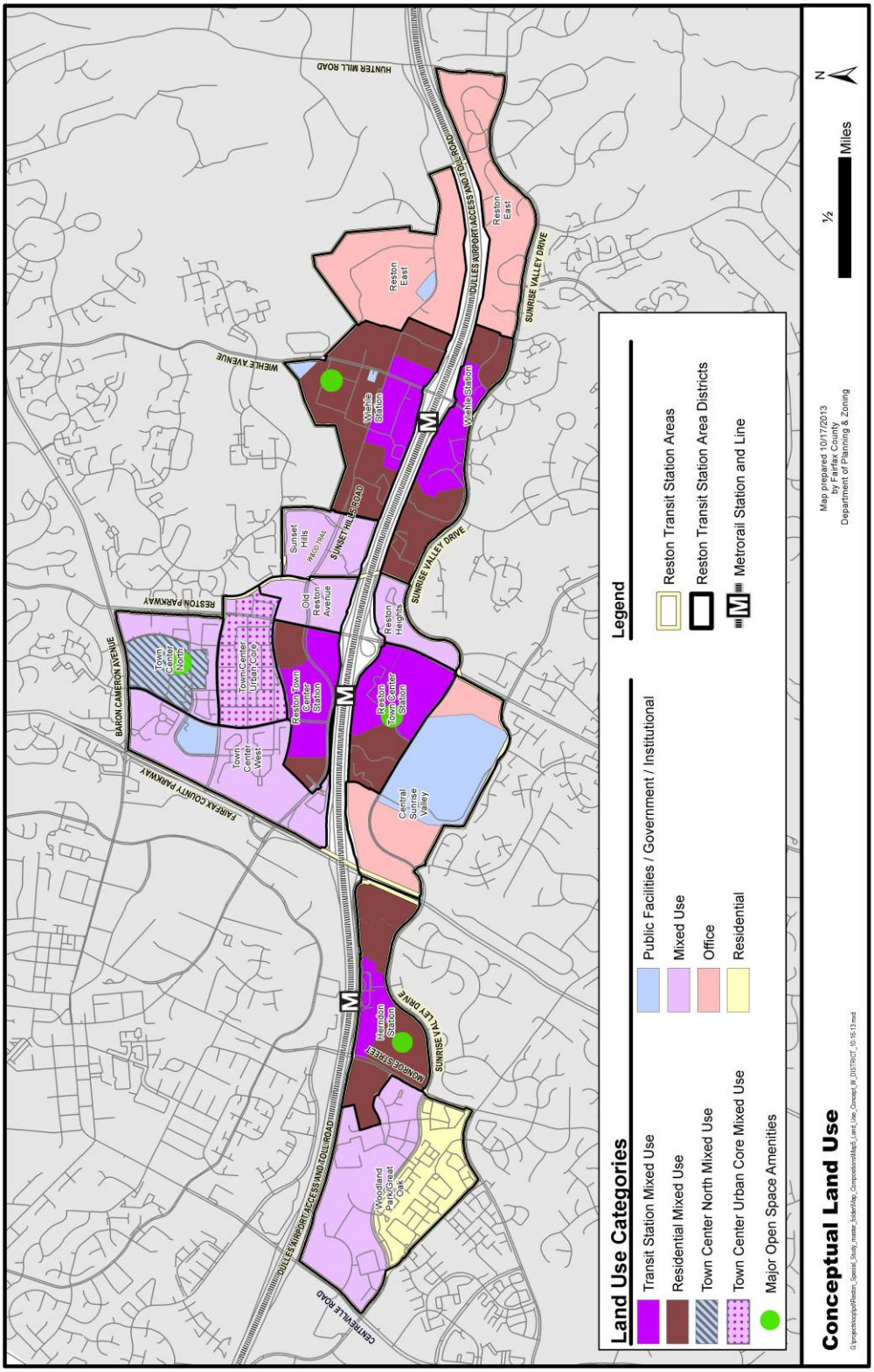
An evolving phasing plan linking future development to specific improvements will ensure that the desired urban infrastructure and public amenities, as well as transportation infrastructure, will occur as growth within the TSAs occurs. The goal of appropriate phasing is to balance projected development with infrastructure and public facility needs over time. Monitoring the approval of and actual construction of new development will ensure that the phasing plan stays current as needs are addressed and new ones identified.

DISTRICT RECOMMENDATIONS

This section of the Plan contains specific recommendations for the districts in the three Reston Transit Station Areas (TSAs) (see Figure 25). Three of the districts are designated as Transit-Oriented Development (TOD) districts given their proximity to the Metrorail station platforms. The other districts are designated as Non-TOD districts and typically will provide locations for existing uses at currently approved and/or planned densities.

The discussion of each Transit Station Area begins with a description of the TSA and a review of the districts and subdistricts in the TSA. Next, the location of the TOD district is described and the vision for the district is articulated. It is followed by a description of the Non-TOD districts in the TSA. Within each district or subdistrict is a paragraph entitled Base Plan, which generally describes the existing and/or approved uses and intensities for the area. Some subdistricts have a section entitled Redevelopment Option. This provides guidance on the land use mix and intensities to achieve the goals discussed in the Areawide Recommendations above.

Figure 25. Transit Station Districts



Local-serving amenities such as urban parks, trails, and public art should be provided throughout all the subdistricts and for all types of development and are guided by the Areawide text on Urban Parks, Recreation Facilities, and Cultural Facilities as well as the Urban Parks Framework in the Policy Plan.

TOD DISTRICT INTENSITY AND MIX OF USES

The TOD districts are planned as shown on the Conceptual Land Use Map (see Figure 4) in the Areawide Recommendations. The planned development intensity and the planned mix of uses for the TOD districts is based on whether an area is planned for the Transit Station Mixed Use or the Residential Mixed Use category.

The Transit Station Mixed Use area is the critical area for establishing the core of a compact, mixed-use, walkable transit-oriented environment and should provide a balanced mix of uses to include office, retail, hotel, institutional and public facility uses as well as new residential uses. These areas are planned for the highest development intensity in the TSAs. The planned development intensity for these areas is provided as a range of floor area ratios (FARs). The low end of the range is the minimum FAR that will be considered for redevelopment proposals within the Transit Station Mixed Use area. The high end of the range represents the FAR available for redevelopment on the parcels adjacent to the transit station entrance pavilions. Generally, the parcels that are not consolidated with or part of a coordinated development plan with one or more parcels adjacent to the transit station entrance pavilion are planned for the mid-point of the range. However, redevelopment proposals for these parcels with a higher proportion of residential use than office and other non-residential uses may realize an FAR above the mid-point of the range as described below. The Transit Station Mixed Use areas are planned for 50 percent residential and 50 percent non-residential uses.

The Residential Mixed Use area is generally planned for existing and approved office uses, significant new residential uses and new retail and hotel uses. The planned development intensity is provided as a maximum FAR and a maximum number of residential units. These areas are planned for 75 percent residential and 25 percent non-residential uses.

For initial proposals in the TOD areas that include at least two buildings, the percentages in the Conceptual Land Use categories should serve as a guide for individual developments. However, flexibility to adjust the percentages on a case-by-case basis may be considered for some initial proposals to develop or redevelop one building for small parcels in order to further other planning objectives. Once buildings encompassing a true mix of uses have been constructed in the TOD districts, additional flexibility in the mix of uses in a given proposal may be considered for subsequent approvals.

If a property or properties under common ownership that are proposed to be developed under a unified development plan are split between two Conceptual Land Use categories, the development intensity and mix of uses should be based on the proportion of area in each category. However, flexibility in the location of proposed uses may be granted as long as they achieve TOD objectives and contribute to the character recommended for the subject area. The

desired balance between uses may not always be achievable, at least on an interim basis, due to market demand or other economic factors. In such cases, appropriate commitments should be required to insure interim development does not alter the character of the TSA and that ultimately the mix of uses will be in place consistent with Plan guidance.

WIEHLE-RESTON EAST TRANSIT STATION AREA

The Wiehle-Reston East Transit Station Area is bounded on the north by Hidden Creek Country Club, Lake Fairfax Park and low-density residential neighborhoods to the north of Sunset Hills Road. On the north side of the DAAR, the TSA is bounded on the east by a Virginia Department of Transportation-owned storage facility. On the south side of the DAAR, it is bounded by Hunter Mill Road and to the south it is bounded by Sunrise Valley Drive. On the west and to the north of the DAAR, it is bounded by the Oracle campus and Old Reston Avenue while on the south of the DAAR, it is bounded by the Reston Square development.

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

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

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

Wiehle Station Transit-Oriented Development (TOD) District

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

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

Guidance for evaluating development proposals in each subdistrict is contained in the Areawide Recommendations and the following subdistrict recommendations. Redevelopment

options are dependent on the degree to which necessary public infrastructure can be provided and Plan objectives and development conditions set forth in the Areawide and subdistrict guidance can be satisfied by development proposals.

North Subdistrict

The North TOD subdistrict is comprised of approximately 193 acres and is bounded by the Hidden Creek Country Club on the north, Lake Fairfax Park on the northeast, the DAAR on the south and the Plaza America shopping center on the west. Sunset Hills Road extends from east to west through the subdistrict with Wiehle Avenue being the primary north-south street, as shown on Figure 26.

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

Base Plan

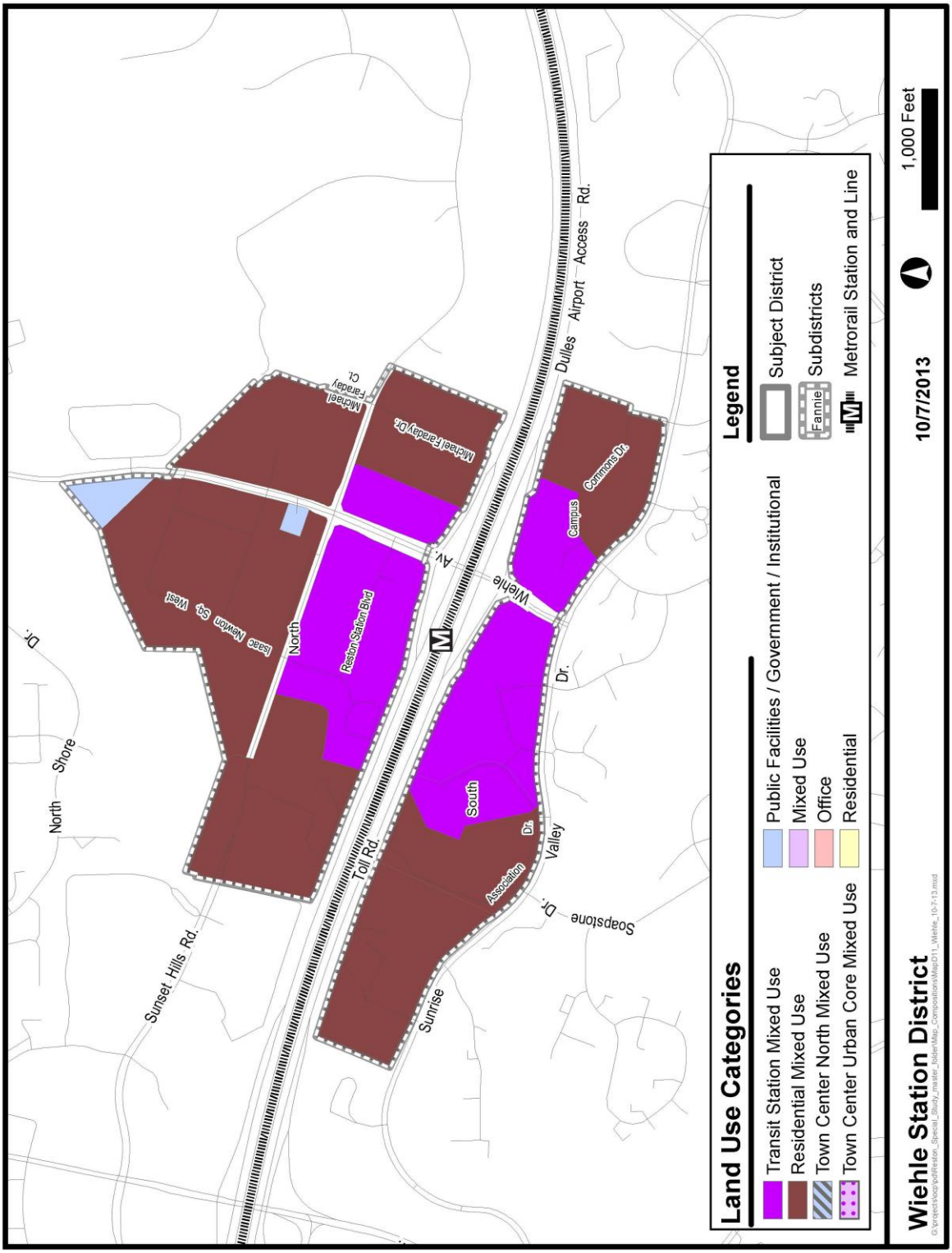
The subdistrict is planned for office use at .50 FAR or residential use at up to 30 dwelling units per acre.

Redevelopment Option

The vision for this subdistrict is for significant redevelopment at higher intensities in a mix of mid-rise and high-rise buildings with more diverse land uses than currently exist and a wider array of support services. Residential buildings should front on tree-lined streets and be designed with inviting street level facades. Reston Station Boulevard is expected to be extended west to Plaza American and east across Wiehle Avenue to Michael Faraday Drive. This new street will serve as a "main street" for the subdistrict, supporting a concentration of ground level retail uses and other active uses, including plazas and other open spaces.

Redevelopment proposals that include land to the east of Wiehle Avenue should provide improved pedestrian and bicycle crossings of this street that will increase pedestrian and bicyclists' safety, visibility and convenience. Crossings might include overpasses, underpasses or at-grade crossings. Each of these types of crossings can provide both benefits and drawbacks to creating a more hospitable pedestrian environment and depend upon the particular circumstances of each proposal.

Figure 26. Wiehle Station TOD District



The Transit Station Mixed Use area is planned for intensity within a 2.0 to 3.0 FAR range. The planned zoning target for office development in this subdistrict is 2.4 million square feet of existing, approved and new development. The planned zoning target for residential development is approximately 1,900 residential units. Development proposals should typically provide a mix of 50 percent non-residential use and 50 percent residential use. The approved mix of uses in the Reston Station development and the approved residential use adjacent to Reston Station present a reasonable opportunity to realize the desired Transit Station Mixed Use category mix of 50 percent non-residential uses and 50 percent residential uses. Individual developments may have flexibility to build more office use if other developments are built or rezoned with a use mix that contains proportionally less office. Ground level retail and support service uses are encouraged to add to the vibrancy and enhance the pedestrian environment. Support retail uses should be located in office, hotel or residential buildings and be complementary to other uses with the objective of allowing residents and employees to minimize daily automobile use.

The Residential Mixed Use area is planned for intensity up to 1.5 FAR, with the exception of the Isaac Newton Square area, see guidance below. The area is planned for predominantly residential uses (approximately 4,600 units) with a mix of other uses including office, hotel and supporting retail. Development proposals should typically be 75 percent residential use. The opportunity exists to achieve the Residential Mixed Use goal of 75 percent residential uses for the larger area if Isaac Newton Square redevelops in accordance with Plan guidance.

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

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

South Subdistrict

The South TOD subdistrict includes approximately 116 acres and is bounded by the DAAR on the north, Upper Lake Drive on the east, Sunrise Valley on the south and the Reston Heights mixed-use development on the west. Wiehle Avenue is the primary north-south street in the subdistrict, as shown on Figure 26.

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

Base Plan

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

Redevelopment Option

The vision for this subdistrict is for significant redevelopment at higher intensities in a mix of mid-rise and high-rise buildings with more diverse land uses than currently exist and a wider array of support services.

Redevelopment proposals that include land to the east of Wiehle Avenue should provide improved pedestrian and bicycle crossings of this street that will increase pedestrian and bicyclists' safety, visibility and convenience. Crossings might include overpasses, underpasses or at-grade crossings. Each of these types of crossings can provide both benefits and drawbacks to creating a more hospitable pedestrian environment and depend upon the particular circumstances of each proposal.

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

Existing manmade and natural features in the vicinity of Sunrise Valley Drive provide a particular opportunity to create small, semi-urban scale parks linked by trails and pedestrian

facilities planned for the TSA. Opportunities to cluster amenities in nodes along existing natural and stormwater features should be used to form a connected park amenity.

The Transit Station Mixed Use area is planned for intensity within a 1.5 to 2.5 FAR. The planned zoning target for office development in this subdistrict is 1.6 million square feet of existing, approved and new development. The planned zoning target for residential development is approximately 1,500 residential units. Development proposals should typically provide a mix of 50 percent non-residential use and 50 percent residential use. However, the existing amount of office development in Commerce Executive Park and a lack of vacant land in this subdistrict presents a challenge to realizing the desired goal of the Transit Station Mixed Use designation of 50 percent non-residential uses and 50 percent residential uses. Individual developments may have flexibility to build more office use if other developments are built or rezoned with a use mix that contains proportionally less office. Ground level retail and support service uses are encouraged to add to the vibrancy and enhance the pedestrian environment. Support retail uses should be located in office, hotel or residential buildings and be complementary to other uses with the objective of allowing residents and employees to minimize daily automobile use.

The Residential Mixed Use area is planned for intensity up to 1.5 FAR. The area is planned for predominantly residential uses (approximately 1,100 units) with a mix of other uses including office, hotel and supporting retail. Development proposals should typically be 75 percent residential use. The existing dispersed pattern of development and relatively low intensity along Association Drive represents an important opportunity to achieve the goal for Residential Mixed Use designated areas of 75 percent residential uses. Individual development may have flexibility to vary from the stated percentages if other developments are built or rezoned with a use mix that maintains these proportions for the area designated for the Residential Mixed Use category. Ground level retail and support service uses are encouraged to add to the vibrancy and enhance the pedestrian environment. Support retail uses should be located in office, hotel or residential buildings and be complementary to other uses with the objective of allowing residents and employees to minimize daily automobile use.

The Residential Mixed Use area includes parcels along Roland Clarke Place that are zoned Planned Residential Community (PRC) and are designated on the Reston Master Plan as Convention/Conference Center uses. Two of the parcels (Tax Map 17-4 ((14)) (1A) 2 and 3) have an approval for office and retail uses at a 3.55 FAR. Under the Redevelopment Option, they are planned for a mix of uses to include office, retail, hotel and residential up to a 3.55 FAR with a minimum of 50 percent of the FAR as residential. The remaining parcels along Roland Clarke Place are planned for office uses at .35 FAR or residential use with support retail at up to 1.0 FAR.

Reston East District

The Reston East District is generally bounded by Lake Fairfax Park on the north, by the Equestrian Park subdivision on the northeast, by a Virginia Department of Transportation-owned parcel and Hunter Mill Road on the east, by Sunrise Valley Drive on the south and by the Michael Faraday Court and the Campus Commons office park on the west, as shown on Figure

27. It consists of approximately 276 acres and is bisected by the DAAR. Development on the north side of the DAAR includes Lake Fairfax Business Center which houses office uses, a data center and large fitness facility; an ice rink and a U.S. Post Office facility. Most of the office buildings on the south side of Sunset Hills Road were built in the 1990s and 2000s. They are between 2-5 stories and are mostly served by surface parking although a few buildings do have structured parking.

Development on the south side of the DAAR consists of office uses located in 2-5 story buildings with support services, most of which have surface parking lots but a few office buildings built in the 1990s and 2000s are served by structured parking.

This district is planned to retain its employment activity focus, including office, light industrial, institutional and research and development (R&D) uses up to .50 FAR.

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

Existing manmade and natural features in the vicinity of Sunrise Valley Drive provide a particular opportunity to create small, semi-urban scale parks linked by trails and pedestrian facilities planned for the TSA. Opportunities to cluster amenities in nodes along existing natural and stormwater features should be used to form a connected park amenity.

The northern portion of Michael Faraday Court (parcels identified with Tax Map 18-3 ((5)) 6, 7, 8 & 9) has older, low-rise buildings that are potential redevelopment sites and include the Skatequest ice rink, an important private community recreation facility, which should be preserved in any redevelopment of this area. To provide an incentive for this facility to continue operation after redevelopment of this area, a redevelopment option of residential use up to a 1.0 FAR is planned provided these parcels are consolidated, safe, convenient pedestrian access is provided to the W&OD trail and to the pedestrian network for the TOD district, and the ice rink is a component of the redevelopment.

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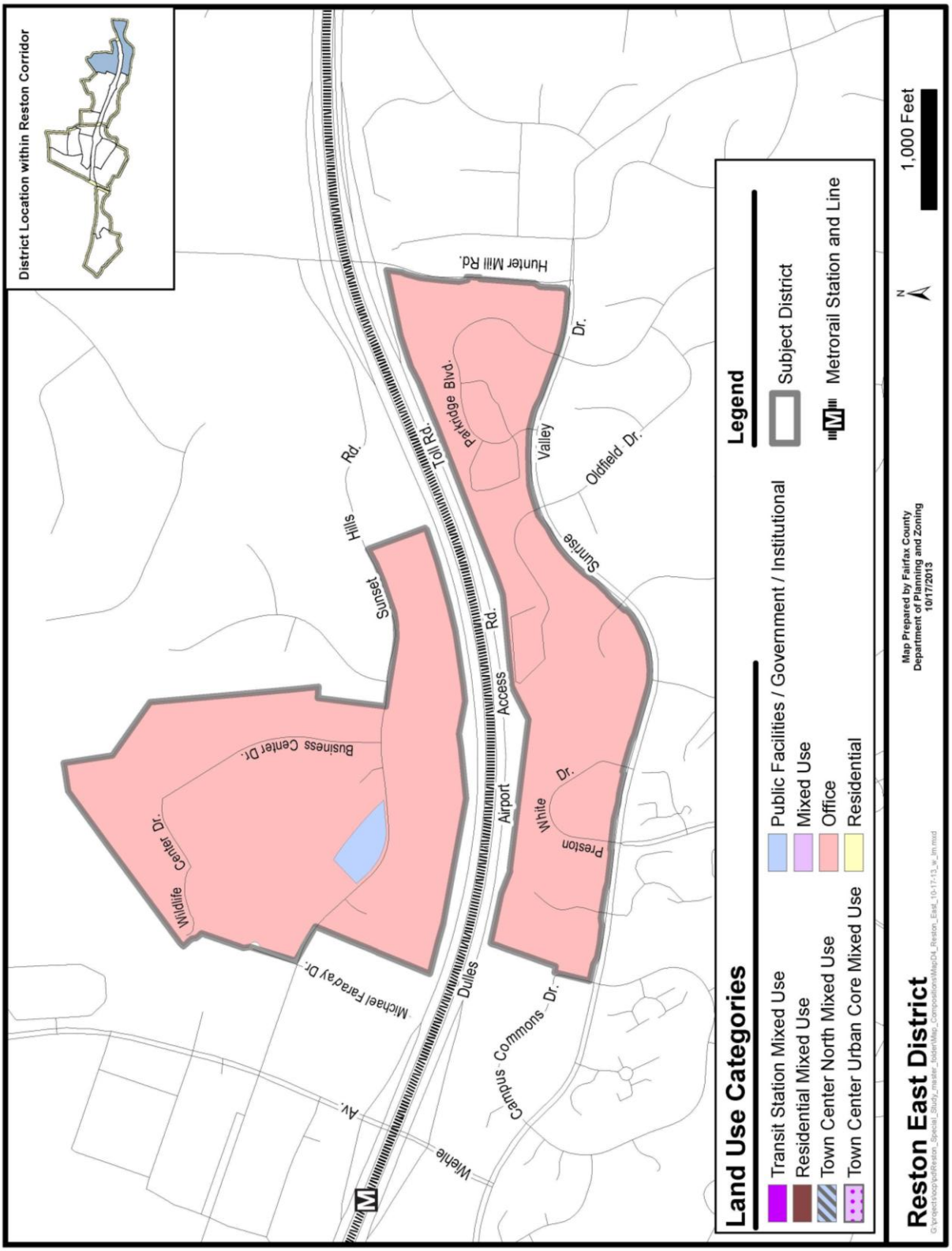
Figure 27. Reston East District



Sunset Hills District

The Sunset Hills District consists of approximately 64 acres and is bounded on the north by residential neighborhoods served by North Shore Drive, on the east by the western edge of Hidden Creek Country Club, on the south by the DAAR and on the west by Old Reston Avenue and the Oracle campus, as shown in Figure 28.

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

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

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

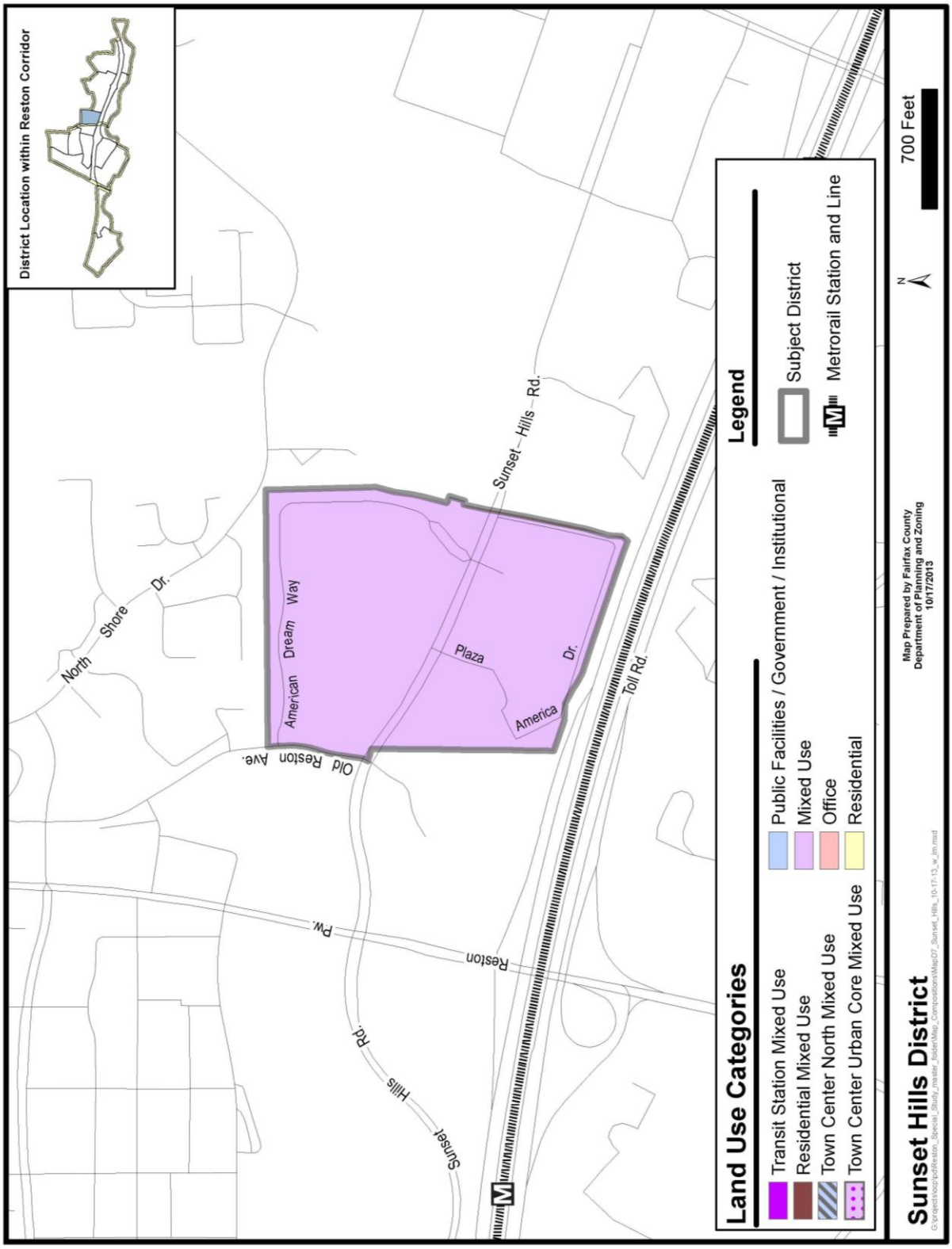
Opportunities to provide small-scale recreational waysides (e.g. seating areas, playgrounds) near the W&OD and in collaboration with NVRPA should be explored.

RESTON TOWN CENTER TRANSIT STATION AREA

The Reston Town Center Transit Station Area (TSA) is bounded on the north by Baron Cameron Drive, on the east by Reston Parkway, Old Reston Avenue and the Plaza America office development and development immediately west of Roland Clarke Place. To the south, the TSA is bounded by Sunrise Valley Drive, Reston Parkway, South Lakes Drive, and the residential neighborhoods south of the U.S.Geological Survey property. To the west, it is bounded by Fairfax County Parkway.

This TSA includes the Reston Town Center Station Transit-Oriented Development (TOD) District and six non-TOD Districts, specifically the Town Center Urban Core District, the Town Center North District, the Town Center West District, the Old Reston Avenue District, the Reston Heights District and the Central Sunrise Valley Drive District. The Reston Town Center Station TOD District is further divided into the North Subdistrict and South Subdistrict and the Town Center North District is further divided into the Spectrum Subdistrict and the Town Center Park Subdistrict.

Figure 28. Sunset Hill District



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

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

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

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

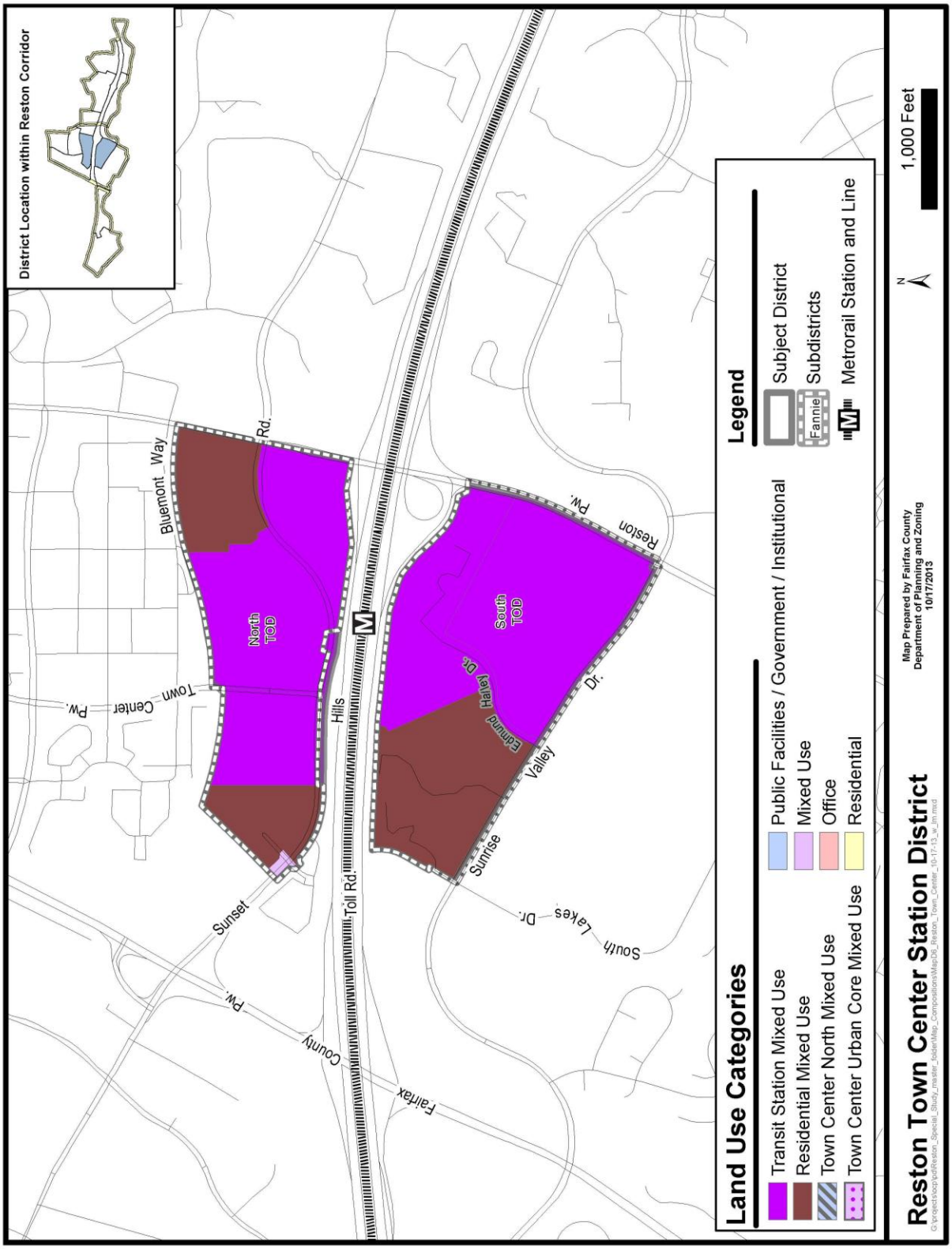
The district is divided into two subdistricts, as shown on Figure 29 - the North subdistrict and the South subdistrict. The vision for the North subdistrict is an extension of the Town Center core with a balanced mix of uses to include new office uses, destination retail uses and restaurants, a hotel with convention facilities, a significant residential component, one or more civic uses and ground floor uses that foster a varied and interesting pedestrian environment.

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

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

draft

Figure 29. Reston Town Center Station TOD District



North Subdistrict

The North subdistrict is comprised of approximately 88 acres and is bounded by the W&OD trail on the north, Reston Parkway on the east, the DAAR on the south and the YMCA property on the west. Sunset Hills Road extends from east to west through the subdistrict with Reston Parkway and Town Center Parkway being the primary north-south streets. The subdistrict is strategically located between Reston Town Center urban core and the Reston Town Center Metro station.

Existing development includes several suburban office parks at intensities from .30 to .80 FAR located in buildings from 2-5 stories and served by both surface and structured parking. Other uses include an extended stay hotel, several restaurants and a vacant parcel that is currently being used as temporary surface parking lot.

Base Plan

The subdistrict is planned for a variety of uses, including office retail, residential and community-serving uses, at approved intensities of between .70 and 1.0 FAR or residential use at up to 30 dwelling units per acre.

Redevelopment Option

The vision for this subdistrict is for substantial redevelopment at higher intensities in predominantly mid- to high-rise buildings with more diverse land uses than currently exist and a wider array of support services. Redevelopment should create a series of urban plazas and parks to provide gathering places for people of all ages to enjoy festivals and community events.

Local-serving amenities including plazas, other urban parks, trails, and public art should be provided throughout the subdistrict to serve local leisure and recreation needs. The exact number of urban parks, their sizes and distribution will be determined by the amount and type of new development, in accordance with the Urban Parks Framework in the Policy Plan. Opportunities to provide small-scale recreational waysides (e.g. seating areas, playgrounds) or larger recreational or cultural facilities (e.g. gathering places) near the W&OD and in collaboration with NVRPA should be explored.

The Transit Station Mixed Use area is planned for intensity within a 3.0 to 4.0 FAR range. The planned zoning target for office development in this subdistrict is 3.0 million square feet of existing, approved and new development. The planned zoning target for residential development is approximately 2,600 residential units. Development proposals should typically provide a mix of 50 percent non-residential use and 50 percent residential use. The availability of vacant land in close proximity to the Metro station in this subdistrict presents an opportunity to realize the desired mix for Transit Station Mixed Use areas of 50 percent non-residential uses and 50 percent residential uses. Individual developments may have flexibility to build more office use if other developments are built or rezoned with a use mix that contains proportionally less office. Ground level retail and support service uses are encouraged to add to the vibrancy and enhance the pedestrian environment. Support retail uses should be located in office, hotel or

residential buildings and be complementary to other uses with the objective of allowing residents and employees to minimize daily automobile use. Development should be organized around a large, signature community gathering space near the station entrance.

The Residential Mixed Use area in the North TOD subdistrict is bounded on the north by the W&OD trail and is planned for residential uses up to 1.5 FAR (approximately 500 units). Development proposals should typically be 75 percent residential use. The low density retail development with surface parking located along the western boundary of the subdistrict presents an opportunity for new residential development. Individual development may have flexibility to vary from the stated percentages if other developments are built or rezoned with a use mix that maintains these proportions for the area designated as the Residential Mixed Use category. Ground level retail and support service uses are encouraged to add to the vibrancy and enhance the pedestrian environment. Support retail uses should be located in office, hotel or residential buildings and be complementary to other uses with the objective of allowing residents and employees to minimize daily automobile use.

South Subdistrict

The South TOD subdistrict is comprised of approximately 107 acres and is bounded by the DAAR on the north, by Reston Parkway on the east, by Sunrise Valley Drive on the south and by a self-storage business on the west. Reston Parkway and Edmund Halley Drive are the primary north-south streets.

Base Plan

The subdistrict is planned for office use at .50 FAR or residential use at up to 30 dwelling units per acre.

Redevelopment Option

The vision for this subdistrict is for significant redevelopment at higher intensities in a mix of mid-rise and high-rise buildings with more diverse land uses than currently exist and a wider array of support services. Residential buildings should front on tree-lined streets and be designed with inviting street level facades. A larger-scale district serving park that includes cultural and recreational amenities should be located within this subdistrict to provide outdoor spaces, places to be active, and areas to enjoy community events. This park will serve as a gathering space and may include a concentration of ground level retail uses along its perimeter.

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

Existing manmade and natural features in the vicinity of Sunrise Valley Drive provide a particular opportunity to create small, semi-urban scale parks linked by trails and pedestrian

facilities planned for the TSA. Opportunities to cluster amenities in nodes along existing natural and stormwater features should be used to form a connected park amenity.

The Transit Station Mixed Use area is planned for intensity within a 2.0 to 3.0 FAR range. The planned zoning target for office development in this subdistrict is 2.4 million square feet of existing, approved and new development. The planned zoning target for residential development is approximately 3,000 residential units. Development proposals should typically provide a mix of 50 percent non-residential use and 50 percent residential use. The existing development pattern, the presence of surface parking lots and availability of vacant land within close proximity to the Metro station present~~s~~ an opportunity to realize the desired mix for Transit Station Mixed Use areas of 50 percent non-residential uses and 50 percent residential uses. Individual developments may have flexibility to build more office use if other developments are built or rezoned with a use mix that contains proportionally less office. Ground level retail and support service uses are encouraged to add to the vibrancy and enhance the pedestrian environment. Support retail uses should be located in office, hotel or residential buildings and be complementary to other uses with the objective of allowing residents and employees to minimize daily automobile use.

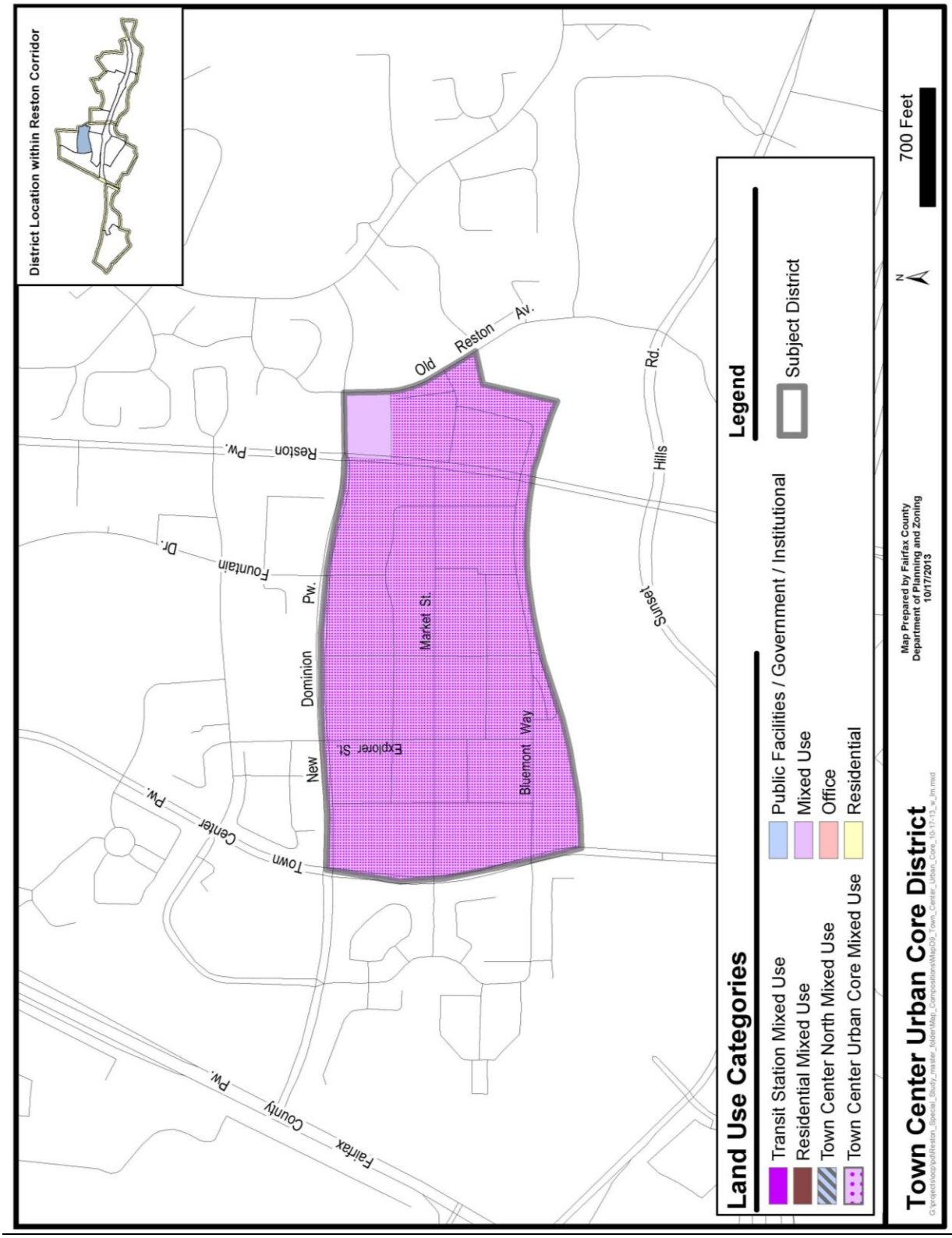
The Residential Mixed Use area in the South TOD subdistrict is planned for intensity up to a 1.5 FAR range. The area is planned for predominantly residential uses with a mix of other uses including office, hotel and supporting retail. Development proposals should typically be 75 percent residential use. The amount and location of current office buildings in this area designated as the Residential Mixed Use category present a challenge to achieve the goal of 75 percent residential uses. However, individual development may have flexibility in the stated mix percentages if other developments are built or rezoned with a use mix that maintains these proportions for the area designated as the Residential Mixed Use category. Ground level retail and support service uses are encouraged to add to the vibrancy and enhance the pedestrian environment. Support retail uses should be located in office, hotel or residential buildings and be complementary to other uses with the objective of allowing residents and employees to minimize daily automobile use.

Town Center Urban Core District

The Town Center Urban Core subdistrict is comprised of approximately 87 acres and is bounded by New Dominion Parkway on the north, Old Reston Avenue on the east, the W&OD trail on the south and Town Center Parkway on the west as shown on Figure 30.

Existing development includes the Reston Town Center, which has office, residential, retail and hotel uses. It also has an central plaza which serves as a significant community gathering place and an urban park which provides important green space and a location for active

Figure 30. Town Center Urban Core District



and passive recreation. On the east side of Reston Parkway is Stratford House, a multi-family residential community with a high-rise building and three low-rise buildings, is located on the east side of Reston Parkway and a three-story office building at the intersection of Temporary Road.

The part of the district to the west of Reston Parkway is planned for and developed with a variety of uses, including office, retail, residential and community-serving uses, at an approved intensity of up to .95 FAR for commercial uses. Residential uses do not have a maximum density. The part of the district to the east of Reston Parkway is planned for residential and/or hotel uses. The Stratford House development is planned for its currently approved density. The parcel with the three-story office building located at the corner of Reston Parkway and Temporary Road is planned for redevelopment to a development intensity that will result in a new building at a similar scale to the high-rise building in the Stratford House development.

This is planned to be realized by a residential use at up to a 3.0 FAR or a hotel use up to a 2.5 FAR.

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

Town Center North District

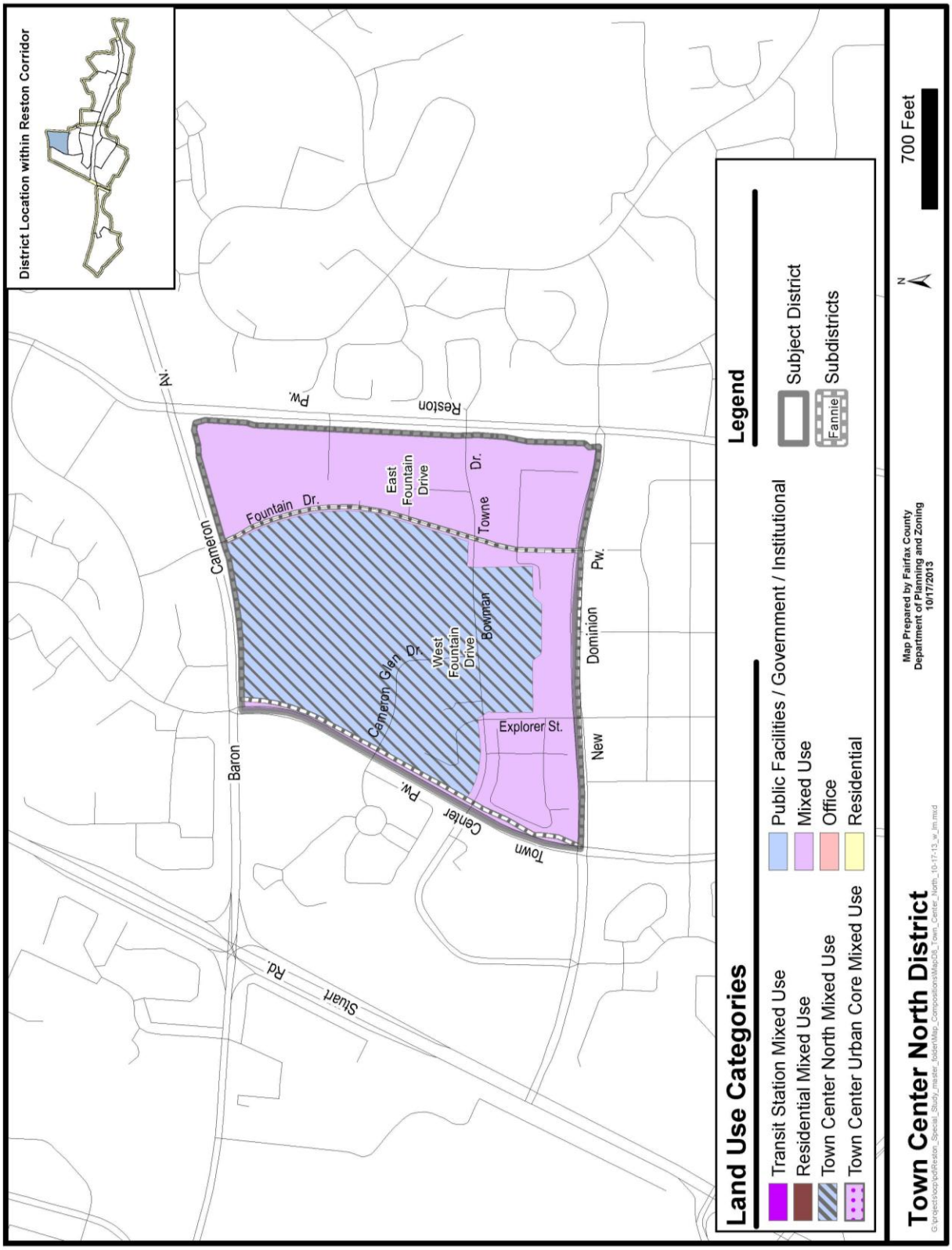
The vision for the Town Center North District is as an extension of the Town Center Urban Core with a significant civic presence at a lower overall intensity and a tapering of height from south to north and east to west. This new urban neighborhood should have a grid of pedestrian-oriented streets that connect to the maximum extent possible with existing and planned streets.

The district is divided into two subdistricts: the West Fountain Drive subdistrict and the East Fountain Drive subdistrict, as shown on Figure 31.

West Fountain Drive Subdistrict

The West Fountain Drive subdistrict is comprised of approximately 66 acres. The vision for this subdistrict is for significant redevelopment at higher intensities in a mix of mid-rise and high-rise buildings with more diverse land uses than currently exist and a wider array of support services. A major urban park and community-gathering space should be located in the center of the subdistrict and a key design feature in organizing the layout of the subdistrict. Residential buildings should front on tree-lined streets and be designed with inviting street level facades.

Figure 31. Town Center North District



The subdistrict includes a broad variety of County and institutional uses. Civic uses including a regional library, the North County Governmental Center (the Supervisor's offices and local police station), the Embry Rucker Shelter, a human services office building, a 30-unit townhouse development and a 5 acre public park. ~~(for passive recreation).~~ Other private uses include two residential uses - a low rise condominium along Taliesin Place in the southwest corner of the subdistrict and the Paramount, a high rise condominium in the southeast quadrant of the subdistrict - a child care center, a rehabilitation center, an assisted living facility and medical offices.

Within the subdistrict is a redevelopment area that includes all of the land bounded by Baron Cameron Avenue on the north, Fountain Drive on the east and Town Center Parkway on the west. This area also includes three parcels to the south of Bowman Towne Drive where the Embry Rucker Shelter and Reston Regional Library are located, as well as Tax Map 17-1 ((17)) 5A, a small vacant parcel in the southwest corner of Fountain Drive and Bowman Towne Drive.

The redevelopment area is planned for up to a .90 FAR for non-residential uses, which should include office, public, institutional, medical care, hotel, and retail uses, and a minimum of 1,000 residential units. The public uses may include public safety uses, libraries, shelters, schools, a recreation center, government offices, a performing arts center, and institutions of higher education. The locations of the existing residential uses are planned to maintain their current use, density and character.

The areas outside of the redevelopment area include the Winwood Child Center, which is planned for the previously approved intensity and mix of uses. The undeveloped parcel south of the Reston Regional Library should be considered for redevelopment only if it is consolidated with the adjacent parcel on which the library is located.

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

East Fountain Drive Subdistrict

This subdistrict is approximately 29 acres and comprised of a mixture of residential, office, hotel, and retail uses. The subdistrict has an approved Planned Residential Community (PRC) plan for significant redevelopment (up to 790,000 square feet of non-residential uses and approximately 1,440 residential units) in a combination of mid-rise and high-rise buildings and with a diverse mix of land uses, including office, hotel, retail and residential uses.

The subdistrict is planned for approved uses and development intensities.

Local-serving amenities including plazas, other urban parks, trails, and public art should be provided throughout the subdistrict to serve local leisure and recreation needs. The exact

number of urban parks, their sizes and distribution will be determined by the amount and type of new development, in accordance with the Urban Parks Framework in the Policy Plan.

Two new developments are proposed for this sub-district. The Spectrum development is approved for a mix of uses to include office, residential, and retail at an approved intensity of .67 FAR. The office tower replacing the Town Center Office Building is approved for a mix of uses to include office, retail and/or eating establishments at an approved intensity of 4.08 FAR.

Town Center West District

The Town Center West District consists of approximately 163 acres and is bounded on the north by Baron Cameron Avenue, on the east by Town Center Parkway, on the south by the DAAR and on the west by Fairfax County Parkway, as shown on Figure 32. It is planned for and developed with a diversity of uses including townhouses and multi-family housing, the Reston Hospital Center and associated medical office buildings, a YMCA facility, a Reston Association storage facility and a Target store. The district is planned to maintain existing character, uses and development intensities (.50-1.0 FAR).

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

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

Old Reston Avenue District

The Old Reston Avenue District is comprised of approximately 44 acres and is bounded on the northwest by the Stratford House residential community, Old Reston Avenue on the east, the DAAR on the south and Reston Parkway on the west, as shown on Figure 33.

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

Figure 32. Town Center West District

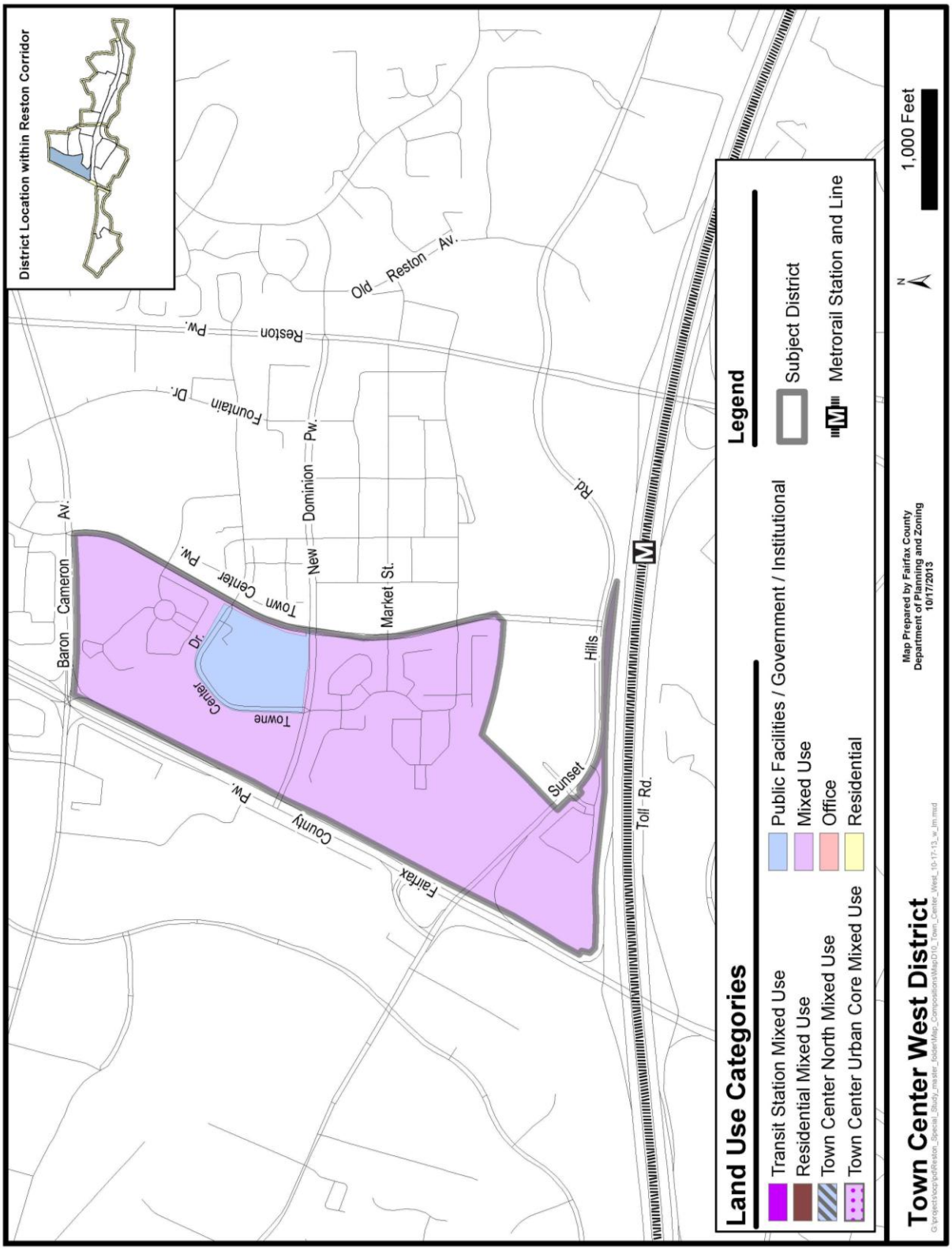
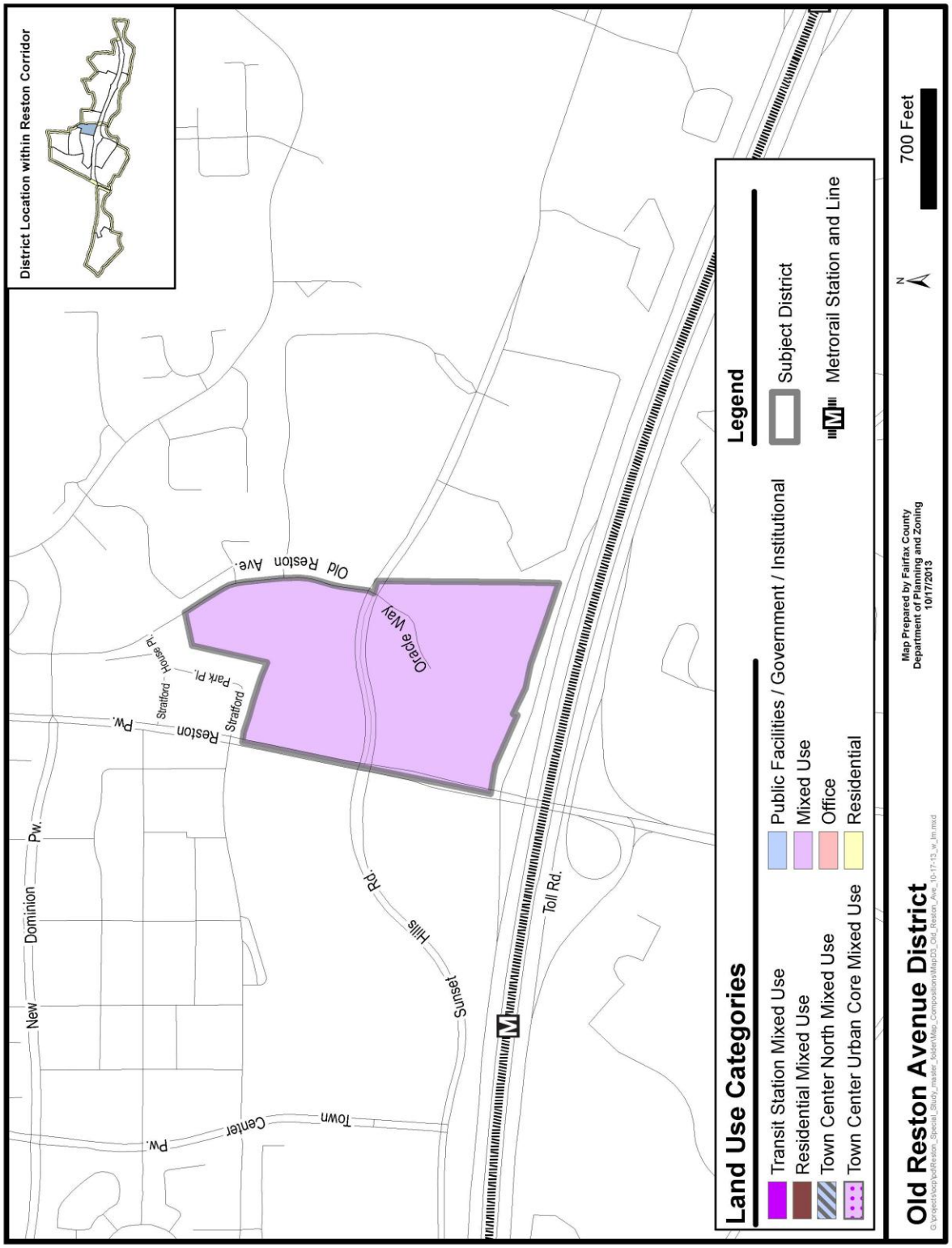


Figure 33. Old Reston Avenue District



The Old Reston Avenue district is planned for mixed use up to .50 FAR or office and retail uses at currently approved development intensities. The Oracle campus to the east of Reston Parkway is planned for office and residential uses at an already approved intensity of 1.11 FAR.

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

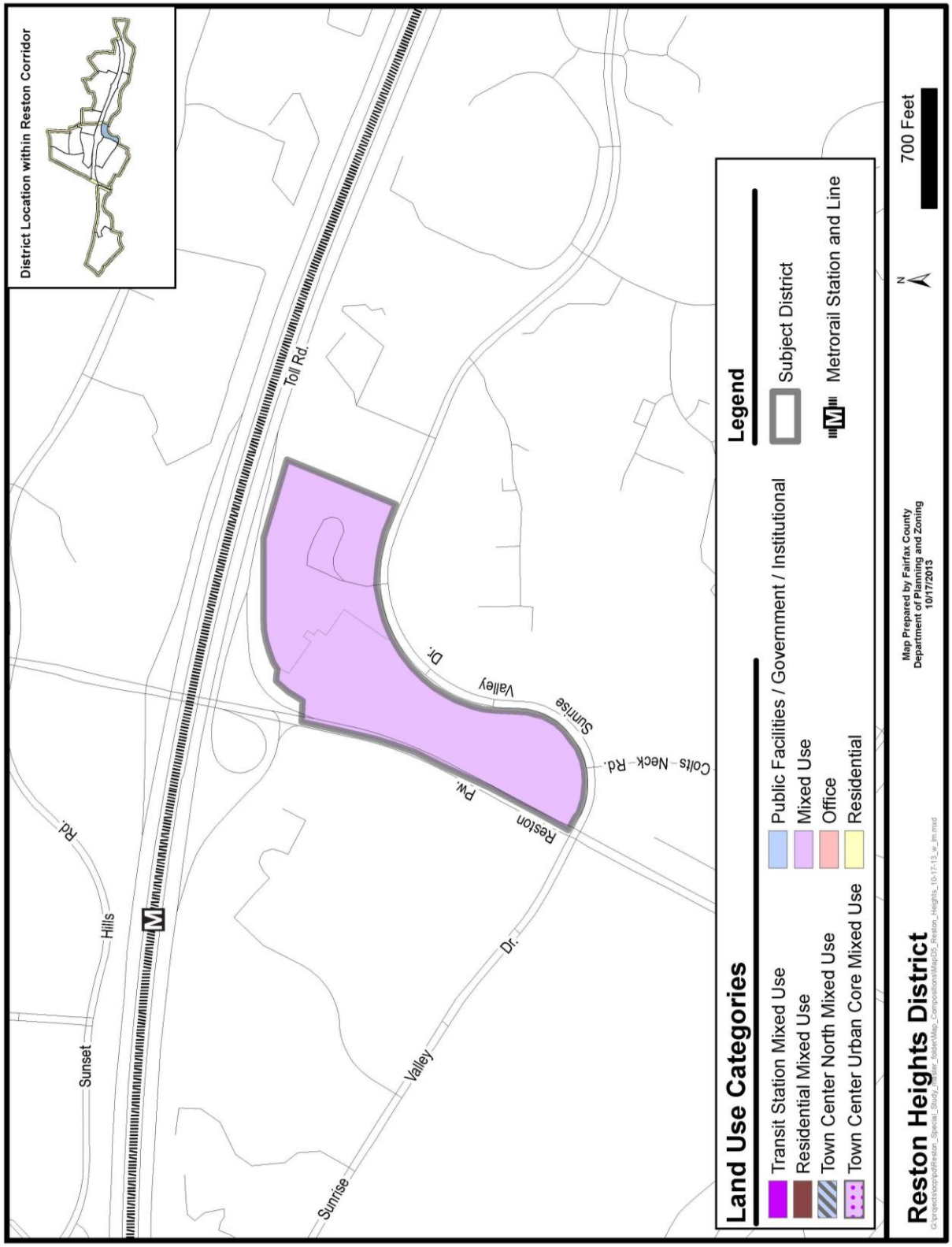
Opportunities to provide small-scale recreational waysides (e.g. seating areas, playgrounds) near the W&OD and in collaboration with NVRPA should be explored.

Reston Heights District

The Reston Heights District consists of approximately 35 acres and is bounded on the north by the DAAR, on the east by development along Roland Clarke Place, on the south by Sunrise Valley Drive and on the west by Reston Parkway, as shown on Figure 33. Existing development includes the Reston International Center and the surrounding Reston Heights mixed-use development and the Reston Sheraton and the adjacent Reston Square mixed-use development. Other uses include a mix of retail and office uses in a low density commercial area oriented toward Sunrise Valley Drive. The Reston Heights development that includes the Reston International Center is approved for a mix of uses to include office, residential, and retail uses at an approved intensity of 2.8 FAR. The Reston Square development is approved for a mixed use development including office, residential, hotel and retail at a 1.07 FAR and has largely been built as approved.

The district is planned for existing and approved uses and development intensities.

Figure 34. Reston Heights District



Central Sunrise Valley District

The Central Sunrise Valley District includes 205 acres and is generally bounded by the DAAR on the north, Edmund Halley Drive on the east, South Lakes Road on the south and the Fairfax County Parkway on the west, as shown on Figure 35.

It is planned for and developed with office and light industrial uses. The district includes the headquarters of the U.S. Geological Survey (USGS). The area west of the USGS and south of Sunrise Valley Drive is planned for light industrial use up to .35 FAR, while office use up to .50 FAR is appropriate for the balance of the district. For the area within ½ mile of the Reston Town Center station platform, residential use up to 30 dwelling units per acre is appropriate.

This district should be considered as a potential location for a future urban elementary school. The USGS site in particular should be evaluated for this use. At such time as the need for a second elementary school has been identified by Fairfax County Public Schools, this district should be re-evaluated for the possibility of additional development potential.

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

Existing manmade and natural features in the vicinity of Sunrise Valley Drive provide a particular opportunity to create small, semi-urban scale parks linked by trails and pedestrian facilities planned for the TSA. Opportunities to cluster amenities in nodes along existing natural and stormwater features should be used to form a connected park amenity.

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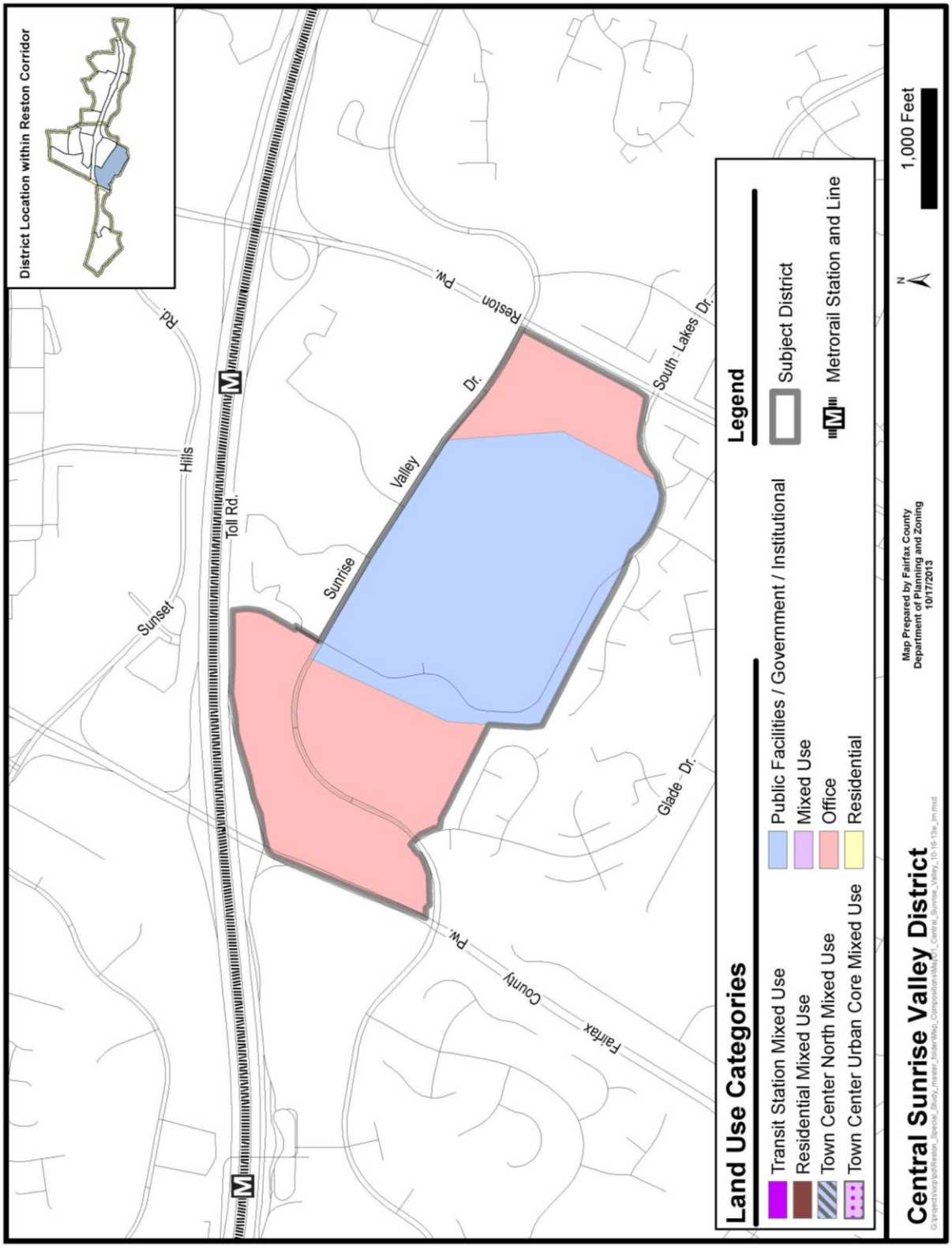
Figure 35. Central Sunrise Valley District



HERNDON TRANSIT STATION AREA

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

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

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

As described in the Areawide text on Urban Parks, Recreation Facilities, and Cultural Facilities, athletic field needs will be met through improvements to existing nearby fields as well as the construction of new fields. Contributions toward improvements sufficient to upgrade at least one full-service athletic field in the vicinity of this TSA should be provided with development.

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

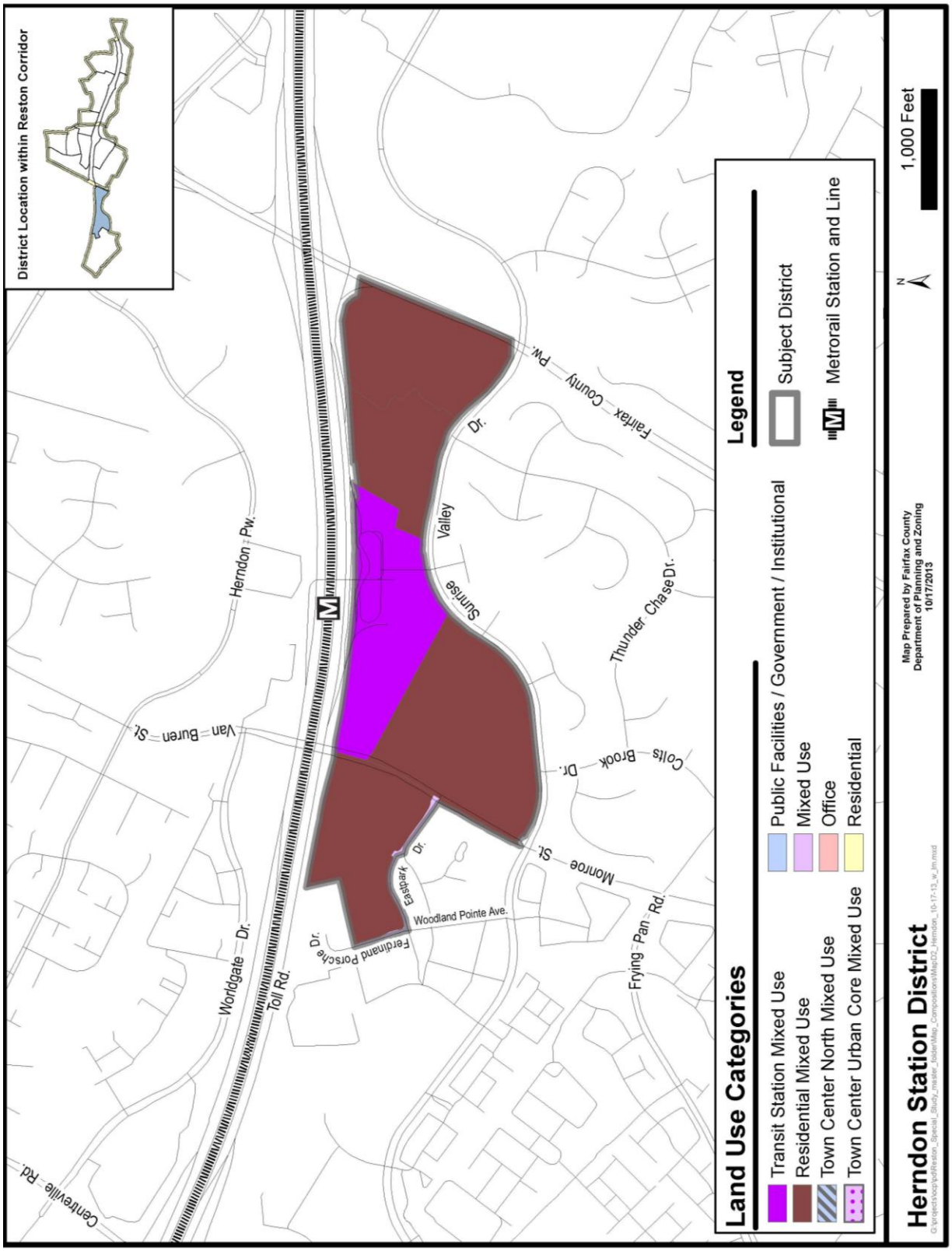
Herndon Station Transit-Oriented Development (TOD) District

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

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

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

Figure 36. Herndon Station TOD District



Existing development in the district is a combination of low rise suburban office buildings with surface parking and mid-rise office buildings with structured parking. The Herndon Park-and-Ride facility is located adjacent to the planned transit station platform. The four-level County-owned and operated transit center (for Fairfax Connector bus service) and park-and-ride facility has 1,700 spaces and will be expanded to provide 3,500 spaces for Metro parking. The Sunrise Valley Park Wildlife Habitat and Nature Preserve is an approximately 14 acre man-made publicly accessible wetland area in the district with a notable diversity of wildlife and a boardwalk facility that crosses the wetland. In addition, there is an approximately 21 acre vacant parcel in the northeastern corner of the Woodland Park mixed-use development along Monroe Street.

Base Plan

The subdistrict is planned for office use at .50 FAR or residential use at up to 30 dwelling units per acre. The parcel at the eastern end of Woodland Park is planned for mixed-use development up to .70 FAR and has an approved rezoning for approximately 1 million square feet of office use.

Redevelopment Option

The vision for this district is for redevelopment at higher intensities with more diverse land uses than currently exist and a wider array of support services.

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

The Transit Station Mixed Use area is planned for intensity within a range of 1.5 to 2.5 FAR. The planned zoning target for office development in this subdistrict is 2.1 million square feet of existing, approved and new development. The planned zoning target for residential development is approximately 2,000 residential units. Development proposals should typically provide a mix of 50 percent non-residential use and 50 percent residential use. The availability of vacant land within close proximity to the Metro station presents an opportunity to realize the desired mix for Transit Station Mixed Use areas of 50 percent non-residential uses and 50 percent residential uses. Individual developments may have flexibility to build more office use if other developments are built or rezoned with a use mix that contains proportionally less office. Ground level retail and support service uses are encouraged to add to the vibrancy and enhance the pedestrian environment. Support retail uses should be located in office, hotel or residential buildings and be complementary to other uses with the objective of allowing residents and employees to minimize daily automobile use.

The Residential Mixed Use area is planned for intensity up to 1.5 FAR (approximately 2,700 units). The area is planned for predominantly residential uses with a mix of other uses including office, hotel and supporting retail. In addition, the wetlands area should be preserved. The availability of vacant land in this district creates an opportunity to achieve the Residential

Mixed Use goal of 75 percent residential uses. Individual development may have flexibility to vary from the stated percentages if other developments are built or rezoned with a use mix that maintains these proportions for the area designated as the Residential Mixed Use category. Ground level retail and support service uses are encouraged to add to the vibrancy and enhance the pedestrian environment. Support retail uses should be located in office, hotel or residential buildings and be complementary to other uses with the objective of allowing residents and employees to minimize daily automobile use.

Woodland Park/Great Oak District

The vision of the Woodland Park/Great Oak District is to maintain the character, uses and intensities/densities of existing development.

Woodland Park Subdistrict

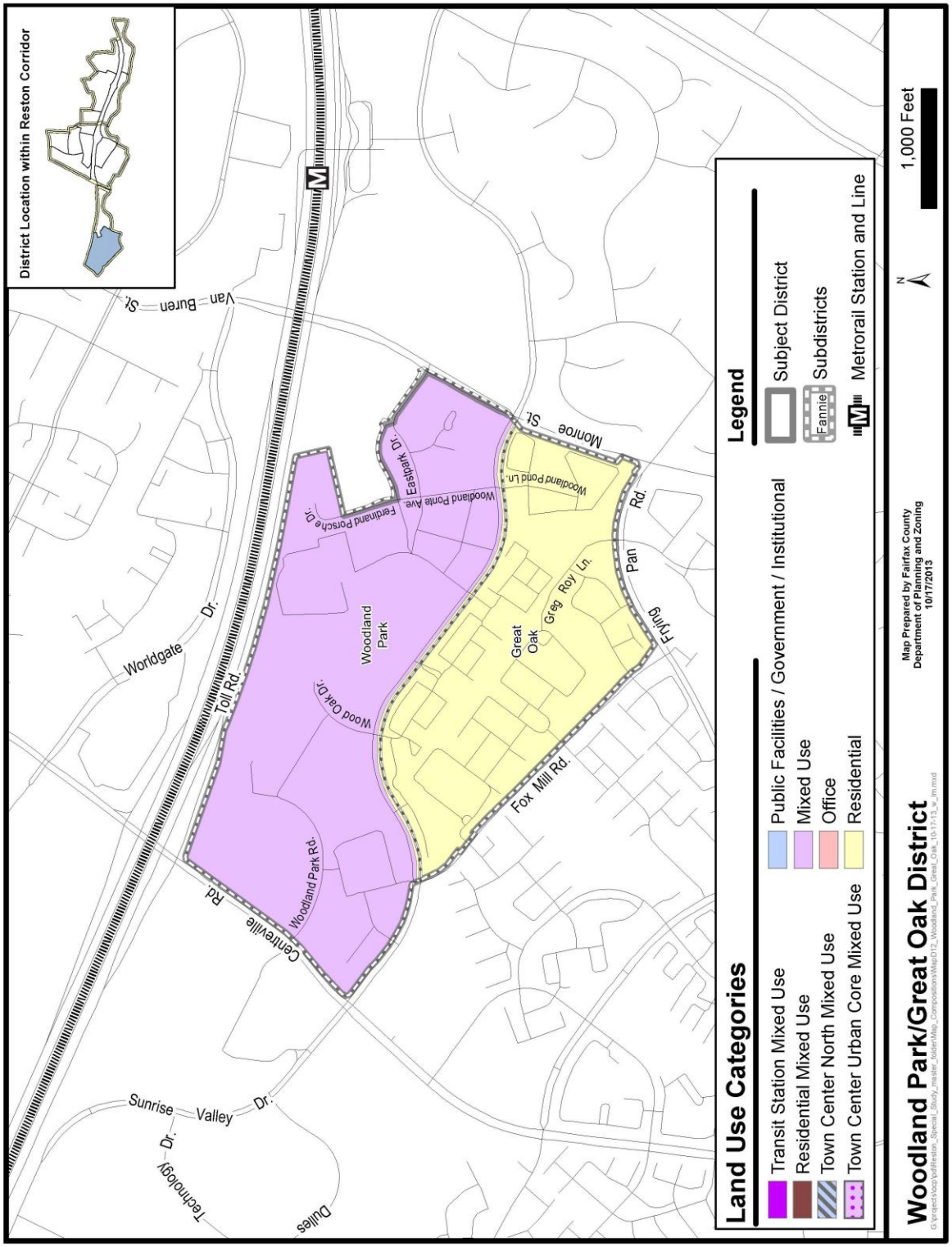
The Woodland Park development consists of approximately 163 acres and is bounded by the DAAR on the north, Monroe Street on the east, Sunrise Valley Drive on the south and Centreville Road on the west, as shown on Figure 37. It is planned and developed as a major mixed-use development up to .70 FAR, with office, retail, hotel and residential uses. This area along the DAAR has high visibility and is appropriate for high quality development including corporate headquarters, hotels and office buildings. Mixed-use developments should create a viable, quality living environment with active recreation facilities and other amenities for residents. Residential development should be sited away from the DAAR and towards Sunrise Valley Drive. Support retail and service uses are appropriate in office, hotel or residential buildings.

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

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

Specifically, development in Woodland Park should incorporate recreational amenities for employees and residents, such as walking/jogging paths, exercise stations, and multi-use courts that are appropriate to the mix of potential users and their needs. The development of this area should incorporate a vehicular circulation network that is appropriate to the type and intensity of the ultimate uses and the pattern of subdivision.

Figure 37. Woodland Park/Great Oak District



Existing manmade and natural features in the vicinity of Sunrise Valley Drive provide a particular opportunity to create small, semi-urban scale parks linked by trails and pedestrian facilities planned for the TSA. Opportunities to cluster amenities in nodes along existing natural and stormwater features should be used to form a connected park amenity.

Great Oak Subdistrict

The area south of Sunrise Valley Drive includes approximately 99 acres and is bounded by Monroe Street on the east and Fox Mill Road on the south and west. The subdistrict, composed of 100 percent residential uses, includes the Great Oak subdivision, a development of townhouses and single family homes; the Woodland Park Apartments; and the Fox Mill Station condominiums. This area was previously zoned for industrial use and planned for office use with options for residential use to provide housing to complement the office uses in Woodland Park and to add to the diversity of housing types in this area.

As this area has been developed according to the residential Plan options, it is now planned for residential uses at the approved densities to maintain its existing character.

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