

Reston Transit Station Areas

DRAFT Comprehensive Plan Text Introductory and Areawide Land Use sections

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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. 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. For purposes of the Comprehensive Plan, these stations are surrounded by Transit Station Areas (TSAs). The Wiehle-Reston East and Reston Town Center TSAs are located along both sides of the Dulles Toll Road from Hunter Mill Road on the east to Fairfax County Parkway on the west. The Herndon TSA is bounded by Fairfax County Parkway on the east, Sunrise Valley on the south and Centreville Road on the west.

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

Within each Transit Station Area is a Transit-Oriented Development (TOD) District that is planned to evolve into a compact, pedestrian-oriented, mixed-use community focused around the transit station. The planning objective for these TOD districts is to encourage a complementary mix of uses at intensities that will result in a more urban form in the areas located within a 5-10 minute walk of the transit station platforms or approximately $\frac{1}{4}$ to $\frac{1}{2}$ mile from the station.

CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development 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 areas designated for transit-oriented development. 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. As of

2013, the area previously designated as the Reston-Herndon Suburban Center will not be described as a single Suburban Center but rather as three Transit Station Areas (TSAs) located within Reston. This change is meant to foster transit-oriented development at the three Metrorail stations and emphasize the connection between these TSAs and the larger Reston community.

A guiding concept at Reston's founding was that residents should have the opportunity to work close to where they lived. The Reston Master Plan designated most of the area contained within the three TSAs for office and research and development use. From the 1960s until 2011, much of the land within Reston along the Dulles Corridor was subject to restrictive covenants, which limited residential and hotel uses. The covenants were voluntarily lifted in 2011 by property owners in the area known as the Reston Center for Industry and Government, creating the opportunity for the desired mixed-use development in the TSAs.

Reston Master Plan Special Study Task Force

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

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

VISION FOR RESTON

Reston has since its inception been envisioned to be a place to live, work and play. It will continue to evolve over the next four or five decades into a community with an even greater variety of opportunities to do so. The goal is to achieve a better balance between the jobs available and the housing opportunities

near those jobs. A specific objective of approximately 3.0 jobs per household measured across the entire Reston community is established with this plan. Much of the future employment and residential growth is planned to occur in the three Transit Station Areas, with a significant proportion of the new growth planned for the Transit-Oriented Development areas located within one-half mile of the transit station.

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

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

- Planning will take full advantage of the Metrorail Silver Line Extension. Metrorail will connect to the Washington Metropolitan Region and Washington Dulles International Airport and will be complemented by improved station area connectivity, a strong local and regional bus network, complete streets that serve pedestrians, bicyclists and transit users, and a network of trails.
- The community's greatest densities will be at the three Metro station areas. A broad mix of regional retail and other attractions will be part of an enhanced urban center at the Town Center and strong local retail and a variety of amenities will characterize the other Metro station areas and village centers. To address congestion, the station areas will have an appropriate balance of residential uses and employment opportunities.
- A full range of housing choices will be provided for households of all incomes and needs.
- Employment opportunities will build upon the existing mix of international and national corporations, professional associations, centers for advanced technology, research and development companies, and local services.
- A strong institutional component will include a major hospital center, a regional government center, a new 21st century regional public library, a major fine and performing arts center, other civic and cultural uses, and public and private educational institutions of higher learning.

- Planning will emphasize protection of natural areas and the environment development of an array of cultural, educational, and recreational opportunities.

Planning Principles

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

1. Excellence in planning, urban design, and architecture will be community hallmarks.

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

2. Planning will provide for environmental sustainability and green technology.

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

3. Development will be phased with infrastructure.

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

4. Reston will continue to offer a mix of urban and suburban life styles.

The Metro Silver Line extension will add opportunities for transit-oriented development to Reston's already diverse and unique community. In terms of emphasis:

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

5. The rail corridor will be transformed.

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

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

10. Public participation in planning and zoning will continue to be the community's foundation.

Local participation should remain a hallmark of the planning and zoning processes as Reston continues to evolve as a complete community for the 21st century over several decades. The cumulative impacts of development and redevelopment should be continually assessed and evaluated.

Planning Horizon

The evolution of Reston's Transit Station Areas is projected to occur over a period of 40 years or more. This Comprehensive Plan guidance is designed to guide redevelopment over the next 20 years and is in line with growth forecasts for housing and employment to 2030. The Plan seeks to achieve transit-oriented, compact, higher-intensity mixed use development adjacent to and in close proximity to the three transit stations to accommodate future growth in a manner that best utilizes the investment being made in the extension of the Metrorail Silver Line to Dulles Airport and beyond into Loudoun County to the west. As development occurs, it will be monitored and additional planning efforts will be identified as needed to update the Plan so that it continues to provide the appropriate guidance needed to achieve the community's stated vision.

AREAWIDE RECOMMENDATIONS

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

Land Use

The overall land use approach for the Transit Station Areas envisions a change from the current pattern of low to medium density office parks to a mixed-use pattern that balances office, residential, retail, 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 each Transit Station Area divides the TSA into a TOD District and one or more Non-TOD Districts. Some of these Districts have been divided into Sub-Districts for the purpose of organizing land use recommendations. The three TOD Districts are located around the station platforms, are planned for the highest intensities within each TSA and are envisioned to become vibrant neighborhoods with a distinct character.

The new office uses to be built in the TOD Districts should be concentrated in mixed use developments within $\frac{1}{4}$ mile of the Metro station platforms. Exceptions to this approach should only be considered to facilitate the provision of significant new public infrastructure such as the planned new crossings of the Dulles Toll Road. The predominant use in new development in areas between $\frac{1}{4}$ and $\frac{1}{2}$ mile of the stations should be multifamily housing in order to realize the objective of achieving an improved jobs-to-housing balance in Reston. A general description of each TOD District is provided below.

TOD Districts – The three TOD Districts are as follows:

Wiehle District: The Wiehle TOD District should be a signature gateway to Reston with a robust residential component and new office development focused in the area located within $\frac{1}{4}$ mile of the station platform. It is divided into two sub-districts: the North Sub-district and South Sub-district. In the North Sub-district, a new east-west street, Reston Station Boulevard, should be extended as a parallel street to Sunset Hills Road and developed with retail uses with an emphasis on retail and commercial uses serving the TOD neighborhood. The Wiehle District is envisioned to include an institution of higher-learning.

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

The North Town Center Sub-district is planned to be a continuation of the high-density, taller urban character of the Reston Town Center core. It is also envisioned to improve connectivity, particularly for pedestrians and bicyclists, to the Reston Town Center core.

The South Town Center 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. Consequently, it is envisioned to develop with a somewhat lower overall intensity in the planning horizon of this Plan.

Herndon District: The Herndon TOD District is located on the south side of the Herndon Transit Station platform. It is envisioned to be a more moderate-intensity neighborhood with new office uses located within ¼ mile of the station platform and residential uses added in the area located between ¼-½ mile from the station platform. New development within this TOD District should preserve the wetlands located along Sunrise Valley Drive.

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

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

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

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

West Town Center District: This district contains a variety of residential and commercial 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 serve largely the same function as it currently does over the Planning Horizon of this Plan.

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

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

Land Use Categories - The following land use categories indicate a general characterization of the mix of uses; however, the appropriate mix for any given project will be evaluated on a case-by-case basis during the rezoning/development review process. It should be noted that the appropriate mix for proposed development (redevelopment) will be affected by the other TOD and non-TOD development that has already occurred or been approved within the TSA. Projects

that encompass multiple land use categories may be granted flexibility in the location of uses as long as they achieve TOD objectives and contribute to the character recommended for the subject area.

Transit Station Mixed Use: These areas are generally located close to the Metro stations and include most parcels up to $\frac{1}{4}$ mile from the station platform. They are planned for a balanced mix of office, hotel, retail, institutional (including civic) and residential uses. The long-term goal is for each Transit Station Mixed Use area to achieve **50%** non-residential uses and **50%** residential uses on the basis of approved square footage.

Residential Mixed Use: These areas are generally located between $\frac{1}{4}$ and $\frac{1}{2}$ mile from the Metro station platforms. They are planned primarily for a mix of existing office uses and new residential uses and new commercial uses other than office uses. The long-term goal is for each Residential Mixed Use area to achieve **75%** residential uses on the basis of approved square footage.

Planned Development Potential

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

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

The Planned Development Potential of office uses is important because office uses represent the significant majority of existing uses and have high peak

period vehicle trip generation characteristics. New uses other than offices that have a significant impact on peak period trips should also be managed carefully and may be counted toward the office development level.

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

Development Review Performance Objectives

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

- *Achieve High Quality Site Design and Architecture* – Excellent site design in the TSAs should continue the Reston traditions of emphasizing community gathering places, integrating access to the natural environment when possible, and providing public art. In addition, there should be an emphasis on environmentally sustainable design and practices with non-residential development achieving U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) Silver certification or the equivalent, at a minimum. Residential development should be guided by the Fairfax County Policy Plan objectives on Resource Conservation and Green Building Practices. See additional guidance in the Environmental Stewardship and Urban Design sections.
- *Provide Pedestrian and Bicycle Connectivity throughout the Transit Station Areas* – New pedestrian and bicycle connections should be provide through facilities along complete streets within the TSAs and new or extended trails on both sides of the Dulles Toll Road connecting the three Metrorail stations. In addition, connections should be made from the Metrorail stations to the existing community trail network. See additional guidance in the Transportation section.
- *Achieve Greater Housing Diversity* – Future development should ensure that a diversity of housing is available in the TSAs. The residential component of mixed-use development should meet the needs of a variety of households such as families and seniors. To ensure the provision of adequate affordable housing, future development should meet county policies on affordable housing.

- Development proposals should meet the provisions of the Affordable Dwelling Unit Ordinance (ADU) when applicable.
- For the Policy Plan's Workforce Housing Policy, proposals seeking up to a 2.0 FAR should meet the current policy objective of 12% of total units as Workforce Dwelling Units (WDU). Proposals for development between a 2.01 and a 2.5 FAR should provide 14% of total units as WDUs. Proposals with an FAR between 2.51 and 3.0 should provide 16% of total units as WDUs while proposals between 3.01 and 4.0 FAR should provide 18% of total units as WDUs. Proposals with an FAR above 4.01 should provide 20% of total units as WDUs.
- *Provide Office Uses in Strategic Locations* – New office uses at higher intensities should be located within ¼ mile of the Metrorail station platforms to maximize use of transit by future office workers. In selected circumstances, increased office intensity may be considered for parcels outside of the ¼ mile radius if it will facilitate the provision of new public infrastructure, such as a new crossing of the Dulles Toll Road, or other critical public facilities. See additional guidance in the District Recommendations below.
- *Provide Retail and Hotel Uses* – Free-standing retail uses are strongly discouraged in all mixed-use projects proposing increased intensity. Retail uses should be integrated into buildings containing other uses. In addition, the retail uses should be designed and developed so as to allow employees and residents in each TSA to carry out daily activities with minimal need to use single-occupancy vehicles.

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

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

- *Encourage Parcel Consolidation* – For development proposals requesting increased intensity above the baseline recommendation, parcel consolidation is encouraged. Parcel consolidation should result in a logical assemblage of parcels and be of sufficient size to allow projects to function in a compatible, well-designed and efficient manner. In general, any unconsolidated parcels

should still be able to develop in a manner that supports the planning objectives of the Comprehensive Plan or should represent stable development.

- *Encourage Coordinated Development Plans*- Coordinated development plans may be an alternative to parcel consolidation. Coordinated development plans refer to two or more concurrent and contiguous development applications that demonstrate coordination of site design, building locations, urban design, open space amenities and signage, inter-parcel access where appropriate, roadway realignment or improvements, and parking facilities. When coordinated development plans are used in lieu of, or in addition to substantial consolidation, development proposals will need to ensure that projects function in a compatible, well-designed, efficient manner; compatible with development on adjacent properties; reflect coordinated phasing of improvements as needed (for example, providing links in a street grid); consistent with the overall intent of the land use concept to achieve a desired urban form and mix of uses; and do not preclude adjacent parcels from developing in conformance with the Plan.
- *Assess Locations for Residential and Other Noise-Sensitive Uses* - (*Still under development pending consultant study)
- *Encourage Educational Institution(s)* – An education institution is an appropriate complementary use to the other uses planned for TSAs. The Wiehle-Reston East TOD District has been identified as the preferred location for an institution of higher learning. To encourage public education uses in the TSAs, space devoted to this use will not be included in the overall calculation of the proposed FAR for the purposes of determining conformance of a mixed-use proposal with the applicable FAR specified in the District Recommendations, provided that it doesn't constitute more than one third of total development. However, this square footage will be considered in all other aspects of site development and traffic impact analysis.
- *Accommodate Existing Uses and Buildings* - In some instances, existing development may not be consistent with the long-term vision for the TSAs. This Plan is not intended to interfere with the continuation of existing land uses or buildings. If improvements to the open space or road network that are identified in the Plan are not feasible due to an existing building's location on the site, alternative streetscape and other design improvements intended to implement the Plan's vision may be considered.
- *Provide Transitions in Height and Massing to Existing Low Density Residential Areas* – The majority of existing residential communities adjacent to the TSAs are low density neighborhoods comprised of single family detached homes and townhomes. In most instances, these communities are separated from the TSAs by major roadways. Appropriate design measures such as reduced building

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

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

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

The details of the Special Exception for bonus intensity are still under review. The following guidance will be updated to reflect additional input.

Guidance for Special Exception (SE) Applications

- Rezoning applications that seek additional intensity through an SE should either include two development plans or show on one plan how additional the higher SE level development intensity will be accommodated on the site, as the Board of Supervisors and staff will be evaluating the proposal with and without the proposed additional density requested through the SE.
- The floor area approved by SE will have conditions set by the Board of Supervisors. These conditions could include such things as advanced land

dedication, higher Transportation Demand Management targets, and firm commitments to lower trip generating uses.

- SE applications should identify how additional development will be phased and linked to the SE conditions.
- Intensity associated with an SE may be distributed among office, hotel and residential buildings on a multi-building site, rather than in a single building. If some or all of the SE intensity that is tied to a specific building is not used when the building is constructed, this unused intensity can only be shifted to other uses and buildings to the degree that this flexibility can be accommodated under the approved development plan. Otherwise, this type of transfer cannot occur without a Proffered Condition Amendment (PCA) and a Special Exception Amendment (SEA).

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

Phasing Development

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

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

public facilities as early as possible to help ensure that locations are available when needed to provide the appropriate public facilities to support the growth in employment and number of new residents.

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

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.