Steering Sub-Committee Review Checklist

Background

The three station area sub-committees (Town Center, Wiehle Avenue, and Herndon-Monroe) have produced initial recommendations for the future planning of each station area. An additional sub-committee, the Vision Sub-committee, focused on crafting developing a vision and a set of planning principles for the Reston Master Plan text that will be the foundation for developing Plan recommendations and used to help realize the goals for the Reston Dulles Corridor station areas and Village Centers. The recommendations of these four sub-committees provide an initial basis for the construction of the Reston Master Plan Special Study Task Force report, which will be further informed by additional impact analysis of Task Force Recommendations as they are developed.

Purpose of the Checklist

This checklist is designed to assist the Steering Committee in achieving the following:

1. Identify how the sub-committees' recommendations address key planning elements and then organize those elements in a consistent way.
2. Reconcile the sub-committees' recommendations by identifying gaps, contradictions, and redundancies.
3. Return to the full Task Force with proposals for votes on the sub-committees' recommendations.

Methodology

Sub-committee co-chairs and/or staff list the recommendations. Recommendations are reconciled for gaps, contradictions, and redundancies by comparing the logic between the recommendations, as well as staff's comments. The gaps may identify the unique needs and qualities for the individual stations or highlight where more elaboration is required. Contradictions may indicate a lack of agreement between the four different sub-committees on definitions and a need to reach consensus on planning details. Certain recommendations shared by all four sub-committees may exhibit redundancy and be better addressed in the Area-wide text as opposed to the individual station area text.

This Checklist is organized according to the following categories: Character, Form, General Location of Uses, Mix of Uses, Relative Intensity, Transportation Network, Connectivity, Parks & Recreation.

Character

What distinctive character should be pursued at each TOD area to create a sense of place?

Sub-committee Statement

VISION SUB-COMMITTEE

Reston will be a complete town designed for the 21st century with a balance of jobs and housing connected to the Washington Metropolitan Region including the Dulles International Airport by the Metro Silver Line. Housing will be provided for all incomes. Cultural, educational, recreational and the natural features will continue to be a focus of the community.

The center of Reston will be a dynamic, linear transit oriented neighborhood linked together by three Metro stations that provide connectivity from east to west and north to south. This community will include a broad mix of regional retail in the Town Center, and local retail in the other Metro station areas and the village centers. Employment opportunities will include a mix of international and national corporations, professional associations, centers for advanced technology, research and development companies, as well as and local services. Institutional uses will include a major hospital center, a government center, and public and private universities.

RESTON TOWN CENTER GUIDANCE:

The Town Center station area will be both Reston's central business district and a signature regional destination and origination station, with the community's highest commercial (non-residential) and likely overall densities.

RESTON EAST GUIDANCE:

A balanced, pedestrian- and transit-oriented, mixed-use urban community which concentrates development within ½ mile of the station and particularly tries to attract residents, education, culture, jobs, and an active, restaurant and street life. It will

- Develop a mix of residences, offices, retail, restaurants, associations, educational, cultural, hotel, medical, and civic uses;
- Center development around the north side of the station, taper with distance, and not go south of Sunrise Valley Drive;
- Endeavor to attract higher education and cultural institutions in this area (particularly a highly regarded graduate program emphasizing technology and R&D) and businesses (including a high-tech business incubator and associations) which could build on high-tech resources;
- Evolve as an active pedestrian, bike and transit-oriented place with a grid of complete streets, plazas, parks, restaurants, and other amenities that will enable people to live, work, learn, eat, shop and play with minimal need to drive a car; and
- Be lively but less intense and more locally oriented than Town Center.

RESTON WEST/HERNDON GUIDANCE:

The Herndon-Monroe station area will be a first class, modern, transit-oriented, and walkable employment center that coexists with an ecologically sensitive environmental amenity and nearby mature residential communities.

- The Station site is an existing major office destination and employment center that will continue to attract major corporate and government users.
- Wetlands should be recognized as an amenity
- Design and the placement of density should provide proper transition to established residential communities.
- Redevelopment should offer a design and architecture that are consistent with a high quality transit oriented employment center
- Reflective of established TOD objectives, new development in and around the station site should incorporate include additional strategic residential options
- To ensure quality and viability new residential development should occur with concurrent commitments for necessary amenities that are consistent with well planned TOD developments

Staff's Summary of Sub-Committee Guidance	Staff's Notes and Questions
VISION SUB-COMMITTEE: See separate Vision and Planning Principles document	• No additional notes
RESTON TOWN CENTER GUIDANCE: *Reston's Urban Center* **(Reston Town Center Sub-Committee)** • **Reston Town Center Character**: A complete *urban center* with office, residential, retail, hotel, cultural and institutional, civic/public, park and recreation functions that has a regional draw with the community's highest densities • **Reston Town Center North Character**: An extension of the town center urban core with a focus on residential, limited retail, civic/public, a community-serving park and related recreation uses that build on the current governmental and medical-related uses in this area.	• No additional notes

RESTON EAST GUIDANCE: *Urban Transit Neighborhood*
 	
(Wiehle Avenue Sub-Committee)
 	
• **Reston East Character:** An urban transit neighborhood with the following characteristics
  o A strong sense of place that is complementary to the distinct Reston character found in adjacent residential neighborhoods
  o a balanced mix of residential and non-residential uses, including a focus on local serving (not regional) retail uses, and
  o special opportunities for educational institutions and other unique public and non-profit uses
 	
• Excluding sub-units G-7 and I-3 from area planned for TOD is consistent with TOD Policy.
	• Staff supports incentives to encourage education uses in this station area

Staff's Summary of Sub-Committee Guidance	Staff's Notes and Questions
RESTON WEST/HERNDON GUIDANCE: *Transit-oriented office destination* **(Herndon-Monroe Sub-Committee)** • **Reston West/Herndon Character:** A transit-oriented employment center with supporting multi-family residential and retail with the following characteristics: o Preserves central environmental amenity o Co-exists with existing neighboring residential communities	• No additional notes

Form

How buildings *and people* should relate to: the street, other buildings, open spaces/landscaping, height, light, transportation, concentrations of development (i.e. along primary corridors vs within blocks), and building massing.

Sub-committee Statement

VISION SUB-COMMITTEE

Street

- Street trees, pedestrian oriented street lights, and street furniture should be provided along business streets and local streets.
- Sidewalks along business streets and local streets should be at least 15 feet wide with at least 20 feet wide for street cafes.
- 6 lanes divided from Baron Cameron to Sunrise Valley Drive
- 4 lanes divided form Sunrise Valley Drive to Lawyers Road
- Wide medians at the crossing of major streets such as Sunrise valley Drive, Sunset Hills Boulevard and Reston Parkway
- Clearly marked crosswalks

Open spaces

- Space for public enjoyment either publicly or privately owned
- Should function to preserve, augment and enhance the natural environment through such methods as decreasing imperviousness, and expanding tree canopy.
- Carefully designed to offer high quality open spaces on small sites.
- Open space requirements of separate sites should be allowed to combine to create larger spaces off-site
- Variety of large and small open spaces should be available throughout the Reston community

Height & Massing

- Tallest buildings should be within ¼ mile of the Metro stations
- Building towers should be located to minimize their impact on the street's pedestrian environment and the adjacent open space

Aesthetics & Design

- Mix of Building Types
- Buildings should be of the highest caliber in terms of town planning, design, compatibility, energy efficiency and livability.
- Innovative use of high quality construction materials

- Public Art & Placemaking
- Building design features should include:
  - Build-to lines that require buildings to define streets
  - Active retail store fronts on key streets to support and reinforce pedestrian activity
  - Attention to sun access and orientation at the ground level
  - Parking garages located below grade, lined with retail or located in the center of blocks
  - Building roof lines should be distinctive on towers

RESTON TOWN CENTER GUIDANCE

Town Center Metro

Street

- Urban in form with grids of streets (as appropriate)
- Intra- and inter-parcel connectivity
- "Complete" streets that emphasize pedestrian/bike accessibility
- Streets appropriate for concentrations of development, specifically retail
  - encircling the central plazas/greens
  - the Library and Explorer connections that will link D4 to the existing urban core
  - and the intersections along Fountain Drive in TCN to link it with Spectrum

Open spaces

- Quality public realm
- Key orienting feature will be a public central urban plaza or open space
- Central plaza will be augmented by other pockets of open space
- TC Metro North central plaza: encircled by a mix of commercial and residential, with street-level retail.
- TC Metro South central green: less defined; evolve over time as developments come on line.
- Hardscaped recreational facilities (such as tennis our multi-purpose courts) on rooftops >> maximizes green footprint on ground

Height & Massing

- The highest densities and building heights within ¼ mile radius
- Heights and densities taper as distance from station increases: ¼ mi.: 350' ½ mi.: 275' >½ mi. (TCN): 200' .

- Variation of building max heights (but uniform base height) creating a variegated look and feel
- Massing shall read visually continuous to the sidewalk
- Eventual product should consider market conditions, uses, and land configuration

Aesthetics & Design

- Consistent with urban form

Town Center North

Street

- Urban in form with grids of streets (as appropriate)
- Intra- and inter-parcel connectivity
- "Complete" streets that emphasize pedestrian/bike accessibility
- Streets appropriate for concentrations of retail
    - intersections along Fountain Drive in TCN to link it with Spectrum

Height & Massing

- Max Height at 200'

Open spaces

- TCN central green: encircled by a mix of civic, commercial, and residential (except to the south end of the park, which will face and be open to New Dominion Drive), with ground-level retail. signature civic or government center at north end of park. Building heights or spacing that would help maximize sun exposure on the south and west edges of the park should be given consideration.

Non-Metro Area

- No form recommendation

RESTON EAST GUIDANCE

Metro Area

Street

- Networks of streets would be established throughout the area to facilitate internal movement and create alternatives to the existing main intersections.
- There would be a retail-lined "main street" extending from east of Wiehle to Plaza America between the toll road and Sunset Hills. That street would be a "complete street" and would be broken into blocks with streets connecting to Sunset Hills.
- Sunrise Valley should be a grand green boulevard for its length through Reston.

Open spaces / Nature / Green

- Publicly accessible open spaces, including plazas, bike/walking trails, and small parks would be distributed through the area
- Efforts would be made to expand the W&OD to minimize conflict between bikers and pedestrians and to create an urban park along it (replacing the VDOT parking lot along Sunset Hills).
- Pedestrian access to Lake Fairfax Park should be improved east of Wiehle.
- 20-25% publicly accessible open space in the study area, including existing assets, paths, pocket parks and plazas, and the large space Fannie Mae has offered to make publicly accessible
- Trees should be integrated into development to the extent possible.
- The possibility of locating a substantial indoor recreation facility should be explored, as should the possibility of establishing a location for an athletic field east of Wiehle beyond the ½ mile radius.

Height & Massing

- The highest densities should be within ½ mile of the station and there should be no development south of Sunrise Valley (except possibly revitalization of the small strip center located near Soapstone).
- The mass of buildings, and particularly office space, should be greatest near the station and taper off as one moves away.
- Wedding cake model would be centered on the station, particularly between the toll road and Sunset Hills
- Urban form with taller, more concentrated buildings along a network of streets, sidewalks and bike paths extending away from the station area
- No specific ceilings were set for building heights
- Heights would be lower than the tallest buildings in Town Center and would be significantly lower along Sunrise Valley
- Skyline should be varied

Aesthetics & Design

- Visual gateway to Reston for people traveling west

Non-Metro Area

- Fannie Mae & Plaza America
    - No form recommendation

RESTON WEST/HERNDON

Metro Area

Street

- Redevelopment should provide for ample sidewalks and pedestrian amenities

Open spaces

- Wetland areas is a defining feature
- Active & Passive linear park along Sunrise Valley

Height & Massing

- Clear need for transition to Polo Fields
- Greatest development intensity and height should be directly along the Toll Road corridor

Aesthetics & Design

- Avoid orienting significant sources of light or noise that are potentially disruptive to the stability of the Polo Fields' community
- Green buildings and sustainable design should reflect consideration the wetlands as a defining feature
- Larger undeveloped or underdeveloped tracts (Sprint, Station Site and A-2) should be master planned and developed as single complementary and cohesive projects
- View corridors between the Toll Road and the office buildings (for signage)

Non-Metro Area

- Woodland Park
    - Greatest development intensity and height should be directly along the Toll Road corridor

Staff's Summary of Sub-Committee Guidance	Staff's Notes and Questions

AREAWIDE GUIDANCE
Street
• Redevelopment should provide for ample sidewalks and pedestrian amenities
• "Complete Streets" standards that emphasizes pedestrian and bicyclist access, convenience and comfort would apply to those areas identified within specific station area section:
  o Sidewalks along business streets and local streets should be at least 15 feet wide with at least 20 feet wide for street cafes.
  o Street trees, pedestrian oriented street lights, and street furniture should be provided along business streets and local streets.
• Intra- and inter-parcel connectivity
• Consistent with Sunrise Valley Drive's suggested designation as a "grand green boulevard", redevelopment should ensure that building architecture and general site design, i.e. the placement of loading and service areas, do not occur with an orientation to Sunrise Valley Drive.
 	
Open spaces
• Typology of Open Spaces
• Publicly accessible open spaces, including plazas, bike/walking trails, and small parks would be distributed throughout the area, where appropriate.
 	
Height & Massing
• The highest densities and building heights within ¼ mile radius along the Toll Road
• Urban form with taller, more concentrated buildings along a network of streets, sidewalks and bike paths extending away from the station area
• Variation of building max heights (but uniform base height) creating a variegated look and feel
	Street
	Re: Sunrise Valley Drive in relation to the green boulevard concept
	• **Should this concept be defined for its entire length or for certain sections?**
	• **Should the Steering group more clearly define the boulevard concept with a clearly urban format?** This urban design would:
	  o Protect adjacent established neighborhoods;
	  o Prioritize pedestrian safety, convenience and comfort;
	  o Provide the street skeleton (green median, landscaping, wide sidewalks) for a transition between higher density uses to the north and lower density uses to the south.
	Open spaces
	• **Does the Steering committee want to suggest establishing a corridor-wide goal for open space, or station-specific goals for open space?** The Wiehle report suggests a goal of 20-25% publicly accessible open space and the Vision draft report recommends a 20% minimum, including existing assets, paths, pocket parks and plazas.
	
	Height & Massing
	• Staff proposes including guidance regarding sunlight/shadows on open spaces

Steering Sub-Committee Review Checklist

FORM

Areawide

Staff's Summary of Sub-Committee Guidance	Staff's Notes and Questions

Aesthetics & Design
• Building design features should include:
  o Build-to lines that require buildings to define streets
  o Active retail store fronts on key streets to support and reinforce pedestrian activity
  o Attention to sun access and orientation at the ground level
  o Parking garages located below grade, lined with retail or located in the center of blocks
• Building roof lines should be distinctive on towers
• Greatest development intensity and height should be directly along the Toll Road corridor
	Aesthetics & Design
	• No additional notes

Staff's Summary of Sub-Committee Guidance	Staff's Notes and Questions
RESTON TOWN CENTER GUIDANCE	
<u>Town Center Metro</u>	**<u>Town Center Metro</u>**

Street
• Streets appropriate for concentrations of development
  o Specifically retail encircling the central plazas/greens
  o Library Street and Explorer Street connections that will link D4 to the existing urban core
  o intersections along Fountain Drive in TCN to link it with Spectrum
	Street
	• Is the retail surrounding the central greens too restrictive?
	• General staff concern re: amount of retail being discussed along corridor - in this case, concern that specifying retail encircling central green may be restrictive.

Open spaces • Key orienting feature will be a public central urban plaza or open space to be augmented by additional open space • TC Metro North central plaza: encircled by a mix of commercial and residential, with street-level retail. • TC Metro South central green: less defined; evolve over time as developments come on line. • Hardscaped recreational facilities (such as tennis or multi-purpose courts) on rooftops >> maximizes green footprint on ground	***Open spaces*** • No additional notes
Height & Massing • Heights and densities taper as distance from station increases: ¼ mi.: 350' ½ mi.: 275' >½ mi. (TCN): 200' .	***Height & Massing*** • Staff is open to not including building heights. • What is the objective we're trying to achieve in including specific building heights?
Aesthetics & Design • *No exclusive guidance for Town Center Metro*	***Aesthetics & Design*** • No additional notes

Staff's Summary of Sub-Committee Guidance	Staff's Notes and Questions
<u>Town Center North</u> ***Street*** • Streets appropriate for concentrations of retail o intersections along Fountain Drive in TCN to link it with Spectrum ***Height & Massing*** • Max Height at 200' ***Open spaces*** • TCN central green: encircled by a mix of civic, commercial, and residential (except to the south end of the park, which will face and be open to New Dominion Drive), with ground-level retail. signature civic or government center at north end of park. Building heights or spacing that would help maximize sun exposure on the south and west edges of the park should be given consideration. **<u>Non-Metro Area</u>** • Preserve residential character where there is currently residential development	**<u>Town Center North</u>** ***Street*** • No additional notes ***Height & Massing*** • No additional notes ***Open spaces*** • No additional notes **<u>Non-Metro Area</u>** • Does character in this recommendation refer to the fact that it be maintained as residential in use or should it be similar in density? Staff proposes that guidance address density as well as retaining residential use.

Staff's Summary of Sub-Committee Guidance	Staff's Notes and Questions
RESTON EAST GUIDANCE	
Street • A "complete street" would anchor the commercial and retail core of the Wiehle area. This street would serve as the "Main Street" for the Wiehle area and would run east-west and be an extension of the Comstock proposed Reston Station Boulevard, connecting to a newly designed Plaza America and east across Wihele Avenue.	***Street*** • From Report: "Sunset Hills Road should have additional and improved pedestrian crossings providing better connections between the Issac Newton Square area/W&OD trail to areas to the south." **Does this indicate that a portion of Sunset Hills Road should be redesigned through this area to prioritize the safety, convenience and comfort of pedestrians over vehicles?**
Open spaces • The Wiehle Report mentioned the opportunity for Issac Newton Square's "signature centralized public space that anchors a link" to the residential-focused neighborhood. This is a key opportunity due to the site's ownership, size of the parcels and the topography. • Pedestrian access to Lake Fairfax Park should be improved east of Wiehle. • *See Form section's areawide guidance, General Location of Uses section and Parks & Recreation section for additional guidance.*	***Open spaces*** • No additional notes
Height & Massing • Wedding cake model would be centered on the station, particularly between the Toll Road and Sunset Hills and would taper down farther from the station. • Heights would be lower than the tallest buildings in Town Center and would be significantly lower along Sunrise Valley to avoid encroaching upon the residential neighborhood to the south.	***Height & Massing*** • Wiehle Report didn't provide specific building height limits. There was mention of lower building heights along Sunrise Valley Drive due to the neighborhood to the south. Other than this caveat, during discussions there seemed to be group sentiment to allow "taller" buildings than currently exist due to the concurrent open space and design opportunities that added building height would offer. This group sentiment seemed to include Issac Newton Square. **Should Steering group suggest specific heights for each station area?**
Aesthetics & Design • Visual gateway to Reston for people traveling west • Development in the Issac Newton Square area, along the Washington and Old Dominion Railroad Regional Park should be oriented in order to create connections between the landbay	***Aesthetics & Design*** • Re: Trees integrated into development: Wiehle Report briefly brought this idea up. Current Reston

and the park. • Trees should be integrated into development to the extent possible.	(suburban) development has a certain attractive quality due to its emphasis on trees, water features, etc. During the discussions, there was a desire expressed to somehow carry this attractive quality forward. This current pattern seems to run contrary to urban form and design though. Strategically including additional trees/water features in development could be a way of achieving an attractive "Reston" quality while also achieving an urban form/design. **Should the Steering group propose a uniquely "Reston" urban design that strategically places more emphasis on natural features (trees, water feathures, etc.)?**

Staff's Summary of Sub-Committee Guidance	Staff's Notes and Questions
RESTON WEST/HERNDON GUIDANCE	
Metro Area	**Metro Area**
Street • East/west alternative access from Fairfax County Parkway may be realized as an east/west road in central portions of C-3 and C-4 and/or expanding the existing Dulles Toll Road exit ramp to allow two-way traffic. • A network of streets & bike/pedestrian paths should connect Woodland Park to A-2, C-1, and C-2. Access should be oriented to the western-most portion of the wetland area in C-1 and provide an alternative route from Monroe Street to Sunrise Valley Drive in an environmentally sensitive way. • Sunrise Valley Drive as an edge should serve as a firm and well-defined "edge" for the transit oriented area	***Street*** • *<< This is also a bullet within Transportation Network.*
Open Spaces • The wetland area is an amenity and focal point what should be retained, permanently protected, and ultimately conveyed to or controlled by a public entity.	***Open Spaces*** • The green boulevard and wetland were identified as open space uses. Should other open space uses exist within the metro area?
Height & Massing • Transition height and massing of development from greatest to least as development move further from transit station and towards Polo Fields	***Height & Massing*** • How can Reston West/Herndon achieve a more urban transit-oriented form with the presence of County-owned parking garages? • Do building height limits need specificity?
Non-Metro Area • Tallest buildings are along the Toll Road	**Non-Metro Area** • Location of tallest buildings will be referenced within Areawide guidance

General Location of Uses

What emphasis each area should have (as appropriate) relative to neighboring uses? Residential, Non-Residential, and Open space?

- Residential includes: mixed-use, single-family detached, townhomes, multifamily ownership, and multifamily rental
- Non-residential includes: mixed-use, office, retail, hotel, restaurant, retail, industrial, and public.

Sub-committee Statement

VISION SUB-COMMITTEE

- General locations of uses were not specified within Vision documents reviewed.

RESTON TOWN CENTER GUIDANCE

Town Center Metro

- Developers can trade residential for commercial slots of they so desire so long as any zoning application (single or joint) reflects the 1:1 minimum

Office

- TC Metro North should become an extension of the TC urban core -nightlife, dining and retail, hotel with convention capability, office presence, a strong residential component, and civic use
- TC Metro South - office uses will more likely congregate nearer to the Toll Road with residential and supporting retail filling in behind

Residential

- Existing residential areas in Town Center should remain such
- Residential areas outside the extended urban core (including Town Center North and Spectrum) should be encouraged to pursue residential
- TC Metro North should become an extension of the TC urban core -nightlife, dining and retail, hotel with convention capability, office presence, a strong residential component, and civic use
- TC Metro South - a strong residential presence. Supporting retail, hotel, restaurant, and at least one grocery

Retail

- Appropriate retail concentrated on streets
    - encircling the central plazas/greens
    - the Library and Explorer connections that will link D4 to the existing urban core
    - and the intersections along Fountain Drive in TCN to link it with Spectrum

- TC Metro South - a strong residential presence. Supporting retail, hotel, restaurant, and at least one grocery

Open Space

- Central, shared, publicly available open space as a key orienting feature – a central green space in both North Town Center and South of the Toll Road and an urban plaza (as part of the extended urban core) on D4 North of the Toll Road
- Open space that utilizes the existing storm water ponds on the D5 and E3 land units (and potentially those on E4)
- On D5, the Committee sees this as offering potential for a water space to augment the urban plaza
- E3, we see potential here for a linear park that could offer multiple uses, including a dog run
- roof top spaces on garages

Town Center North

- Appropriate retail concentrated on streets
    - encircling the central plazas/greens
    - and the intersections along Fountain Drive in TCN to link it with Spectrum

RESTON EAST GUIDANCE

Metro Area

- Residential: office ratio - 40:60 at the station and 60:40 beyond ¼ mile and
- Based on a Staff request and because the subunits boundaries are close to the ¼ mile line, the recommendations are generally by sub-unit.

Office

- Mix of uses focuses office development closer to the station. This is intended to reflect typical patterns for walking to transit (*i.e.*, residents are typically willing to walk farther than office workers).

Residential

- Mix of uses which emphasizes residential development as one moves away from the station. This is intended to reflect typical patterns for walking to transit (*i.e.*, residents are typically willing to walk farther than office workers).
- 75% residential and 25% non-residential in G-1 (mostly Isaac Newton Square).

Retail

- Retail-lined “main street” extending from east of Wiehle to Plaza America between the toll road and Sunset Hills

Public/Institutional/Open Space

- Athletic field east of Wiehle beyond the ½ mile radius
- The possibility of locating a substantial indoor recreation facility should be explored

Non-Metro Areas

- The Subcommittee recommends permitting 400 DU at Plaza America (above first floor retail); an increase in density and residential at Fannie Mae; and to treat F-3 like H-1.

RESTON WEST/HERNDON

Metro Area

Office

- Established corporate office component which should be retained and enhanced

Residential

- Multi-family residential is envisioned in new projects Given the somewhat limited acres available for redevelopment, other lower density forms of housing are not appropriate as they will not yield enough residential to keep a proper balance among uses.

Retail

- Retail should be integrated to support office and residential development.

Open Space

- Has a significant and well-established open space amenity in the form of the wetlands
- Linear open spaces are envisioned along Sunrise Valley Drive
- Within individual projects, there should be open space and amenities appropriate to the urban form and necessary to ensure high quality, well planned development.

Non-Metro Area

- Woodland Park
    - No recommendations

GENERAL LOCATION OF USES

Areawide

Staff's Summary of Sub-Committee Guidance	Staff's Notes and Questions
AREAWIDE GUIDANCE • Broad mix of regional retail in the Town Center, and local retail in the other Metro station areas and the village centers • Comprehensive system of parks and pathways that connects all the districts within Reston • Office uses closest to the station	• Office uses should be closes to the station platform

Staff's Summary of Sub-Committee Guidance	Staff's Notes and Questions
RESTON TOWN CENTER GUIDANCE	
<u>Town Center Metro</u>	**<u>Town Center Metro</u>**
Office • TC Metro North should have an office presence as it extends from the urban core • TC Metro South - office uses will more likely congregate nearer to the Toll Road with residential and supporting retail filling in behind	***Office*** • How does transit-oriented development on D-3 extend the urban core to the transit station?
Residential • Existing residential areas in Town Center should be preserved • Residential areas outside the extended urban core (including Town Center North and Spectrum) should be preserved • TC Metro North and TC Metro South should include a - strong residential component	***Residential*** • No additional notes

Retail
• Appropriate retail concentrated on streets
  o encircling the central plazas/greens
  o the Library Street and Explorer Street connections that will link D4 to the existing urban core
  o and the intersections along Fountain Drive in TCN to link it with Spectrum
• TC Metro South - Supporting retail, hotel, restaurant, and at least one grocery.
	Retail
	• No additional notes

Open Space/Civic Uses/Facilities • Roof top spaces on garages • Central, shared, publicly available open space as a key orienting feature and prominent public amenity on the D-4 parcel. • A central green space in both North Town Center and South of the Toll Road and an urban plaza (as part of the extended urban core) on D4 North of the Toll Road • Open space that utilizes the existing storm water ponds on the D5 and E3 land units (and	***Open Space/Civic Uses/Facilities*** • Staff concern re: degree to which garage roof tops are expected to address open space/recreation needs based on on-going discussions in Tysons

Staff's Summary of Sub-Committee Guidance	Staff's Notes and Questions
potentially those on E4) • On D5, the Committee sees this as offering potential for a water space to augment the urban plaza • E3, we see potential here for a linear park that could offer multiple uses, including a dog run • Prominent public amenity on the D4 parcel • Prominent public facility on the south side of the Toll Road, within walking distance of the Metro Station, might well help in developing the new identity for Metro South	

Town Center North
General
• Office, hotel, and institutional should be focused primarily on the eastern portion of TCN
• Appropriate retail concentrated on streets
  o encircling the central plazas/greens
  o and the intersections along Fountain Drive in TCN to link it with Spectrum
Residential
• Housing for seniors
• 1,000 residential unit minimum
Retail
• Street-level retail to help animate the intersections along Fountain Drive
Open Space/Civic Uses/Facilities
• Existing County offices and services (Supervisor's office, other North County government, the Regional Library, and Health and Human Services) should remain in TCN
• Embry Rucker Community Shelter and the Police Station should continue to be a part of Town Center
	Town Center North
	General
	• Staff question/possible concern re: focusing institutional uses on eastern portion of TCN
	Residential
	• Clarify the time-frame for 1,000 units
	Retail
	• No additional notes
	Open Space/Civic Uses/Facilities
	• No additional notes

Staff's Summary of Sub-Committee Guidance	Staff's Notes and Questions
RESTON EAST GUIDANCE • Generally, landbays closer to the station will have more commercial use and as you move further from the station, the landbays will have less commercial and more residential use	
Office • Focused closest to the station and Dulles Toll Road	***Office*** • No additional notes
Residential • 55-60 % residential in sub-units G-2, G-3, G-6, H-1, I-2 and I-1. • Issac Newton Square (sub-unit G-1) would be the most residentially-focused with 75% residential. • Townhouses or low-rise multi-family would serve as a transitional use and intensity along the north side of Sunrise Valley Drive in order to protect the neighborhood to the south • 400 DU at Plaza America (above first floor retail)	***Residential*** • **Should the Steering group focus on redevelopment in areas closer to the station that are more likely to have pedestrian access to the station and are closer to the station?** The majority of Plaza America is more than ½ mile away from the Wiehle station, the owner's concept ignored the Wiehle group's "Main Street" concept, and the scale of "Main Street" retail concept extending to this area is very likely too ambitious for this market to support in the next 20 years.
Retail • Retail street extending from east of Wiehle to Plaza America between the toll road and Sunset Hills • Areas to the south of Toll Road would have amenity retail	***Retail*** • **Would the Steering group consider supporting this concept in a more strictly defined area (i.e., not the entire mile long distance between Plaza America and the Post Office)?** The Wiehle Report mentions a retail street extending from east of Wiehle to Plaza America between the Toll Road and Sunset Hills." This concept, at this scale would result in a very large amount of retail use which might be difficult for the area to sustain, resulting in a disjointed "Main Street" that fails to accomplish its intended goals.

Public/Institutional/Open Space • Athletic field east of Wiehle beyond the ½ mile radius • The possibility of locating a substantial indoor recreation facility should be explored	***Public/Institutional/Open Space*** • **Should the Steering group focus on open space opportunities closer to the station?** The Wiehle Report suggests athletic fields beyone the ½ mile radius. The Report likely is focusing on one of two large vacant parcels that both have zoning approvals for office use. Since both properties are more than ½ mile from the station, the county would probably need to purchase the properties outright since TOD-related proffers are impossible.

Staff's Summary of Sub-Committee Guidance	Staff's Notes and Questions
RESTON WEST/HERNDON	
<u>Metro Area</u>	**<u>Metro Area</u>**
Office • Established corporate office component which should be retained and enhanced	***Office*** • No additional notes
Residential • The land surrounding the wetlands is appropriate for residential (assuming certain environmental protections.) • Multi-family residential is envisioned in new projects • Lower density forms of housing are not appropriate for the mix of uses desired within a TOD area	***Residential*** • No additional notes
Retail • Retail should be integrated to support office and residential development	***Retail*** • No additional notes
Open Space • Has a significant and well-established open space amenity in the form of the wetlands	***Open Space*** • No additional note
<u>Non-Metro Area</u> • Land Unit A-1 should remain location for high-quality office buildings	**<u>Non-Metro Area</u>** • How are future residential uses envisioned within A-1?

Mix of Uses

Consistent approach used for all 3 TOD areas with regard to ratio of residential to non-residential development;

- Identify uses with unique role (part of vision)

Sub-committee Statement

VISION SUB-COMMITTEE

- Reston Transit Corridor has a variety of building types including one - two story retail buildings, institutional buildings including a hospital and medical office buildings, offices for international companies, headquarters for national associations, low-rise research and technology companies, self storage facilities and small spaces for services industries. A mix of low-rise and high-rise housing is also provided in the Transit corridor.
- Community will include a broad mix of regional retail in the Town Center, and local retail in the other Metro station areas and the village centers.

RESTON TOWN CENTER GUIDANCE

Town Center Metro

Office

- Although office uses should be included in TC Metro North as an extension of the TC urban core, office uses will more likely congregate nearer to the Toll Road within TC Metro South with residential and supporting retail filling in behind.

Residential

- TC Metro South should have a strong residential presence supported by retail, hotel, restaurant, and a least on grocery store.
- Existing residential areas in Town Center should remain while residential areas outside the extended urban core (including Town Center North and Spectrum) are encouraged to pursue residential.
- Residential should be a strong component of TC Metro North it becomes an extension of the TC urban core.

Retail

- Retail uses should be included in TC Metro North as an extension of the TC urban core.
- Appropriate retail concentrates should exist along streets encircling the central plazas and greens, along the Library and Explorer connections that will link D4 to the existing urban core, and at the intersections along Fountain Drive in TCN that link with Spectrum.
- Retail should support the residential within TC Metro South.

Open Space

- Central, shared, publicly available open space as a key orienting feature – a central green space in both North Town Center and South of the Toll Road and an urban plaza (as part of the extended urban core) on D4 North of the Toll Road
- Open space that utilizes the existing storm water ponds on the D5 and E3 land units (and potentially those on E4)
- On D5, the Committee sees this as offering potential for a water space to augment the urban plaza
- E3, we see potential here for a linear park that could offer multiple uses, including a dog run
- roof top spaces on garages

Town Center North

Residential

- Strong residential component to any redevelopment of TCN in an effort to achieve greater balance among residential and non-residential uses within the Town Center District.

Retail

- An opportunity exists for targeted street-level retail to help animate the intersections along Fountain Drive and thus complement the approved concept plan for the Spectrum lot, as well as along edges of the conceived "town green."

Mixed-Use

- New residential, office, hotel, and institutional uses with street-level retail in targeted areas would likely be focused primarily on the eastern portion of the lot with existing and new civic uses more likely concentrated on the western portion.

Open Space/Institutional/Public

- An urban plaza that creates opportunities for signature retail, new restaurants and nightlife, possibly a hotel function with convention capability to complement existing and future hotel inventory, potentially a public amenity of some import, and additional office/commercial.
- Consolidated but strong government functions
- A police station presence should continue to be a part of Town Center as well as the presence of Embry Rucker Community Shelter.

RESTON EAST GUIDANCE

Metro Area

- Balanced mix of uses
- Residential: office ratio - 40:60 at the station and 60:40 beyond ¼ mile and 75:25 in G-1 (mostly Isaac Newton Square).

Public/Institutional

- Substantial indoor recreation facility
- Athletic field

Non-Metro Area

- Fannie Mae & Plaza America
    - Residential and 1st floor retail

RESTPM WEST/HERNDON

Metro Area

- Established corporate office component which should be retained and enhanced
- Additional non-residential uses that compliment and reinforce the station site's history and future as a premiere corporate office destination...
- Full compliment of uses and amenities necessary to be well functioning TOD projects.
- Multi-family residential is envisioned in new projects along with services for residents and the established corporate office community
- Industrial uses are not envisioned
- Large scale public uses…are not envisioned

Open Space

- Has a significant and well-established open space amenity in the form of the wetlands
- Linear open spaces are envisioned along Sunrise Valley Drive
- Within individual projects, there should be open space and amenities appropriate to the urban form and necessary to ensure high quality, well planned development.

Non-Metro Area

- Woodland Park

No recommendations

Submissions from Committee Reports (by Co-Chairs)	Additional Notes Derived from Committee Reports (by Staff)	Staff & Committee Member Notes
VISION SUB-COMMITTEE		
RESTON TOWN CENTER GUIDANCE		
RESTON EAST GUIDANCE		

RESTPM WEST/HERNDON		

Relative Intensities

Sub-committee Statement

VISION SUB-COMMITTEE

RESTON TOWN CENTER GUIDANCE

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RESTON EAST GUIDANCE

Metro Area

- Greatest intensities would be in the Town Center ½ mile station area and somewhat less in the Wiehle Area within ½ mile, declining further as one moves away
- Highest densities should be within ½ mile of the station and there should be no development south of Sunrise Valley (except possibly revitalization of the small strip center located near Soapstone).
- Higher levels of density would be permitted for residential development and certain non-residential development, such as retail/restaurants, hotels and educational/cultural/civic institutions.
- Increase density and residential at Fannie Mae and treat F-3 like H-1

Non-Metro Area

- 400 DU at Plaza America (above first floor retail)

RESTPM WEST/HERNDON

- Avoid orienting significant sources of light or noise that are potentially disruptive to the stability of the Polo Fields' community
- Greatest development intensity and height should be directly along the Toll Road corridor
- Other lower density forms of housing are not appropriate as they will not yield enough residential to keep a proper balance among uses

Relative Intensities Comments

Staff Comments	Discussion Notes
VISION SUB-COMMITTEE	
RESTON TOWN CENTER GUIDANCE	
RESTON EAST GUIDANCE	
RESTPM WEST/HERNDON	

Transportation Network

Identify opportunities and concerns regarding roads, transit, non-motorized options, and parking.

Sub-committee Statement

VISION SUB-COMMITTEE

Parking

- Minimize the impact on the pedestrian environment
- Parking structures should be located behind buildings or retail facades.
- Underground parking is encouraged.
- Entrances should be located on side streets.
- Surface parking should be located on the interior of blocks or the side of buildings to avoid locating parking between the building and the street.

RESTON TOWN CENTER GUIDANCE

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RESTON EAST GUIDANCE

- Pedestrian access to Lake Fairfax Park should be improved east of Wiehle

RESTPM WEST/HERNDON

- greatest intensity should also be generally **bounded by additional east/west vehicular access**
- Sunrise Valley Drive…a much more pedestrian-oriented boulevard
- Create a north/south pedestrian access over the Toll Road

Transportation Network Comments

Staff Comments	Discussion Notes
VISION SUB-COMMITTEE	
RESTON TOWN CENTER GUIDANCE	
RESTON EAST GUIDANCE • W&OD should be widened and utilized as a bicycle/pedestrian "highway" to get people to and from the Wiehle station	

RESTPM WEST/HERNDON

Connectivity

Auto, bus, and particularly pedestrians and bicycles along the rail corridor and between the rail corridor and adjoining areas

Sub-committee Statement

VISION SUB-COMMITTEE

RESTON TOWN CENTER GUIDANCE

RESTON EAST GUIDANCE

- Sunrise Valley Drive should be established as a grand green boulevard with appropriate accommodations and amenities for pedestrians, bicycles, and vehicles
- Sunrise Valley should be a grand green boulevard for its length through Reston

RESTPM WEST/HERNDON

- movement of pedestrians is expected to be east/west along Sunrise Valley Drive, with north/south connecting to amenities or activities areas
- Walkable paths and shuttle system for interparcel connectivity
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Connectivity Comments

Staff Comments	Discussion Notes
VISION SUB-COMMITTEE	
RESTON TOWN CENTER GUIDANCE	
RESTON EAST GUIDANCE	
RESTPM WEST/HERNDON	

Parks and Recreation

Sub-committee Statement

VISION SUB-COMMITTEE

RESTON TOWN CENTER GUIDANCE

- Centrally located, contiguous, and publicly accessible green spaces in TCN and TC Metro South
- No one landowner should be made to bear that entire burden of park development
- Urban plaza in the D4 lot of Metro North. Town green space of at least 5-8 acres in Metro South

RESTON EAST GUIDANCE

- Linear park should be developed along the W&OD trail by transforming the current parking area along Sunset Hills into a park and joining it to the W&OD property
- Widen W&OD in the transit area to better accommodate use by both bicycles and pedestrians
- Indoor recreation facility and large athletic fields in or near the Wiehle TOD area (G-1, G-3, G-6 or D-7. athletic field might be found in G-7)
- Ice rink located in G-7 should be preserved or enhanced
- Green landscaping and large trees

RESTPM WEST/HERNDON

- Designated wetlands should be retained, permanently protected, and ultimately conveyed to or controlled by a public entity
- Sunrise Valley Drive should be established as a linear park in addition to a green boulevard

Parks and Recreation Comments

Staff Comments	Discussion Notes
VISION SUB-COMMITTEE	
RESTON TOWN CENTER GUIDANCE	
RESTON EAST GUIDANCE	
RESTPM WEST/HERNDON	