

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

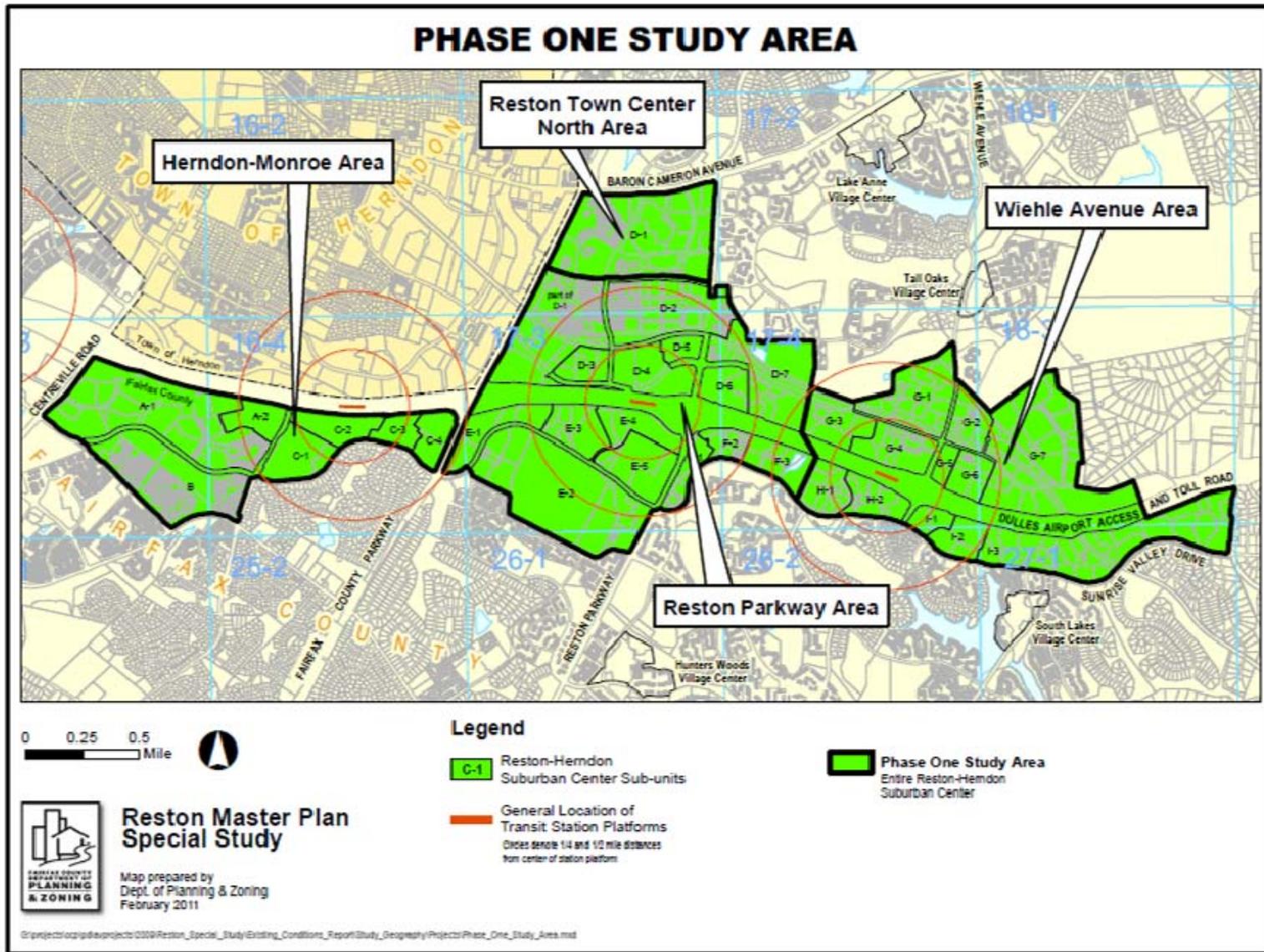
This checklist is designed to assist the Steering Committee in achieving the following:

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

Staff summarize 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, and Park System.



Steering Sub-Committee Review Checklist

CHARACTER

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

Staff's Summary of Sub-Committee Guidance	Staff's Notes and Questions
<p>VISION SUB-COMMITTEE:</p> <p>See separate Vision and Planning Principles document</p>	<ul style="list-style-type: none"> No additional notes
<p>RESTON TOWN CENTER GUIDANCE: <i>Reston's Urban Center</i></p> <p>(Reston Town Center Sub-Committee)</p> <ul style="list-style-type: none"> <u>Reston Town Center Station Area Character:</u> A complete <i>urban center</i> 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 <u>Reston Town Center North Station Area Character:</u> 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. 	<ul style="list-style-type: none"> No additional notes
<p>RESTON EAST GUIDANCE: <i>Urban Transit Neighborhood</i></p> <p>(Wiehle Avenue Sub-Committee)</p> <ul style="list-style-type: none"> <u>Reston East Station Area Character:</u> An urban transit neighborhood with the following characteristics <ul style="list-style-type: none"> A strong sense of place that is complementary to the distinct Reston character found in adjacent residential neighborhoods a balanced mix of residential and non-residential uses, including a focus on local serving (not regional) retail uses, and special opportunities for educational institutions and other unique 	<ul style="list-style-type: none"> Staff is evaluating supports incentives to encourage education uses in this station area.

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CHARACTER

Staff's Summary of Sub-Committee Guidance	Staff's Notes and Questions
<p>public and non-profit uses</p> <ul style="list-style-type: none">• The plan recommendations for Sub-units G-7 and I-3 should remain unchanged - low density office, R&D and industrial "flex space" uses	
<p>RESTON WEST/HERNDON GUIDANCE: <i>Urban Transit-oriented Neighborhood</i></p> <p>(Herndon-Monroe Sub-Committee)</p> <ul style="list-style-type: none">• Reston West/Herndon Station Area Character: A transit-oriented employment center with supporting multi-family residential and retail with the following characteristics:<ul style="list-style-type: none">○ Preserves central environmental amenity○ Co-exists with existing neighboring residential communities	<ul style="list-style-type: none">• No additional notes

Steering Sub-Committee Review Checklist

FORM

Areawide

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.

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:
 - Sidewalks along business streets and local streets should be at least 15 feet wide with at least 20 feet wide for street cafes.
 - 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.

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 the Steering group more clearly define the boulevard concept with a clearly urban format?** This urban design would:
 - Protect adjacent established neighborhoods;
 - Prioritize pedestrian safety, convenience and comfort;
 - 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.
- **Should this concept be defined for its entire length or for certain sections?**

Height & Massing

- **Staff proposes including guidance regarding sunlight/shadows on open spaces.** A desire to reduce the impacts of shadows and increase access of sunlight to the pedestrian realm has been voiced by the community and Task Force members. The comprehensive plan amendment related to Transforming Tysons described step-backs and solar shading analysis as an example of necessary methods to ensure that adjacent buildings will have adequate light and air.

Steering Sub-Committee Review Checklist

FORM
Areawide

Staff's Summary of Sub-Committee Guidance	Staff's Notes and Questions
<p><i>Aesthetics & Design</i></p> <ul style="list-style-type: none">• Building design features should include:<ul style="list-style-type: none">○ 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• Greatest development intensity and height should be directly along the Toll Road corridor	<p><i>Aesthetics & Design</i></p> <ul style="list-style-type: none">• No additional notes

Steering Sub-Committee Review Checklist

FORM

Reston Town Center

Staff's Summary of Sub-Committee Guidance	Staff's Notes and Questions
<p>RESTON TOWN CENTER GUIDANCE</p> <p><u>Town Center Metro</u></p> <p><i>Street</i></p> <ul style="list-style-type: none">• Streets appropriate for concentrations of development<ul style="list-style-type: none">○ Specifically retail encircling the central plazas/greens○ Library Street and Explorer Street connections that will link D4 to the existing urban core○ intersections along Fountain Drive in TCN to link it with Spectrum <p><i>Height & Massing</i></p> <ul style="list-style-type: none">• Heights and densities taper as distance from station increases: ¼ mi.: 350' ½ mi.: 275' >½ mi. (TCN): 200' . <p><i>Aesthetics & Design</i></p> <ul style="list-style-type: none">• <i>No exclusive guidance for Town Center Metro</i> <p><u>Town Center North</u></p> <p><i>Street</i></p> <ul style="list-style-type: none">• Streets appropriate for concentrations of retail<ul style="list-style-type: none">○ intersections along Fountain Drive in TCN to link it with Spectrum <p><i>Height & Massing</i></p> <ul style="list-style-type: none">• Max Height at 200'	<p><u>Town Center Metro</u></p> <p><i>Street</i></p> <ul style="list-style-type: none">• No additional notes <p><i>Height & Massing</i></p> <p>Re: Building heights</p> <ul style="list-style-type: none">• What is the objective we're trying to achieve in including specific building heights? Neither the Wiehle or Herndon-Monroe Reports provide height ranges or maximums.• Staff is open to not including building heights. <p><i>Aesthetics & Design</i></p> <ul style="list-style-type: none">• No additional notes <p><u>Town Center North</u></p> <p><i>Street</i></p> <ul style="list-style-type: none">• No additional notes <p><i>Height & Massing</i></p> <ul style="list-style-type: none">• No additional notes

Steering Sub-Committee Review Checklist

FORM

Reston Town Center

Staff's Summary of Sub-Committee Guidance

Staff's Notes and Questions

Non-Metro Area

- Preserve residential character where there is currently residential development

Non-Metro Area

- **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.

Steering Sub-Committee Review Checklist

FORM

Reston East

Staff's Summary of Sub-Committee Guidance	Staff's Notes and Questions
<p>RESTON EAST GUIDANCE</p> <p><i>Street</i></p> <ul style="list-style-type: none">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 Wiehle Avenue. <p><i>Height & Massing</i></p> <ul style="list-style-type: none">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. <p><i>Aesthetics & Design</i></p> <ul style="list-style-type: none">Visual gateway to Reston for people traveling westDevelopment 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 and the park.Trees should be integrated into development to the extent possible.	<p><i>Street</i></p> <ul style="list-style-type: none">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? 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.” <p><i>Height & Massing</i></p> <ul style="list-style-type: none">Should Steering group suggest specific heights for each station area? 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. <p><i>Aesthetics & Design</i></p> <ul style="list-style-type: none">No additional notes

Staff's Summary of Sub-Committee Guidance

Staff's Notes and Questions

RESTON WEST/HERNDON GUIDANCE

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

Height & Massing

- Transition height and massing of development from greatest to least as development move further from transit station and towards Polo Fields

Non-Metro Area

- Tallest buildings are along the Toll Road

Metro Area

Street

- << FYI. This is also a bullet within Transportation Network.

Height & Massing

- **How can Reston West/Herndon achieve a more urban transit-oriented form with the presence of County-owned parking garages?** The limitations posed by the parking garage have been noted within the Herndon-Monroe Report and during committee meetings. With this limitation being understood, opportunity exists for the Task Force to present ideas for integrating the structure within an overall urban design.
- **Do building height limits need specificity?** The Herndon-Monroe Report does not provide exact heights or relative heights; however the Town Center report provides specific height limits and the Wiehle Report suggests relative heights.

Non-Metro Area

- **Location of tallest buildings will be referenced within Areawide guidance.** All four sub-committee reports referenced a preference for the placement of the tallest buildings along the Toll Road.

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.

Staff's Summary of Sub-Committee Guidance	Staff's Notes and Questions
<p>AREAWIDE GUIDANCE</p> <ul style="list-style-type: none"> • 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 	<ul style="list-style-type: none"> • Office uses should be closes to the station <u>platform</u>. The <u>guidelines for Transit-Oriented Development within the Policy Plan Element of the Comprehensive Plan states that "TOD area may be generally defined as a ¼ mile radius from the station platform with density and intensity tapering to within a ½ mile radius from the station platform,..."</u>

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GENERAL LOCATION OF USES

Reston Town Center

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<p>RESTON TOWN CENTER GUIDANCE</p> <p><u>Town Center Metro</u></p> <p><i>Office</i></p> <ul style="list-style-type: none"> • 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 <p><i>Residential</i></p> <ul style="list-style-type: none"> • 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 <p><i>Retail</i></p> <ul style="list-style-type: none"> • Appropriate retail concentrated on streets <ul style="list-style-type: none"> ○ encircling the central plazas/greens ○ the Library Street and Explorer Street 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 - Supporting retail, hotel, restaurant, and at least one grocery. <p><i>Open Space/Civic Uses/Facilities</i></p> <ul style="list-style-type: none"> • 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 	<p><u>Town Center Metro</u></p> <p><i>Office</i></p> <ul style="list-style-type: none"> • No additional notes <p><i>Residential</i></p> <ul style="list-style-type: none"> • No additional notes <p><i>Retail</i></p> <ul style="list-style-type: none"> • No additional notes <p><i>Open Space/Civic Uses/Facilities</i></p> <ul style="list-style-type: none"> • To what degree are garage roof tops expected to address open space/recreation needs based on on-going discussions in Tysons? Current Tysons cases are being reviewed that promote roof top facilities as appropriate for some athletic purposes (i.e. basketball), but Parks Dept notes that these facilities do not remove the need for public spaces at grade for people to access.

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GENERAL LOCATION OF USES

Reston Town Center

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<p>potentially those on E4)</p> <ul style="list-style-type: none"> 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 <p><u>Town Center North</u></p> <p><i>General</i></p> <ul style="list-style-type: none"> Office, hotel, and institutional should be focused primarily on the eastern portion of TCN Appropriate retail concentrated on streets <ul style="list-style-type: none"> encircling the central plazas/greens and the intersections along Fountain Drive in TCN to link it with Spectrum <p><i>Residential</i></p> <ul style="list-style-type: none"> Housing for seniors 1,000 residential unit minimum <p><i>Retail</i></p> <ul style="list-style-type: none"> Street-level retail to help animate the intersections along Fountain Drive <p><i>Open Space/Civic Uses/Facilities</i></p> <ul style="list-style-type: none"> 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 	<p><u>Town Center North</u></p> <p><i>General</i></p> <ul style="list-style-type: none"> What is the thinking behind focusing institutional uses on eastern portion of TCN? The majority of county-owned land is on the west side <p><i>Residential</i></p> <ul style="list-style-type: none"> Should the Steering Committee clarify the time period in which 1,000 residential units are planned? 20 years? 40 years? Longer? <p><i>Retail</i></p> <ul style="list-style-type: none"> No additional notes <p><i>Open Space/Civic Uses/Facilities</i></p> <ul style="list-style-type: none"> No additional notes

Steering Sub-Committee Review Checklist

GENERAL LOCATION OF USES

Reston East

Staff's Summary of Sub-Committee Guidance	Staff's Notes and Questions
<p>RESTON EAST GUIDANCE</p> <ul style="list-style-type: none"> 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 <p><i>Office</i></p> <ul style="list-style-type: none"> Focused closest to the station and Dulles Toll Road <p><i>Residential</i></p> <ul style="list-style-type: none"> 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) <p><i>Retail</i></p> <ul style="list-style-type: none"> 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 	<p><i>Office</i></p> <ul style="list-style-type: none"> No additional notes <p><i>Residential</i></p> <ul style="list-style-type: none"> Should the Steering group focus on development of residential n areas closer to the station that are more likely to have pedestrian access to the stationThe majority of Plaza America is more than ½ mile away from the Wiehle station.. <p><i>Retail</i></p> <ul style="list-style-type: none"> Would the Steering group consider supporting the retail street 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. <p><i>Public/Institutional/Open Space</i></p> <ul style="list-style-type: none"> Should the Steering group focus on at least one open space opportunity closer to the station? Town Center and

Steering Sub-Committee Review Checklist

GENERAL LOCATION OF USES

Reston East

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

Herndon-Monroe Sub-Committees have recommended a significant open space amenity within the TOD area.

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GENERAL LOCATION OF USES

Reston West/Herndon

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<p>RESTON WEST/HERNDON GUIDANCE</p> <p><u>Metro Area</u></p> <p><i>Office</i></p> <ul style="list-style-type: none">Established corporate office component which should be retained and enhanced <p><i>Residential</i></p> <ul style="list-style-type: none">The land surrounding the wetlands is appropriate for residential (assuming certain environmental protections.)Multi-family residential is envisioned in new projectsLower density forms of housing are not appropriate for the mix of uses desired within a TOD area <p><i>Retail</i></p> <ul style="list-style-type: none">Retail should be integrated to support office and residential development <p><i>Open Space</i></p> <ul style="list-style-type: none">Has a significant and well-established open space amenity in the form of the wetlands <p><u>Non-Metro Area</u></p> <ul style="list-style-type: none">Land Unit A-1 should remain location for high-quality office buildings	<p><u>Metro Area</u></p> <p><i>Office</i></p> <ul style="list-style-type: none">No additional notes <p><i>Residential</i></p> <ul style="list-style-type: none">No additional notes <p><i>Retail</i></p> <ul style="list-style-type: none">No additional notes <p><i>Open Space</i></p> <ul style="list-style-type: none">No additional note <p><u>Non-Metro Area</u></p> <ul style="list-style-type: none">No additional note