

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: Vision, Form, General Location of Uses, Mix of Uses, Relative Intensity, Transportation Network, Connectivity, Parks & Recreation.

<p>Character What distinctive character should be pursued at each TOD area to create a sense of place?</p>
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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 SUB-COMMITTEE:

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.

WIEHLE AVENUE SUB-COMMITTEE:

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.

HERNDON-MONROE SUB-COMMITTEE:

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

Character Comments

Staff Comments	Steering Committee Comments
<p>VISION SUB-COMMITTEE:</p>	<ul style="list-style-type: none"> • Character should be depicted within a 50 year time horizon • Promote references to “highest intensities within Town Center” from the metro area level to overall corridor character. • Incorporate institutional use within character
<p>RESTON TOWN CENTER SUB-COMMITTEE: <i>Reston’s Urban Center</i></p> <ul style="list-style-type: none"> • A complete <i>urban center</i> with office, retail, residential, civic/public, park and recreation functions that has a regional draw 	<ul style="list-style-type: none"> • “Complete streets” should describe a corridor wide characteristic • Remove “TOD” and another non-descript words • How should recreation facilities become incorporated within the character? • Remove non-descript language
<p>WIEHLE AVENUE SUB-COMMITTEE: <i>Urban Transit Neighborhood</i></p> <ul style="list-style-type: none"> • TOD areas to include all areas of Wiehle’s Reston-Herndon SC except sub-units G-7 and I-3. • Urban Neighborhood focused on transit and opportunities for residents and employees to live, play, and work in a location that has a strong sense of plan and that is complementary with surrounding established Reston character. • Take advantage of an improved W&OD trail and Lake Fairfax Park by enhancing pedestrian and bicycle connections throughout the station area. 	<ul style="list-style-type: none"> • Remove “TOD” and another “catch-phrase” language • Find alternative word for “Village” due to possible conflicts with existing connotation in Reston. • Identify education as a distinguishing characteristic • Note that associations are a part of neighborhood that currently exists and should continue • Focus on Local community services (as compared to regional services) • Balance mix of residential and non-residential
<p>HERNDON-MONROE SUB-COMMITTEE: <i>Transit-oriented office destination</i></p> <ul style="list-style-type: none"> • An employment center with supporting multi-family residential that co-exists with central environmental amenity • Co-exists with existing neighboring communities • Woodland park is not included in the TOD area, but lots abutting Monroe St have unique development potential corresponding to A-2 and will be influenced directly by TOD development 	<ul style="list-style-type: none"> • Focus on local residential/business serving retail • Locally focused amenities • Highlight wetlands and its aesthetic qualities within design • Promote “coexisting with existing communities” to overall character

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 from 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 SUB-COMMITTEE

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

WIEHLE AVENUE SUB-COMMITTEE

Metro Area

Street

- Network of streets, sidewalks and bike paths extending away from the station area
- A “complete street” and would be broken into blocks with streets connecting to Sunset Hills

Open spaces / Nature / Green

- Publicly accessible open spaces, including plazas, bike/walking trails, and small parks would be distributed through the area
- Expand the W&OD and create an urban park along it
- 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

Height & Massing

- 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
- 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.

Non-Metro Area

- Fannie Mae & Plaza America
 - No form recommendation

HERNDON-MONROE SUB-COMMITTEE

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

Form Comments

Staff Comments	Steering Committee Comments
<p>GENERAL COMMENTS</p> <ul style="list-style-type: none"> • Most of Form guidance can be addressed in Areawide section to avoid repetition between station areas, particularly re: <ul style="list-style-type: none"> ○ Complete Streets ○ More urban network of streets (grid in some cases) ○ Typology of Open Spaces ○ Building heights and massing ○ View/shadow issues ○ 	
<p>VISION SUB-COMMITTEE</p> <ul style="list-style-type: none"> • No comments 	
<p>RESTON TOWN CENTER SUB-COMMITTEE</p> <ul style="list-style-type: none"> • Focus on continuity with form in existing urban core (what most people think of as Reston Town Center) • Carry forward additional guidance re: two central greens • 	

WIEHLE AVENUE SUB-COMMITTEE

- Staff question re: “Main Street” concept (along extended Reston Station Blvd) on north side of Toll Road

HERNDON-MONROE SUB-COMMITTEE

- Staff question re: how to achieve more urban transit-oriented form with presence of County-owned parking garages

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

RESTON TOWN CENTER SUB-COMMITTEE

Town Center Metro

- 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
- 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
- TC Metro South - office uses will more likely congregate nearer to the Toll Road with residential and supporting retail filling in behind
- 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

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
 - 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

WIEHLE AVENUE SUB-COMMITTEE

Metro Area

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

Office

- Mass of buildings, **and particularly office space**, should be greatest near the station and taper off as one moves away
- Mix of uses focuses office development closer to the station

Residential

- Mix of uses which emphasizes residential development as one moves away from the station
- 400 DU at Plaza America (above first floor retail)

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

Non-Metro Areas

- Residential at Plaza America and Fannie Mae

HERNDON-MONROE SUB-COMMITTEE

Metro Area

- Established corporate office component which should be retained and enhanced
- 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

Steering Sub-Committee Review Checklist

GENERAL LOCATION OF USES

General Location of Uses Comments

Staff Comments

Steering Committee Comments

VISION SUB-COMMITTEE

RESTON TOWN CENTER SUB-COMMITTEE

WIEHLE AVENUE SUB-COMMITTEE

HERNDON-MONROE SUB-COMMITTEE