

**DRAFT**  
**Report of the**  
**Reston Master Plan Special Study Task Force**

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## REPORT OVERVIEW

### Background and Scope of Report

The Reston Master Plan Special Study Task Force was appointed by Supervisor Catherine Hudgins and the Fairfax County Board of Supervisors in late 2009. The Task Force includes diverse representatives from the Reston community, including its community organizations and business groups. The Task Force has been charged with reviewing and recommending appropriate changes to the Reston Master Plan and relevant parts of the County Comprehensive Plan in light of the arrival of the Metrorail Silver Line to the 50-year old planned community of Reston.

In Phase I of its work, the Task Force has focused on the three Metro Silver Line station areas (Wiehle-Reston East, Reston Town Center and Herndon) as well as Town Center North (the area between the Reston Town Center and Baron Cameron Avenue). In Phase II, the Task Force will address the remainder of Reston. [Attached as Figure 1 is a map showing Reston and the Study Areas for Phases 1 and 2] The Task Force has met frequently to receive input from residents, the County, developers, and other stakeholders, as well as from independent experts on urban planning and transportation. The Task Force has worked closely with the County Staff as the Staff developed its recommended Comprehensive Plan Text for the Reston Transit Station Areas.

This report provides the Task Force's findings and recommendations for development in the Phase 1 Study Area. It addresses the appropriate mixes of residential, commercial, public, and other uses, as well as the development intensity, traffic-mitigation measures, pedestrian and bicycle connectivity, open spaces, and other desired amenities. It also addresses the expectations of developers seeking rezoning authorization. It is largely in accord with the Staff's recommended Comprehensive Plan Text, but differs in some respects.

This Report Overview provides a brief summary of the entire report; later sections expand the detail behind the summary. Relevant supporting documents, including committee reports, meeting agendas, and presentations, County documents and many submissions by the public, are available on the County website at <http://www.fairfaxcounty.gov/dpz/reston/>.

Phase II of the Task Force's work will address whether and how to transform the village centers into dynamic focal points of civic and commercial activity serving the surrounding neighborhoods. The character of the existing residential neighborhoods will remain.

### Vision and Design Principles

Reston was created as one of the premier new towns in America. Today, Reston has approximately 58,000 residents and 60,000 employees; it also has five village centers, a town center, and numerous office parks along the Dulles Airport Access Road (DAAR). Reston has become a complete community with a variety of housing types, employment centers, businesses, natural areas, recreational amenities, and an outstanding pathway system. Reston's residents and businesses want Reston to remain an attractive place to "live, work, and play" as it grows with the arrival of the Silver Line.

The three planned Metrorail stations bring opportunities along with challenges from a changing economic environment, increasing population, and growing traffic. The most

immediate opportunity and challenge is to transform Reston's existing office and industrial corridor into transit-oriented, walkable neighborhoods around the three new Metrorail stations: Wiehle-Reston East, Reston Town Center and Herndon stations. Each transit area must have a balance of residents and jobs with enough amenities (restaurants, shops, and activities) to attract residents, employees, and businesses in a transit- and pedestrian-oriented setting. The Wiehle-Reston East Station is scheduled to open early in 2014, while the other two stations are projected to open in 2019.

Going forward, Reston will remain a complete community in which people can live, work, and play. A growing and increasingly diverse residential population will continue to have broad choices in jobs, housing, and lifestyles. (See pages x – xx for full text of the adopted Vision and Principles)

Development and redevelopment in Reston must be of the highest caliber in terms of town planning, architectural design, compatibility, green neighborhoods, energy conservation, preservation of natural resources, pedestrian connectivity, public art and livability. The Reston community embraces sustainability, reduction of its carbon footprint, and respect for the natural environment.

Redeveloped areas will be designed as coherent and vibrant transit station neighborhoods, which fit into the larger Reston community. Placemaking to create vital destinations will be a key objective for the design and location of buildings, public spaces, retail amenities, art, parks, streets, sidewalks and bikeways, and other features that will contribute to a sense of place that draws people together. At least one community gathering plaza with retail amenities and public art will be located in the vicinity of each of the northern and southern station entrances in Reston. The recommendations of the Master Plan for Public Art in Reston should be implemented throughout the Phase 1 Study Area.

Reston supports a "complete streets" policy designed to serve all users. Well-designed street, sidewalk, bike, and transit connectivity will mitigate traffic and enhance the trip experience for visitors, residents, and employees. Street design, including sidewalks, landscaping, lighting and amenities, will be shaped by the buildings and help define the public realm. Wide sidewalks with trees, pedestrian-oriented street lights, and street furniture will be provided along business streets and local streets. Streetscapes in Reston will achieve a consistent, high quality.

High-quality open spaces, including plazas, parks, pathways, athletic spaces, gardens, and other non-vehicular spaces, are critical components of Reston. They provide opportunities for spontaneous interaction and programmed activities. A variety of large and small spaces open for public use will be available throughout the Reston community, including in the transit station areas. A large, central park or urban green will be created in the Town Center North area, and plazas and smaller parks will be needed elsewhere in the transit station areas. New parks and open spaces should build upon and connect to Reston's existing panoply of parks and open spaces. Plazas in the transit station areas will serve as community gathering spaces. Individual developers will be required to contribute to achieving publicly-accessible open space and recreation opportunities within a reasonable distance of residents.

A cohesive urban environment will be created with densities and retail and cultural attractions that maximize transit and pedestrian activity. The tallest buildings will generally be within a quarter mile of the Metro stations and removed from traditional residential

neighborhoods. New buildings will demonstrate excellence in design including energy efficiency and sustainability, and below-ground or well-screened parking areas.

Reston will include new cultural facilities to ensure its ability to provide a high quality of life: a performing arts center, a regional library, a children's science center, art galleries, a museum, a multi-use recreation center and a memorial sculpture garden. Cultural facilities play an important role in placemaking and should be located recognizing their ability to enliven and animate an area.

Potential traffic impacts from the new transit stations and area developments are significant issues which will be addressed in a variety of ways. Maximizing the benefits from the Silver Line requires integrated planning of transit-oriented development (TOD) and transportation options. Three new crossings of the Dulles Airport Access Road and Toll Road (Rte. 267) (collectively, the "DAAR") will be provided in the vicinity of Soapstone Drive, Reston Town Center, and South Lakes. Grids of streets will be provided in the transit station areas and North Town Center to create interconnected neighborhoods, to increase pedestrian and bicycle access, and to provide alternatives to major thoroughfares for local traffic. A range of access options including pathways and roads that serve pedestrians, bicyclists, transit, and vehicles will be provided. Frequent circulator and shuttle bus services will connect the transit stations to adjacent areas and village centers. Reduced parking requirements and aggressive transportation demand management measures will be established in the TOD areas.

### **Wiehle-Reston East Station Area**

The Wiehle-Reston East Station will be the first Metrorail station to open. Over time, the transit station area will be transformed from a suburban office park to a more urban, transit-oriented, mixed-use development with residents, offices, hotels, restaurants, shops, education institutions, research facilities, and cultural attractions. A particular emphasis will be made to attract institutions of higher education to the Wiehle-Reston East Station Area. Redevelopment and the increased densities will be concentrated within one-half mile of the transit station platform and north of Sunrise Valley Drive. "Transit Station Mixed-Use" development (half office and half residential space) will be located north of Sunrise Valley Drive within ¼ mile of the station, while "Residential Mixed-Use" development (75 percent residential, 25 percent office) will be possible between ¼ and ½ mile from the station.

A retail core and a network of "complete streets" will develop around the station on both sides of the Dulles Airport Access Road (DAAR). More development will occur north of the DAAR than to the south; and Reston Station Boulevard extending from east of Wiehle Avenue to Plaza America, will be the retail spine for that area. Compared to the Town Center Station TOD North Subdistrict, Wiehle-Reston East will be less dense and have a higher proportion of new residential development. The goal is to eventually achieve a mix with somewhat more residential than office development within one-half mile of the Wiehle-Reston East Metrorail station.

## **Reston Town Center Station Transit-Oriented Development (TOD) District and Town Center North District**

Building on the success of the existing Reston Town Center, the Reston Town Center Station area will become a signature regional destination as a result of the creation of dynamic, mixed use, urban places in the areas close to the station. This will require a strong emphasis on creating a healthy balance of residential and non-residential uses consistent with transit-oriented development (TOD).

To achieve a vibrant Metro station area, the existing Town Center urban core will be extended south to the Metrorail station. The area immediately north of the Metro station (TC Station North subdistrict) will become the area of greatest overall density in Reston and the focus of signature retail, restaurants, nightlife, hotels and additional office space. Generally speaking, Transit Station Mixed-Use development is envisioned between the Metrorail station and the existing Town Center urban core with Residential Mixed-Use outside the ¼ mile to the west and north east of the station. Strong connections will be created from the station north to the Town Center.

The TC Station South Subdistrict, the area immediately south of the station to Sunrise Valley Drive, will be transformed from a suburban office park into a more urban, mixed-use neighborhood consistent with TOD. The area will have the opportunity for Transit Station Mixed-Use near the station and Residential Mixed-Use further away. It will have new internal roads and walkways and open space including a central green space and a community-gathering plaza.

The Town Center North District, (the area north of the Town Center between New Dominion Drive and Baron Cameron Avenue) will develop into a more urban, mixed-use neighborhood organized around a major open space – a “town green” – and a consolidated government center. There will be residential development and supporting retail, as well as office uses. Overall densities will be considerably below the potential densities in areas closer to the station.

## **Herndon Station Transit-Oriented Development (TOD) District**

The Herndon Station TOD District is the smallest of the three Reston Metrorail TOD areas. Its development intensity will be less than the others. Only the area on the south side of the DAAR is located in Reston. The north side is located in Herndon and is outside the scope of this report. The areas along the south side of the DAAR will be developed as mixed use with a balance of residential, retail, and office uses. There is the potential for a public-private partnership that combines mixed-use development with a major garage located at the site of today’s Herndon-Monroe garage. The existing wetlands southwest of the station will be permanently protected. Development projects will be designed to minimize impacts on the Polo Fields subdivision.

## INTRODUCTION

### The Task Force

The Reston Master Plan Special Study Task Force was appointed by Supervisor Catherine Hudgins and the Fairfax County Board of Supervisors in late 2009 to review the Reston Master Plan and Fairfax County Comprehensive Plan and make recommendations for changes that should be made in light of the arrival of Metrorail's Silver Line rail service.

The core question presented to the Task Force is how Reston's Master Plan and the County's Comprehensive Plan should be modified in order to maximize public benefits from the arrival of Metrorail and to recognize the many changes that have occurred in the nearly 50 years since Reston was founded.

The Task Force consists of 25 primary members and 16 alternate members, some of whom have changed over time (see Appendix II for a list of the members). The Task Force was chaired by Patty Nicoson. All meetings have been conducted in public and have invited written and oral public input. Appointment of the Task Force followed months of public outreach by the Staff of Fairfax County's Department of Planning and Zoning (DPZ), including focus groups and presentations to the community. The DPZ Staff has continued to support the Task Force throughout its work.

The Task Force's work has been divided into two phases. In Phase 1, the Task Force has focused on a Study Area (Map 1) which follows Reston's original Corridor of Industry and Government" ("RCIG") along the DAAR from Hunter Mill Road past the current Herndon-Monroe parking garage, plus an area extending north of Town Center Urban Core to Baron Cameron Drive. In Phase 2, the Task Force will look at whether changes to the Master Plan are appropriate in other parts of Reston, principally the Village Centers.

The Phase 1 Study Area, which is the subject of this report, includes Reston's three planned Metrorail stations, its principal employment and commercial centers with roughly 70,000 employees as of 2010; and its major highway corridor, the Dulles Airport Access Road and Dulles Toll Road (the DAAR). Reston's three Metrorail stations are, from east to west: Wiehle Avenue-Reston East, Reston Town Center and Herndon. The Wiehle-Reston East Station is expected to open in early 2014, and the other two stations are expected to open approximately five years later. All three stations are located in the median of the DAAR, which runs from east to west through the middle of Reston.

The final report of the Task Force is the product of nearly four years of efforts by Task Force members and members of the public who have regularly contributed to the Task Force's work. Since the beginning, the Task Force has met regularly to receive input from the community, the County, developers and other stakeholders and from independent experts on urban planning and transit issues. Task Force meetings kicked off in December 2009 and have continued, often twice per month, since then. Seven community workshop meetings were conducted by the Task Force, commencing in January 2010. Six subcommittees were appointed to review various aspects of the Task Force's work. Three subcommittees were created to develop specific recommendations for the three transit station areas. The report of the vision committee included a Vision and Principles statement, which was adopted, with some

modifications, by the Task Force on March 15, 2011. A steering subcommittee was formed to provide overall guidance, and an ad hoc writing group to draft the Task Force Report

Much of the Report is drawn from the subcommittees' reports and presentations, as well as from many meetings with, and presentations by, the County Staff. Copies of the reports and presentations by each of the subcommittees, as well as numerous documents prepared by the County Staff, by experts, and by members of the community can be found on the Task Force's website: <http://www.fairfaxcounty.gov/dpz/reston/> This Report also builds upon work done by earlier groups, such as the Reston Metrorail Access Group (RMAG) and the Dulles Corridor Land Use Task Force (2000-2001).

Building on existing County policies and experience, staff of the County's Department of Planning and Zoning has separately developed recommendations for text to be included in Fairfax County's Comprehensive Plan. Many of the recommendations and concepts developed by the subcommittees and included in this Report are reflected in the Staff's recommended plan text. The work of the Task Force reflects extensive input and careful consideration by a diverse group of citizen and business members of the Reston community. Its Report should be considered by developers who are preparing and presenting their rezoning proposals, and used as a guide by the Board of Supervisors and other County officials who evaluate those proposals and by members of the public.

### **Current Conditions**

Reston was founded in the mid-1960s as a new community where residents could live, work, and play throughout their lives. Reston's innovative vision and Master Plan has guided development in Reston over the course of the community's 50-year history. The Master Plan combines excellence in mixed-use design, accessible retail and community spaces (the Village centers and Town Center), diverse residential options, employment centers, attractive and varied open spaces, and respect for nature, while serving a diverse population. The Village centers were planned to be community gathering places, and included plazas as well as small retail centers. Racial, ethnic and economic diversity were important values in Reston from its founding. Building on the Master Plan, Reston has evolved as a complete community. Reston and its citizens are a vital part of Fairfax County. Reston has been studied around the world as a model of intelligent urban planning.

Today, Reston has a population of approximately 58,000 people and employment of approximately 60,000. Reston residents have housing options that include detached single-family homes, town houses, garden and high-rise apartments, and condominiums. There are a variety of price points for housing in Reston.

Most of the housing has been integrated into an extensive network of pathways, recreational features (pools, tennis courts, playgrounds, community gardens, etc.) and natural areas owned and operated by the Reston Association (RA). Additional recreational and cultural opportunities are offered by the Reston Community Center (RCC), which operates two community centers, including one with an indoor pool and a stage. Together, RA and RCC offer many classes and programs to Reston residents. Other important open-spaces in Reston include five lakes, two golf courses (one public and one private), and the Washington & Old Dominion (W&OD) linear park. Lake Fairfax Park is immediately adjacent to Reston.

Reston has a number of county-operated schools, from elementary to high school, and two college facilities located on Wiehle Avenue near Sunset Hills Drive.

Apart from some local retail in the village centers, businesses and employment are concentrated along an east-west corridor (the area governed by the now vacated Reston Corridor of Industry and Government or “RCIG” covenants) along the DAAR and in or near Reston Town Center. This area is centrally located within Reston and is a major location for jobs in Fairfax County. By design, the RCIG had been exclusively an employment center. The first residential development in the area will begin construction in early 2014. In contrast, Reston Town Center has evolved as a mixed-use center for employment and housing, as well as the largest retail center in Reston. As of 2010, the Phase 1 Study Area, which includes the former RCIG area and Town Center up to Baron Cameron Dr., had approximately 11,000 residents and most of Reston’s jobs.

### **Arrival of the Metro Silver Line**

Now, roughly 50 years after Reston’s founding, the arrival of the Metro’s Silver Line confronts Reston with momentous challenges and opportunities. When it is completed, the Silver Line will extend transit service from Washington, D.C through Tysons Corner and Reston to Washington Dulles International Airport and into Loudoun County. Three Silver Line transit stations will open in Reston: the Wiehle Avenue-Reston East Station; the Reston Town Center Station; and the Herndon Station. A 2,300-space, county-owned parking garage is located at the northern entrance to the Wiehle-Reston East Station. Along with the Tysons’ stations, the Wiehle-Reston East Station will open in early 2014, while the remaining stations in Reston and beyond are expected to open five years later.

The arrival of rail will bring new commuting options to residents and employees located in Reston. It will act as a magnet for further development as potential employers and residents seek to locate near the new Metrorail stations. Mixed residential and commercial development is appropriate near the stations and is consistent with Fairfax County’s policy favoring “transit-oriented development” near transit stations. Transit-oriented development (TOD) in Fairfax County is defined in the County’s Comprehensive Plan Glossary as compact, pedestrian- and biking-friendly, mixed-use development containing medium- to high-density residential, office, and retail uses within walking distance of certain rail transit stations identified in the Area Plans. TOD should incorporate good design principles and an appropriate mix of uses around rail transit stations to promote transit usage and create vibrant neighborhood centers at these locations.

The arrival of the stations and accompanying development will bring economic and cultural opportunities for Reston’s existing residents and employees, as well as potential new employees, residents, and visitors. In addition to benefiting from the rail commuting option, Reston’s residents will benefit from the access to new jobs, new retail and restaurant options, and a new mix of pedestrian-friendly housing options. Creative, mixed-use development around the stations will help attract young professionals who increasingly desire a more urban lifestyle with less dependence on automobiles, as well as empty nesters, and immigrants who are familiar with a more urban life style. These changes can help make Reston a more exciting place over the long-term, as economic and climate changes place pressure on traditional patterns of business and residential development.

The transit station areas will have transportation impacts, as buses and cars shuttle people to and from the stations, particularly during rush hours. A number of measures are being proposed to mitigate potential increases in vehicular trips. Adding new residents and employees will also place increased demands on the community's infrastructure, including schools, public safety facilities, public open spaces and recreational facilities, sewer and water services, and storm water runoff.

Attempting to balance the opportunities and burdens of new development around the stations with the interests of Reston's existing community has been a central focus of the Task Force's work.

## **A VISION FOR RESTON IN THE 21ST CENTURY**

From its beginning, Reston has been planned as one of the premier new towns in America

The 21st century brings new planning and design opportunities and challenges for Reston. Opportunities are presented by completion of three Metro stations in Reston between 2013 and 2018, while a changing economic environment, growing traffic and the impacts of climate change pose significant challenges

The most immediate opportunity and challenge is to transform the existing office and industrial corridor into a linear, transit- and pedestrian-oriented neighborhood with three new Metrorail stations. Each transit station area will have a combination of jobs, a range of housing choices, and amenities and facilities resulting from outstanding planning and design. Each transit area will have a reasonable balance of residents and jobs with enough amenities (restaurants, shops, activities) to attract residents, employees and businesses in a transit- and pedestrian-oriented setting. Another significant opportunity, which will be addressed in Phase 2 of the Task Force's work, is to transform each of the five village centers (most of which are now strip shopping centers) into dynamic focal points of civic activity for the surrounding neighborhoods, while maintaining the character of the existing residential neighborhoods.

Other recommended features important to Reston include:

- Providing a signature public park and central gathering space in the Town Center area with a high quality design
- Building community-gathering plazas in Reston TOD areas to the north and south of each transit station.
- Creating a continuous linear green space along Sunrise Valley Drive
- Creating a major performing arts center, preferably near the Town Center Metro Station
- Providing an indoor recreation center in the Study Area or other viable location
- Establishing a major university near the Wiehle-Reston East Station
- Providing for air rights over the Dulles Access Road
- Enhancing the pedestrian sidewalk and pathway system with links in the TOD areas
- Expanding the bus network to conveniently link Reston's neighborhoods to its rail stations and commercial centers
- Improving and enhancing the village centers
- Preserving the integrity of the existing neighborhoods
- Integrating parks and other open-spaces into Reston's TOD development.
- Enhancing the natural environment

- Requiring outstanding designs of streets, open spaces, public art, and buildings
- Providing a memorial sculpture garden somewhere in Reston

These recommendations will help to continue the legacy of outstanding planning and design of the Reston community in Fairfax County, Virginia into the 21st century.

### The Vision

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

- Planning will take full advantage of the Metrorail Silver Line Extension through transit oriented development near each of the three Reston Metro stations. Metrorail will connect to the Washington Metropolitan Region and Washington Dulles International Airport, and will be complemented by local mixed-use development with improved station area connectivity, a strong local and regional bus network, complete streets that serve pedestrians, bicyclists and transit users, and a network of trails.
- The community's greatest densities will be at the three Metro station areas. A broad mix of regional retail and other attractions will be part of an enhanced urban center at the Town Center and strong local retail and a variety of amenities will characterize the other Metro station areas and village centers. To address congestion, the station areas will have an appropriate balance of residential uses, employment opportunities and retail support, as well as road improvements and pedestrian- and bike-friendly environments.
- A full range of housing choices will be provided for households of all incomes and needs.
- Employment opportunities will build upon the existing mix of international and national corporations, professional associations, centers for advanced technology, research and development companies, and local services.
- A strong institutional component will include a major hospital center, a regional government center, a new 21st Century regional public library, a major fine and performing arts center, other civic and cultural uses, and public and private educational institutions of higher learning.
- Planning will emphasize protection of natural areas and the environment and development of an array of cultural, educational, and recreational opportunities.
- The planning and design of development within the Transit Station Areas will be guided by green neighborhood principles on place making, create pedestrian-oriented connections, conserve energy and preserve natural resources. Non-residential development will be planned and designed to achieve LEED silver or equivalent standards at a minimum. Residential development will be guided by high levels of energy efficiency, natural resource conservation, green building and green neighborhood practices.

### Planning Principles

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

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

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

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

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

### **3. Development will be phased with infrastructure.**

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

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

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

- **The Metro Station areas** will be livable urban places, with the highest densities in the area north of the Reston Town Center Station and substantially increased densities in other areas near the transit stations. The station areas will have the highest commercial and residential intensity in the community. **The village centers** are important community gathering spaces that include a mix of locally serving retail, a residential component, and employment opportunities. Redevelopment to augment and enhance the village centers will be pedestrian-oriented and provide adequate transition to surrounding neighborhoods. Convenient public transportation options will link the village centers and the transit stations.
- **Residential neighborhoods** will continue to provide a variety of housing types serving all income levels. Appropriate transitions will be provided between new development and all residential neighborhoods. Measures (such as parking permits, traffic calming and lighting) will be needed to mitigate disruption to existing neighborhoods from Metro usage and traffic.

### **5. The rail corridor will be transformed.**

- Over time, the areas around the three Metrorail stations will become robust, livable, and walkable mixed-use communities having an appropriate balance between residential and non-residential uses. Each of the transit station areas will have a distinct character to meet multiple community needs. Town Center will be a livable regional urban center and destination with the community's highest densities and major shopping and cultural features to attract visitors. The Wiehle-Reston East and Herndon TOD Stations will be

urban mixed-use areas, with special encouragement in the former for higher educational uses and special focus in the latter on its central environmental (wetlands) feature.

- The highest densities will be concentrated within one-quarter mile of the rail stations tapering down somewhat within one-half mile to maximize the use of rail. Residential and non-residential populations in each transit station area will be balanced to further maximize rail use and reduce dependence on automobiles. In general, Transit Station Mixed-Use development (50 percent commercial/50 percent residential) will be located within ¼ mile of the transit stations (up to Sunrise Valley to the South) and Residential Mixed-Use development (25 percent commercial and 75 percent residential) will occur between ¼ and ½ mile
- Future air rights development around the stations should be pursued to enhance development opportunities, encourage transit use, and improve north-south connectivity across the Dulles Access Road.

#### **6. Reston will become a more vibrant employment center.**

From its inception, Reston has provided a place for a spectrum of companies, from local to international of varying sizes. Future development and redevelopment should continue to promote a broad range of opportunities for a robust and diverse business, advanced technology, educational, and research community.

#### **7. Housing will be provided for all ages and incomes.**

Reston will accommodate people of all ages, physical abilities, and economic circumstances, and households of all sizes and stages of family life.

#### **8. Connectivity and mobility will be strengthened.**

A range of high-quality transportation facilities - including roads, bridges, tunnels, sidewalks, bikeways, trails, strengthened and expanded bus and shuttle services, and Metrorail will link the residential community and workers with activity centers, employment, open spaces, parks, schools, and civic, cultural and recreational facilities. New bridges and tunnels across the DAAR near the stations are of the highest priority to ease already excessive congestion. A robust transit system, expanded pedestrian and bicycle networks, and transportation demand management strategies will also help reduce reliance on the automobile while increasing community mobility.

#### **9. High quality public open space will be required.**

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

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

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

### Urban Design

Development and redevelopment must be of the highest caliber in terms of town planning, architectural design, compatibility, and livability consistent with Reston's longstanding reputation as a premier planned community. Redeveloped areas should be designed as integral parts of the larger Reston community instead of stand-alone developments. High standards for green neighborhood and building practices for all public and private development will be required. Public art should be integrated into development and redevelopment. Proposals for mediocre or low-density projects which would interfere with achieving the goals of high quality, higher density development near the stations must not be approved.

Among other goals, the public realm in the transit corridor should be a focus of design excellence in Reston including the following:

- **Streets** - Form the first impression of the area, and are shaped by the adjacent buildings
- **Parks, Plazas and Other Open Spaces** – Create gathering spaces, the background for social life of the Reston community
- **Public Art and Placemaking** - Create vibrant community spaces that will attract people and reflect the unique characteristics and needs of Reston
- **Buildings** - Provide shape to the streets and open spaces. They should demonstrate excellence in architectural design

Reston is fortunate to have an example of a well-designed urban space. The Reston Town Center is one of the most outstanding examples of development in the Washington Region. The design of the streets, the variety of open spaces, and the design and orientation of buildings, and the quality of building and streetscape materials create a public realm that emphasizes and supports pedestrian activities. It provides useful examples of desired designs for transit-oriented development going forward.

### Design of Streets

Streets represent one of the important spatial elements that define the public realm. Streets are shaped by the buildings. They provide the sidewalk space important to establishing a pedestrian-oriented environment. The streets include sidewalks, landscaping, lighting and amenities, and most importantly they provide connections. Whether owned by the government or by the private sector, streets should meet minimum criteria for streetscape design, connectivity, sidewalks and bike usage.

**Streetscapes** - 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 and at least 20 feet wide for areas with sidewalk cafes.

**Utilities** - Utilities should be accommodated underneath the sidewalk paving or street paving and within the right of way. Above-ground utilities should be buried as part of the redevelopment process.

**Intersections** - Improving the pedestrian access to the future Metro stations is a primary goal. Intersection improvements should include:

- Pedestrian priority timing for traffic signals
- Clearly marked crosswalks
- Wide medians at the crossing of major streets such as Sunrise Valley Drive, Sunset Hills Road, Wiehle Avenue, and Reston Parkway

### Design of Open Space

High quality, publicly-accessible open spaces provide opportunities for spontaneous interaction and programmed activities. High quality open spaces include plazas, parks, pathways, athletic spaces, gardens, and other non-vehicular spaces which are open and readily accessible for public use. Plazas, in particular, are encouraged. At least one significant, retail-lined plaza should be built on each side of the DAAR near each transit station in Reston. Plazas have been a hallmark of Reston since its inception providing the stage for civic life, encouraging community through planned and spontaneous encounters among residents, and serving as organizing design principles of the areas they serve.

A variety of large and small open spaces should be available throughout the Reston community, including in the transit areas. Reston has many such spaces, including lakes, natural areas and pathways operated by Reston Association, urban plazas (as at Fountain Square and Lake Anne), golf courses, athletic fields, the W&OD trail, etc. The diversity and convenient accessibility of open spaces throughout the community are key components of Reston's distinctive, "green" character.

- Open spaces should function to preserve, augment and enhance the natural environment through such methods as increasing permeability, expanding tree canopy, and incorporating trees for shade and beauty.

Open spaces required for redevelopment must be readily, publicly accessible and carefully designed to offer high-quality experiences on small sites, as well as large ones. They should be identified by a sign placed in public view.

- 
- Developers needing to meet open space requirements should be allowed to coordinate with each other to create larger, off-site spaces near their properties.
- Improving facilities at and access to existing open spaces within and near the transit areas, such as the Sunrise Valley wetland, Lake Fairfax Park and the W&OD are important objectives.

**Definition of Public Open Space:** For purposes of Reston's planning, the concept of open space should mean outdoor space available for public enjoyment, whether publicly or privately owned, such as:

- **Environmentally sensitive areas** - Resource Protection Areas including wetlands, streams and stream buffers, and priority forest areas
- **Active recreation areas** - large active play fields and smaller outdoor recreation areas for activities such as tennis and volleyball

- **Designated public open spaces** - areas such as gardens, plazas, walkways, pathways, trails, urban parks, through block connections, civic spaces, town squares, and a memorial sculpture garden
- **Other public open spaces** - other small urban parks and civic spaces

Public open spaces do not include streets, parking and driveways or areas for vehicles, sidewalks less than 12 feet wide, or roof top recreation areas that are not readily accessible to the public on terms comparable to a building's occupants. All should be encouraged to include public art.

#### **Requirements for Public Open Space:**

- The open space goal should be 20 percent of the net lot area (total lot area not including areas for public or private streets and 12 feet of the sidewalk area). Flexibility in location should be used in applying this goal, recognizing that smaller open spaces are more appropriate and are generally used and enjoyed in higher density areas. Some portions of the 20 percent goal may be located in the immediate proximity of the transit station areas.
- The public open space goal for each parcel can also be located off-site and/or combined with other properties within the transit station area to create larger public spaces (e.g. large civic green in the Town Center and the proposed green, linear park along Sunrise Valley Drive). Enhancements to public enjoyment of existing, accessible open-spaces may help meet the open-space goals.
- Public open space can be active public space such as a public outdoor performance space, active recreation fields, public parks, and a memorial sculpture garden if easily and readily accessible to the public. Such substitutions will be based on acreage, recognizing that they are often enjoyed more intensively than other types of passive open space.
- Flexibility in the open space requirement should be considered for exceptional design and exceptional land dedications for public use.

#### **Public Art and Placemaking**

Public art is part of the Reston tradition, and the Master Plan adopted by the Initiative for Public Art - Reston (IPAR) continues this tradition by commissioning a new generation of world-class public art that will:

- Inspire a vigorous commitment to public art that builds on Reston's tradition of supporting community arts and culture
- Engage the public by stimulating further appreciation of the uniqueness of our community and new partnerships that create a new generation of world-class public art in Reston
- Build on Reston's commitment to excellence in planning and design of public spaces
- Raise the expectation that public art will be an integral component of Reston's long term ethic of building a quality environment

Both the public sector and the private sector through the proffer system will be expected to participate in integrating public art into the community.

**Priority Areas** (Public Art Master Plan for Reston, prepared by IPAR, December 2008):

- Community infrastructure
- Environmental projects
- Reston Town Center
- Metro stations and station areas
- North County Government Center
- Village centers
- Private development.
- Pedestrian and bicycle paths.

**Placemaking** - The design of public spaces with art will create destinations that are inspiring to the community, and provide flexible gathering spaces in accordance with the IPAR Master Plan for art.

**Way finding** - Streetscapes and open spaces must include a consistent set of signage and graphics to identify key facilities and provide direction. Signs displaying street addresses should be readily visible from sidewalks and streets.

### Design of Buildings

The Reston Phase 1 Study Area currently has a variety of building types including one and 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 advanced technology companies, self-storage facilities and small spaces for services industries. Some low-rise and high-rise housing is also provided in the transit corridor.

Ultimately, the goal is to replace or, at least, embed existing buildings within mixed-use development that is taller and more dense. The challenge is to create a cohesive urban environment with densities which will maximize transit and pedestrian activity. Building design should enhance and support livability, including pedestrian activity. Changing the building stock will take time. Projects that will replace old buildings with new, taller more urban designs are encouraged. Low density buildings and ones that do not advance the urban design goals and contribute to needed infrastructure (streets, open spaces, etc.) should be rejected.

Design features should include:

- Build-to lines that require buildings to define streetscapes
- Active retail store fronts on key streets to support and reinforce pedestrian activity
- Incorporating plazas and other open spaces into streetscapes
- 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 along sidewalk areas that provide connections to the Metro stations.
- Excellence in design, which includes innovative use of high quality construction materials and glass windows at the ground level
- Satisfaction of accepted, high standards for energy efficiency and sustainability, such as LEED Platinum or Gold standards.

Key elements of high quality building design will include building height, street orientation, retail locations and design, and location of parking garages.

- The tallest buildings should be within ¼ mile of the Metro stations. Building towers should be located to maintain views, and to minimize the impact on the street’s pedestrian environment and the adjacent open space. Building roof lines should be distinctive. Taller buildings will balance the twin goals of higher densities and more public open space.
- Buildings should be oriented to streets. Setbacks from streets should form an urban street wall periodically broken up by open spaces. The street wall should be designed to frame the street and sidewalk areas and shape the open spaces. Buildings along streets should avoid the extensive use of blank walls at the ground level.
- Most buildings located on important sidewalks that provide access to the Metro stations should include ground level retail. Retail frontages should maximize building transparency and avoid blank walls.
- Parking facilities should minimize the impact on the pedestrian environment. Parking structures should be located behind buildings or retail facades. Underground parking is encouraged. Parking 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.
- Buildings should be of the highest caliber in terms of TOD planning, design, compatibility, energy efficiency and livability. They should enhance Reston’s reputation as a cutting-edge community. Key features of buildings in Reston should include:
  - Use of site and building design and orientation for passive solar heating and daylighting, such as outside light shades that provide shading for glass and also direct sunlight deep into interior building spaces
  - Maximize the potential for renewable energy systems, including solar panels and geothermal systems
  - Incorporate passive cooling through proper shading and ventilation
  - Reduce water consumption
  - Recycle building materials and maximize the use of locally produced materials
  - Incorporate renewable energy systems such as wind power, solar power, and geothermal heating and cooling systems
  - Use light reflecting roof surfaces or green roof systems

### Density and Land Use Mix

Areas designated for Transit Station Mixed-Use will have the highest densities and greatest commercial concentrations (a mix of 50 percent non-residential uses and 50 percent residential uses based on square footage) and will be located closest to the station, generally within one-quarter mile. Residential Mixed-Use areas, generally located between one-quarter and one-half mile of the stations, will have less density and a greater residential mix (25 percent non-residential and 75 percent residential). Density should taper from buildings closest to the station to those farther away.

The allocation of Transit Station Mixed-Use and Residential Mixed-Use has been undertaken with an objective of reducing traffic congestion. It is intended that the resulting Reston-wide jobs to housing ratio will not increase from the current level of 2.55 (COG 8.2 2010). Individual applicants for rezoning will need to present supporting traffic analyses and

proffers related to TDM, road and sidewalk/path improvements as necessary to mitigate potential adverse impacts.

### **Air Rights over the DAAR**

Air rights development would connect Reston north and south of the DAAR, provide opportunities for additional development, as well as north/south connections. While market conditions are not currently conducive to this type of development, opportunities for future air rights development at the Town Center and the Herndon stations, as well as the Wiehle-Reston East station should not be precluded. A previous study showed that it would be possible to retrofit foundations around an operating rail line, but it will be much more difficult and expensive. Fairfax County Board Members and the Metropolitan Washington Airports Authority (MWAA) staff have noted the future transportation and fiscal benefits of selected air rights development. The county should work with MWAA to explore opportunities to implement future air rights development.

### **Housing for All**

Providing a variety of housing types for all ages and incomes continues to be an important principle in the development of Reston. People of all ages, physical abilities, and economic circumstances, and households of all sizes and stages of family life should be accommodated in Reston. While the most dense housing will be located in the TOD areas, the full range of single-family detached houses, townhouses, single-family attached houses, and low-rise and high-rise apartments should continue to be provided in Reston to serve all incomes and ages. It is important that developers meet or exceed the County's requirements for affordable, work force, and low income housing.

### **Environment**

Reston's vision for the 21st century will integrate access to nature with developed areas, protect environmentally sensitive areas, reduce air pollution and global warming, and establish high standards of green technology for all buildings and neighborhoods including the linear transit corridor.

The planning goal is to bring conservation of the natural environment into all areas of Reston including the transit corridor. An urban green infrastructure of interconnected spaces will be an integral part of planning and design. Reston's tree canopy is part of what sets it apart and efforts should be made to preserve or enhance it where possible. The goals and recommendations identified in this section will ensure that Reston continues to develop and redevelop as a sustainable community, creating a healthy, environmentally responsible, and visually appealing place. The general goals include the following:

#### **Protect:**

- Wetlands
- Streams and buffer areas
- Other natural areas
- Tree canopies

#### **Restore and Enhance:**

- Intermittent streams
- Lakes and ponds
- Forests and trees, including trees in urban areas
- Hydric soils
- Steep Slopes
- Stormwater management

### **Reduce**

- Air and water pollution
- Global warming
- Impermeable surfaces
- Energy and water usage

Best management practices should be used during development and redevelopment to improve air quality and conserve energy. Integrated approaches should be used for stormwater management, water conservation, reuse of rainwater, use of systems that mimic natural processes, and use of permeable surfaces. The tree canopy should be preserved and enhanced wherever possible, including in transit areas slated for redevelopment. Protecting, restoring and enhancing the natural environment will remain a central planning principle.

### **Public Facilities**

Reston has been and must continue to be a place that provides and enhances quality of life by providing adequate and comprehensive public facilities that serve Reston and surrounding areas including:

- Public safety
- Parks and recreation
- Schools and universities
- Cultural facilities

The challenge to providing adequate public facilities is often the requirement for large parcels of land. The use of the “Proffer System” will be the primary method used to acquire property and construct public facilities. Fairfax County’s Capital Improvement Program (CIP) is another but more limited method of providing public facilities.

The plan should emphasize the community requirements for enhanced and expanded public education, public safety facilities, and services to support community growth. Fairfax County Public Schools and the Fairfax County Fire Department should consider innovative new designs for facilities that may better address the needs of an urbanizing community, such as locating some of their facilities in the base of commercial buildings and collocating in multi-story buildings.

### **Public Safety**

The anticipated growth in size and changes in character to the community demand that the need for the following be addressed:

- Urban, police sub-station to replace the existing facility (under construction)

- Fire station capability to service urban environments such as the Town Center and other transit oriented development around the rail stations
- County Government Center to provide expanded human services
- Sufficient public utilities such as gas, electric, water, sewer and storm water management.

### Parks and Recreation

Reston should have a “World Class” public park and recreation system, including community parks and recreational facilities that can be addressed through a combination of private and public initiatives, including public-private and private-private partnerships, large and small. Individual parcels should provide solutions for their micro requirements and also contribute to meeting larger needs. Macro requirements often demand integrated coordination with various stakeholders such the Northern Virginia Regional Park Authority, Fairfax County Park Authority, Reston Association, the Reston Community Center, the private sector, and others.

**Specific, Designated Open Space Recommendations.** The designated new public open spaces include, but are not limited to, the following important areas:

- A large, central park or urban green in the Town Center North area
- A significant park or urban green south of the Town Center Metro station
- At least one large, community-gathering plaza should be located near each of the Metro stations on the north and south sides of the DAAR, as well as other open spaces.
- Smaller gathering spaces should be located throughout the transit areas.
- A grand, green boulevard along the entire length of Sunrise Valley Drive with setbacks from the curb to create a linear greenway with a bikeway, and to protect the adjacent neighborhoods
- A linear park to replace the VDOT parking lot along Sunset Hills
- A significant urban park in Isaac Newton Square
- A memorial sculpture garden somewhere in Reston.
- Small urban parks, including pocket parks
- Small public recreational facilities and other active recreation uses such as volleyball, bocce ball, handball, and tennis
- Areas for organized, active recreation field sports on the existing gas pipeline right-of-way
- Mid-block pedestrian connections
- A community recreation center with a broad range of athletic options, including 50-meter pool, exercise equipment, basketball/multipurpose courts, and other indoor sports facilities.

### Schools and Universities

Providing locations and buildings for future schools is a priority to serve the future population. Some of these facilities can be co-located. Educational facility requirements include:

- Child care
- Elementary schools
- Potential middle school or high school

- Advanced education (universities and a community college) including graduate and research degree programs to attract and support high technology industries
- Senior learning centers

### Cultural Facilities

Cultural facilities are essential to a well-planned community and must be part of Reston’s future. These facilities ensure that the community retains and enhances its ability to provide a high quality of life in Reston. The planning of advanced cultural and educational facilities should be coordinated with the Commonwealth of Virginia and other entities in the Washington region. Cultural facilities that will help attract residents, businesses, employees and visitors to Reston include:

- A performing arts center
- Libraries including the creation of a new regional library that utilizes innovative approaches such as satellites at transit stations, electronic services, kiosks, and couriers
- A Children’s Science Center
- Art Galleries and museum
- Memorial sculpture garden

The following table identifies the type of public facilities, priority locations, and the potential private contributions for dedication and construction. This list should be used during the review of specific projects as part of the use of the “Proffer System.

Type of Facility	Priority Location	Private Responsibilities
<b>Cultural Facilities</b>		
<ul style="list-style-type: none"> <li>• Performing Arts Center</li> <li>• Libraries</li> <li>• Children’s Science Center</li> <li>• Art Galleries and museums</li> <li>• Memorial sculpture garden(s)</li> <li>• Children’s theater</li> </ul>	Town Center area located north of the Metro station Town Center North with satellites throughout Reston Near the transit station areas Near the transit station areas All areas or near the transit station areas Near the transit station areas	Land and construction Land dedication Land and construction Land and construction Land and construction Land and construction
<b>Schools and Universities</b>		
<ul style="list-style-type: none"> <li>• Child care</li> <li>• Elementary, middle, and high schools as needed</li> <li>• Advanced education institution</li> <li>• Senior centers</li> </ul>	Transit stations and village centers TBD Wiehle-Reston East Station area Transit stations and village centers	Land and construction Land dedication Land dedication Land and construction
<b>Parks and Recreation</b>		
<ul style="list-style-type: none"> <li>• Major City Park</li> <li>• Linear park</li> <li>• Small urban parks</li> <li>• Small public or private recreational facilities</li> </ul>	North Town Center Along Sunrise Valley Drive and along Sunset Hills to replace VDOT parking lot Transit centers and village centers Transit centers and village centers	Land dedication Land dedication and construction Land dedication and construction Land dedication and

<ul style="list-style-type: none"> <li>• Large indoor recreation center</li> <li>• Swimming pools, and other active recreation uses such as volleyball, handball, tennis</li> <li>• Places for large organized, active recreation field sports</li> </ul>	<p>Wiehle-Reston East Station area or other suitable location</p> <p>All</p> <p>TBD</p>	<p>construction</p> <p>Land dedication and construction</p> <p>Land dedication and funding</p> <p>Land dedication and private funding</p>
<b>Public Safety</b>		
<ul style="list-style-type: none"> <li>• Future, urban police sub-station to replace the existing facility</li> <li>• Fire station capability to service urban environments such as Town Center and TOD around the rail stations.</li> <li>• County Government Center to provide expanded human services</li> <li>• Sufficient public utilities including gas, electric, and water and sewer</li> </ul>	<p>North Town Center or Reston East station areas</p> <p>Reston West-Herndon Station</p> <p>North Town Center</p> <p>All</p>	<p>TBD</p> <p>Land dedication and funding</p> <p>TBD</p> <p>TBD</p>

## TRANSPORTATION ISSUES

Transportation is a vital element of the infrastructure that supports the quality of life in Reston. The new Metro Silver Line adds an important transportation option that was not previously available in Reston. The transit stations will relieve east-west traffic even as they attract bus and vehicular traffic serving transit users and new businesses attracted to the station areas. Maximizing the benefits from the Silver Line requires integrated planning of transit-oriented development and transportation options. Potential traffic problems associated with increased densities and the station areas may be mitigated through a combination of transit-oriented development, increased feeder and circulator bus service, enhanced pedestrian and bicycle facilities, an expanded network of streets and selected road improvements. Complete streets, safe for all users will be necessary within the transit corridor. An expansion of travel choices will transform the transportation system so that streets become attractive outdoor spaces that encourage walking and biking to connect the entire community. A range of access options should be created including facilities that serve pedestrians, bicyclists, transit, and vehicles.

The transportation system should provide safe, attractive and efficient travel choices. The goals include:

- Expand pedestrian and bike access
- Provide and enhance transit options
- Expand the network of streets
- Improve operational performance
- Mitigate levels of congestion and expand capacity
- Implement an improved transportation system evaluation process

The following is a composite of the transit corridor. This MAP shows each transit station area, a grid of local streets, bike routes, and new crossings of the Dulles Access Road. (The precise locations of local streets, bike routes and crossings may vary from the maps.)

## Recommendations

The proposed transportation system should provide a wide range of transportation options. Reston has an outstanding trail system that provides access to the village centers and the neighborhood schools. The transportation system should include a local grid of interconnected and complete streets in the transit corridor, new crossings of the Dulles Access Road, bike and pedestrian trails and sidewalk facilities, bus transit as a priority, and improvements for vehicles.

### Expand Pedestrian and Bike Access

The pedestrian and bike system should be expanded to improve access across the Dulles Access Road and to enhance the pedestrian and bike access to the three, new Reston Metro Silver Line stations. Key recommendations include:

- Fund and implement the RMAG (or better) recommendations for station access improvements at the Wiehle-Reston East, Town Center, and Herndon stations prior to start of rail operations at those stations
- Provide new bicycle and pedestrian trails along both sides of the Dulles Access Road connecting all adjoining properties (include business parks in the corridor located more than ½ mile from a station) and RA's existing network of paths with each of the three rail stations
- Provide safe, signalized crossings of all roads leading to the stations, especially at major roads, such as Wiehle Avenue, Reston Parkway, and Sunrise Valley and Sunset Hills Drives.
- Assure convenient pedestrian and bicycle access from Sunrise Valley and from east of Wiehle Avenue to the Wiehle-Reston East Station's south entrance
- Implement crossings of the DAAR for vehicles, pedestrians and bicyclists to the west of Reston Parkway, to the west of Wiehle Avenue (the extending Soapstone Drive), and east of the Wiehle Avenue bridge (extending South Lakes Drive), plus a pedestrian crossing from Reston Heights to Oracle and the Plaza America
- Provide a continuous shared-use bike and pedestrian trail along the northern side of Sunrise Valley Drive as part of creating an urban boulevard
- Provide bike parking and storage areas, as well as bike rental stations, at convenient locations at or near the transit stations and retail centers.
- Implement grids of streets to and within each of the transit station areas
- Establish complete streets with closely spaced trees, pedestrian lighting, and furniture to enhance safety and support access for pedestrians throughout the transit corridor
- Extend Reston Station Boulevard and associated sidewalks from Sunset Hills Drive at a point east of Wiehle Avenue into Plaza America to the west of the Wiehle-Reston East Station
- Improve the W&OD Trail crossing of Wiehle Avenue by making it grade separated
- Improve pedestrian sidewalks and bikeways along Sunrise Valley and Sunset Hills Drives and Wiehle Avenue prior to the start of rail service to the Reston East Station or as soon thereafter as possible
- Provide enhanced transit options, such as circulator and shuttle buses.

The new Metrorail stations provide an opportunity to improve access to Reston, the Washington Dulles International Airport, Tysons, Arlington and the entire Washington

Metropolitan Region. Expanding the existing bus system to provide access to the stations and throughout Reston is a priority. Recommendations include:

- Review and recommend changes to the approved Fairfax Bus Service Plan for Reston for Phase 1 Metrorail service.
- Provide new transit circulators and shuttles with frequent stops for the Town Center, Wiehle-Reston East, and the Herndon station areas
- Circulating buses should extend to businesses in portions of the corridor outside the immediate station areas
- Evaluate and, where appropriate, implement opportunities for bus lanes in the transit corridor
- Consider and, where appropriate, implement lane controls and bus prioritization at signals in the transit corridor
- Create a wide range of transfer opportunities between Metrorail, buses, vehicles (including rental cars), and bicycles.
- Provide bicycle storage facilities at each of the three Metrorail stations
- Provide bus and kiss-and-ride access from Sunrise Valley Drive to the bus transfer facility on the south side of the Wiehle-Reston East Station
- Provide hourly car rental services at the rail stations and in Town Center (such as Zipcar)

### **Enhance the Network of Streets**

The map of the Network of Streets [Map \_\_\_] highlights, in conceptual form, the recommended composite of the street improvements proposed for three Metrorail station districts in the transit corridor including a new grid of local streets, and new crossings of the Dulles Access Road. The sample guide for the expanded network of streets includes the following:

- Expand Reston Parkway to three lanes in each direction from Sunrise Valley Drive to South Lakes Drive
- Provide a new grid of streets, bike lanes and walkways within the transit corridor to increase pedestrian and bicycle access and provide alternatives to use of Sunset Hills Road and Sunrise Valley Drive
- Improve the design character of streets within the transit corridor by providing adequate sidewalks, closely spaced trees, and pedestrian-oriented lighting
- Provide five crossings of the DAAR including the following:
  - - Construct the Soapstone Drive extension crossing of the DAAR to Reston Station Boulevard and Sunset Hills Road as a priority for the Wiehle-Reston East Station
  - - Provide a pedestrian crossing at the Plaza America development to Reston Heights
  - - Construct a crossing of the DAAR at the Reston Town Center
  - - Construct a crossing of the DAAR at the Innovation Station at Route 28
  - - Construct a crossing that connects South Lakes Drive to Sunset Hills Road
- Study conversion of the existing one-way bus ramp over the Dulles Access Road for westbound traffic into a multi-purpose, two-way street between Herndon and the Reston West-Herndon Station area

- Develop and implement plans for traffic calming improvements for streets within the transit corridor to slow vehicle speeds, and improve pedestrian and bicycle safety
- Improve the access ramps to Reston along the DAAR and add additional toll lanes
- Provide room for construction of support structures in the median of the DAAR to support future air rights
- Coordinate design of the Phase 2 Metrorail extension with planned crossings of the Dulles Toll Road

### Improve Operational Performance

The operational characteristics of the transportation system should be improved. Implement aggressive transportation demand management programs to reduce vehicle trips (including staggering work hours, car and vanpooling, telework, flex-time, parking space pricing strategies, expanded transit options (e.g., privately operated circulator and shuttle buses), priorities for peak-period bus operations, and real time changes in traffic). Design and develop station areas in ways that maximize walking, biking and transit usage while minimizing the need to use automobiles for daily living and commuting

- Update the Countywide signal control system to reduce delays at intersections by using software designed to respond to real-time traffic changes

### Parking

- Establish maximum parking levels (spaces per square feet of development) for new construction at levels that reduce traffic. Rates should be lowest close to the station and higher farther away. Minimum parking levels should be eliminated or liberally waived in transit station areas.
- Develop a plan to transition from subsidized rail parking at the Metro stations to parking to support transit-oriented development. For example, to mitigate traffic and parking construction, parking spaces at the Wiehle-Reston East Station garage could be sold or leased to neighboring building owners once transit stations are opened to the west in Phase 2 of the Silver Line.
- Implement peak-period pricing strategies that reduce entrances into and departures from the public parking garage at the Wiehle-Reston East station during rush hours. This could be accomplished without revenue loss by using EZ Passes and human toll-takers to combine additional charges for entering or exiting during rush hours with modest hourly rates.
- Convert to local use most (or at least a substantial part) of the parking spaces in the County-owned garage at the Wiehle-Reston East Station once the stations to the west have opened. Local developers or residents could be invited to purchase or lease spaces in the garage.
- Revise the parking standards to allow for shared use of parking spaces between land uses and a reduction in required spaces for development located near the transit stations.
- Over the long term, consider locating satellite parking facilities at the edges of Reston connected to the transit stations by bus.

### Address Levels of Congestion and Expand Capacity

Reston has a number of intersections that do not meet existing Fairfax County standards. The operation of these intersections should be improved as follows:

- Create and implement a wide range of transportation choices with a high priority on transit, and pedestrian and bicycle enhancements
- Improve the operational characteristics of intersections by providing alternatives to the use of Sunrise Valley Drive and Sunset Hills Road (see the table below for more specific recommendations)
- Encourage the creation of local streets at each station area parallel to Sunrise Valley Drive and Sunset Hills Road as an alternative travel choice
- Provide an appropriate balance of non-residential and residential land uses to constrain vehicle trips
- Set higher non-automobile mode split goals; create high quality and safe facilities for pedestrians and bicyclists; and reduce congestion levels in the transit corridor
- Require aggressive TDM by developers
- Take steps to divert and slow traffic before vehicles reach heavily congested intersections.
- Permit modification of entrance ramps to, and exit ramps from, the DAAR so that vehicles can enter or exit the toll road other than at Wiehle Drive or Reston Parkway.

### Improve Capacity at Selected Intersections

Intersection	Transportation Improvements
Wiehle Avenue and Sunset Hills Road	<ul style="list-style-type: none"> <li>• Complete a grid of streets in all four quadrants to provide for bypass opportunities</li> <li>• Create a main street connecting areas east and west of Wiehle Avenue to Plaza America to divert local traffic from Sunset Hills Road</li> <li>• Extend Soapstone Drive across the Dulles Access Road</li> <li>• Eventually extend South Lakes Drive across the Dulles Access Road</li> <li>• Construct an elevated (or below grade) crossing for the W&amp;OD at Wiehle Avenue in order to minimize interaction with vehicle traffic</li> <li>• Consider a below-grade pedestrian crossing under Wiehle for developments south of the DAAR</li> </ul>
Reston Parkway and Sunset Hills Road	<ul style="list-style-type: none"> <li>• Extend Edmund Halley Drive across the Dulles Access Road to Town Center Parkway</li> <li>• Extend the streets in the Town Center across the W&amp;OD Trail to Sunset Hills Road to improve the grid of streets</li> </ul>
Sunrise Valley Drive and Monroe Street	<ul style="list-style-type: none"> <li>• Create a main street connecting Monroe Street</li> </ul>

	<p>to the Herndon Metro station area to direct traffic away from Sunrise Valley Drive</p> <ul style="list-style-type: none"> <li>• Complete a grid of streets that will reduce the need for traffic to use Sunrise Valley Drive</li> <li>• Create a green boulevard along Sunrise Valley Drive with a continuous bikeway</li> </ul>
Sunrise Valley Drive and Reston Parkway	<ul style="list-style-type: none"> <li>• Create a main street connecting Reston Parkway to the Town Center Metro Station area to direct traffic away from Sunrise Valley Drive</li> <li>• Complete a grid of streets that will reduce the need for traffic to use the intersection</li> <li>• Create a green boulevard along Sunrise Valley Drive with a continuous bikeway</li> </ul>

### Expand Evaluation Techniques

Fairfax County performed an evaluation of the transportation impacts of two development scenarios using level of service at intersections as a primary performance measurement. This evaluation was expanded to consider the impact of the following:

- Increasing mode-share of non-automobile travel
- Reducing parking requirements specified in the Zoning Ordinance, including providing parking maximum requirements
- Expanding opportunities for pedestrian and bicycle access.
- Enhancing bus service within Reston including access to the transit stations

## WIEHLE-RESTON EAST STATION AREA

### Summary

The Wiehle-Reston East Station will be the first Metrorail station to open in Reston. It is expected to open by early 2014. Early development of properties near the station should be facilitated and strongly encouraged.

Over time, the Wiehle-Reston East Transit Station Area<sup>1</sup> will be transformed from a suburban office park to a more urban, transit-oriented, mixed-use development with residents, offices, hotels, restaurants, shops, education institutions, research facilities, and cultural attractions. More development will occur north of the toll road than to the south, and the retail

<sup>1</sup> The areas to be developed near the Wiehle-Reston East Transit Station Area are located north of Sunrise Valley Drive and within one half mile of the station entrances. There are two districts referred to in this report: the Wiehle Station Transit Oriented Development (TOD) District, which includes a North and a South Subdistrict. Absent an opportunity that is unusually beneficial to the community (such as a substantial university campus), areas outside the one-half mile radius should remain as currently planned until the TOD area is substantially developed. No increased development is envisioned south of Sunrise Valley Drive.

core will run along an internal street (“Reston Station Boulevard”) extending from east of Wiehle to Plaza America. As compared to the Town Center Station North area, Wiehle-Reston East will be less dense, have a higher proportion of new residential development, and not be planned as a regional retail destination.

Consistent with TOD, the area will be an attractive and active place to live, work, learn, shop and play with limited need to drive a car. The area will be connected, both internally and to neighboring areas, by a network of streets, pedestrian crossings, walkways and bike paths which facilitate safe and convenient access to and from the Metro station and link the area to Reston’s existing pathway network. Open space will include plazas for community gathering. It is proposed that these new residential units will be incorporated into the Reston Association.

The vision for this station is to have a mix of uses that includes higher education institutions, particularly a first-class university with undergraduate and graduate degree and research programs which will attract and support high-technology and R&D employers in the region. This educational identity will build upon the two higher-education institutions currently near the station.

Attention is needed, from the beginning, to ameliorating congestion from existing commuters, traffic to the station, additional development and a large county-owned garage at the Metro station. The RMAG recommendations should be used as an initial guide for improvements, especially the creation of the Soapstone extension over the DAAR. In addition, infrastructure must include an interconnected grid of streets, sidewalks and bike paths and enough retail options to make walking a viable alternative to driving. Bus access to the south station entrance and circulating buses, as well as safe, signaled pedestrian crossings, are critical.

Areas in the Wiehle-Reston East Study Area within ½ mile of the station and north of Sunrise Valley Drive must be developed as mixed-use, transit-oriented development. In general, Transit Station Mixed-Use (50 percent non-residential/50 percent residential) with the highest densities and greatest commercial concentrations will be located closest to the station (within ¼ mile), with somewhat higher overall densities north of the DAAR. Residential Mixed-Use development (25 percent non-residential/75 percent residential) will be encouraged between ¼ and ½ mile of the Station, north of Sunrise Valley Drive. Exceptions to the density-tapering principle may be warranted by specific circumstances, including for projects offering particularly valuable benefits to the community.

All projects must satisfy minimum performance criteria for design excellence, cohesive streetscapes, sidewalks, connected pathways, preservation of trees, setbacks, etc. Valuable proffers will be needed to achieve the top end of the density range for a given area. Proposals that do not meet the objectives for the area should be rejected.

Although this area begins with no residential development north of Sunrise Valley Drive, the ultimate goal is to achieve somewhat more residential than office development in the station area.

The Wiehle-Reston East area will be redeveloped with a distinct sense of place, including educational, research and cultural institutions in urban-type campuses. Construction of taller buildings will help to distinguish this from a suburban office park and will free up space for parks, plazas, and other attractions. Visually attractive buildings are important as this will be the first view of Reston for people driving west. Developers are strongly encouraged to incorporate

local (rather than chain) shops and restaurants with first floor, street-facing retail. Above-ground, electric distribution lines in the station area should be buried by developers either at the time of their redevelopment or as part of jointly-funded projects. These lines are unsightly and detract from the visual beauty to be achieved in the station area.

Several existing factors pose a challenge to redevelopment in this area. There are many small parcels with different property owners, which will complicate redevelopment. There is a mix of building ages with newer buildings that may not be open to economic redevelopment for many years. On the other hand, there are large open parking areas that could be candidates for infill building. The existence of condominiums may retard redevelopment in some areas.

## Land Use Recommendations

### TOD District

North Subdistrict (*Area North of the Dulles Toll Road between the Toll Road and Sunset Hills*)

The greatest overall density and the retail core of the Wiehle-Reston East station area should be located between the DAAR and Sunset Hills Road, in land bays extending east and west of the Metro station. While there will be a substantial residential component throughout this area, the greatest density and commercial (office, retail, hotel) development will be concentrated closest to the Metro station in the Transit Station Mixed Use area (50 percent non-residential/ 50 percent residential - within ¼ mile) with lower commercial densities and a higher residential emphasis as one moves from ¼ to ½ mile from the station in the Residential Mixed Use area (75 percent residential/25 percent non-residential).

An east-west, central street, extending Reston Station Boulevard east, across Wiehle Avenue to Sunset Hills and west into Plaza America (between the DAAR and Sunset Hills), would become the “Main Street” of the Wiehle-Reston East area. It would serve as the spine for a grid of “complete streets” with tree-lined sidewalks which are wide enough to accommodate outdoor seating. Restaurants, retail and at least one pedestrian-oriented plaza should be built along Reston Station Boulevard and the streets that link it to Sunset Hills. Most of the restaurants and retail should be concentrated within an easy walk of the station. A pedestrian-oriented, retail-lined plaza located near the station should be designed as a community gathering space consistent with Reston’s distinctive original vision. By extending into Plaza America, Reston Station Boulevard will provide pedestrian, bicycle and vehicle access to existing retail establishments, including a grocery store and pharmacy, without requiring people to travel on Sunset Hills Road. Rezoning proposals along this street and connecting streets are expected to help achieve a successful urban-commercial core near the station and a convenient link to Plaza America.

The Soapstone Extension would enter this area, adding a vehicle and pedestrian link between Soapstone/Sunrise Valley Drive and Reston Station Boulevard/Sunset Hills. It is critical that the Soapstone Extension connect to Reston Station Boulevard, not divide that road, which will be an important link between the station and development to the west, including Plaza America. The road network should extend into and through Isaac Newton Square extending to Wiehle Avenue at two or more points. The Soapstone Extension should be built as soon as possible.

No specific height limitations are recommended in this area. Taller buildings are encouraged as they will allow more open space and earlier development of a successful TOD core area. Also, there are no nearby established residential areas which could be adversely affected by very tall buildings. If anything, new low-rise buildings should be prohibited in this area since they could jeopardize the ability of the area to achieve long-term TOD goals.

***Residential Mixed Use Area - Area North of Sunset Hills***

Growth in the area north of Sunset Hills (within half-mile) should be a predominantly residential with Residential Mixed Use characteristics. Development along the Washington & Old Dominion Railroad Regional Park (W&OD) should create connections to the transit station and nearby developments and designed to facilitate public access to Lake Fairfax Park and the new park contemplated for Isaac Newton Square. A public park should also replace the VDOT parking lot that now occupies the space between Sunset Hills and the W&OD trail. The W&OD should be widened in this area to better accommodate a mix of pedestrian and through bicycle traffic, since usage is likely to grow with the new development. Careful attention to design is necessary to maintain safe crossings and passage for “through” trail users. A grade-separated crossing of Wiehle Avenue should be built for the W&OD for reasons of safety and traffic mitigation.

Isaac Newton Square is the largest single property in this area. It should be primarily residential with internal streets, including ones that link Sunset Hills to Wiehle near the northeast and southeast corners of Isaac Newton Square. It is expected that a significant publicly-accessible park and play area, usable by residents and visitors to the area, will be a requirement for redevelopment. Amenity retail at the street level should service the residential community, complementing but not duplicating denser retail between Sunset Hills and the DAAR. Isaac Newton Square would have the potential for taller residential buildings than might be expected given its distance to Metro, in part to facilitate the desired open space.

East of Wiehle Avenue, the developable area within ½ mile of the station entrance is relatively small. One portion, which is currently commercial, is located between Wiehle and a wooded area. Beyond the wooded area is a discrete area which overlaps the ½ mile circle from the transit station and extends along Michael Faraday up to the former “Clay Lane.” It includes the existing indoor ice skating rink, which should be preserved or enhanced. Public access to Lake Fairfax Park, including a pathway linking the park to the W&OD, is needed through this area.

A street with a sidewalk and a bike lane should be built to link Michael Faraday to Wiehle Avenue preferably along the southern edge of the wooded area. That street, bike lane and sidewalk should also provide a link to business parks east of Michael Faraday. Steps should be taken to eliminate the current traffic nuisance created by cars backing up on Wiehle from fast food drive through(s). Auto-centered uses (such as drive-throughs) should be discouraged in the transit station area.

The W&OD should be utilized as a bicycle/pedestrian “highway” to get people to and from the Wiehle-Reston East station, so convenient pedestrian and bicycle paths need to link the W&OD to the station. A grade-separated crossing of Wiehle for use by bicyclists and pedestrians on the W&OD would help them and reduce traffic congestion at Wiehle and Sunset Hills. It should be built early with public or private funds. Given the speed of the bicycle traffic, the

W&OD should be widened or a separate paved path should be added in this area to create a distinct pedestrian path, which will facilitate safe usage by both bicycles and pedestrians

Pedestrian and bicycle access to the Tall Oaks Village Center should be improved. Sidewalks and paths should be well lit to encourage usage at night as well as in the day.

### **South Subdistrict (Area South of the Dulles Toll Road to Sunrise Valley Drive)**

The South TOD subdistrict between the DAAR and Sunrise Valley is smaller than the area to the north. It is bounded by the DAAR to the north and Sunrise Valley and established residential neighborhoods to the south. This configuration places constraints on the potential for redevelopment.

This area should have mixed-use development with (a) the bulk of the office space (Transit Station Mixed-Use) closest to the toll road and to the south station entrance, located within ¼ mile of the station and (b) Residential Mixed Use from ¼ – ½ mile from the station and along the north side of Sunrise Valley. The tallest buildings should be close to the DAAR and the station. Residential buildings should be permitted closer to the DAAR than 200 feet if adequate noise reduction measures can be implemented. New buildings would have some first floor restaurants and other retail, particularly close to the station but less extensive retail is expected overall than to the north of the DAAR. A community-gathering plaza should be built in this area, not far from the station.

There is a small strip of retail and professional businesses and a pre-school on the south side of Sunrise Valley near Soapstone. With changes to its retail mix, the strip center could evolve to provide pedestrian-accessible, amenity retail support to nearby residents.

Four access issues are especially important to successful development in this area:

(1) ***The Soapstone Extension.*** This connection across the DAAR is needed to facilitate access to the Metrorail station and relieve traffic congestion on the Wiehle Avenue bridge. It is important to design the crossing for use by pedestrians and bicyclists, as well as vehicles.

(2) **Public access (for buses, car drop-offs, pedestrians and bicycles) to the south side entrance to the transit station.** Prompt provision of access should be a condition for approving future rezoning applications in the Transit Station Mixed Use area. Pedestrian and bicycle access will need to be made available when the station is opened. It is recommended that up to a .5 FAR of additional commercial development could be offered as an incentive, if bus and pedestrian and bicycle access to the station from Sunrise Valley is implemented through the subdistrict within 1-2 years of the station's opening.

(3) ***Internal and external connectivity.*** There needs to be a network of interconnected streets and pedestrian/bicycle paths running east/west among buildings in the area. Complete streets that parallel Sunrise Valley should be built to the east and west of Wiehle Avenue and should link the Metrorail station area to existing office parks. As soon as possible, attractive pedestrian and bicycle paths should be extended west to Reston Heights and east into office parks which are beyond the ½ mile TOD area.

(4) ***Safe pedestrian crossings of Wiehle and Sunrise Valley.*** Safe, signalized pedestrian crossings (or grade-separated crossings where appropriate) are needed. The

grade difference between Wiehle Avenue and the properties to the east and calls for building a well-lit pedestrian passage under Wiehle Avenue. This would facilitate safe, convenient pedestrian access from development east of Wiehle to the transit station.

This area's small size and the need for space to accommodate the Soapstone Extension, limits the potential for large open space areas between the DAAR and Sunrise Valley. However, small parks, green spaces, pathways and a pedestrian-oriented plaza should be incorporated into the area. The tree canopy should be preserved or enhanced to the extent possible. It is envisioned that Sunrise Valley Drive will be constituted as a grand, green boulevard. In addition, there are extensive nearby open spaces, including RA's pathway system and the Reston National Golf Course, which will benefit residents and employees in this area.

No increased development is contemplated south of Sunrise Valley Drive. Additional TDM measures (such as parking restrictions, lighting, etc.) are needed to protect established residential areas south of Sunrise Valley from adverse impacts attributable to transit-related development. Measures such as parking restrictions should be implemented when the station opens.

### **Areas More Than One-half Mile from the Metro Station**

Study Area locations more than one-half mile from the station should remain at current densities absent an unusually beneficial addition to the community (such as a university campus, a civic facility or active athletic fields) or incorporation into a joint development project that extends within the ½ mile area. For example, construction of some residential units might be warranted by reconfiguration of Plaza America (which overlaps the TOD area) to create an entrance for Reston Station Boulevard and a pedestrian-oriented plaza. Any such projects would need to meet minimum design and other performance standards, including linkage to the Metro station by bus, walkways and bike paths. Efforts should be made to link existing, office parks' private roads and sidewalks to the Metro station in order to promote transit usage and mitigate traffic on Sunrise Valley and Sunset Hills. Pedestrian and bicycle connections should extend from Reston Heights to the W&OD. These linkages would benefit property owners, their employees and customers.

Improvements should be made to Hunters Mill Road and to the toll road underpass at Hunters Mill. Such measures would mitigate growing traffic pressures in the Reston area.

### **Established Residential Areas**

Traditional residential areas should be protected from impacts of additional development in the station area. In addition to recognizing Sunrise Valley Drive as a boundary on new development, the County should implement measures to mitigate the impacts of development on nearby neighborhoods. Appropriate measures would include parking permit programs, traffic calming measures, and street lighting, if requested by residents.

Pedestrian and bicycle access between the neighborhoods and the stations should be facilitated. Street lighting will facilitate access at night.

## Open Space and Recreation

Publicly accessible parks, trails and other open spaces are needed to support the residents, office workers and other users of the area and to fit with Reston’s overall identity. Each developer shares responsibility for developing open space either on or, working with others, near its property. A significant, publicly-accessible park should be required in the redevelopment of Isaac Newton Square. Financial contributions to a well-administered fund for acquiring and maintaining open-spaces in or near the TOD area may be an option.

Publicly accessible open spaces must be usable, attractive and well-distributed. In the urban commercial area itself, plazas, pocket parks and wide sidewalks with restaurant seating and benches may be most appropriate to the urban feel, while larger nearby parks and trails (*e.g.*, the W&OD, Lake Fairfax Park and smaller parks) offer additional recreational opportunities. Usable open space with a playground or other active recreation could be placed on the natural gas pipeline right-of-way which cuts through the area. In each case, functionality is an important design consideration. It does not attempt to fix locations or address smaller, “pocket parks”.

Enhanced access to existing open-space assets in and near the Wiehle-Reston East Study Area, including the W&OD and Lake Fairfax Park is important. In particular, it is important to provide pedestrian and bicycle access to Lake Fairfax Park using Michael Faraday Drive from Sunset Hills and the W&OD.

A 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. A hedge or other landscaping could keep some separation between the park and the W&OD, which, as noted above, should be widened in the transit area to better accommodate use by both bicycles and pedestrians.

## RESTON TOWN CENTER TRANSIT STATION AREA

### Summary

The Reston Town Center Station area should, become a signature regional destination and origination station through the creation of dynamic, mixed used, urban spaces This will require a strong emphasis on creating a healthy balance of residential and non-residential uses consistent with transit-oriented development and traffic mitigation objectives.

This section addresses the Reston Town Center Station Transit-Oriented Development (TOD) District, which is divided into two districts: the North Subdistrict (roughly the area north of DAAR within a quarter-mile of the Metro station), and the South Subdistrict (the area south of the Toll Road bounded by Sunrise Valley Drive), The Town Center North District is the area bounded by Baron Cameron Avenue, Fountain Drive, New Dominion Parkway and Town Center Parkway. The plan recommendations do not address the Town Center urban core for which no plan changes are recommended

### North Subdistrict:

To achieve a vibrant Metro station area, the existing Town Center urban core must be extended south to the Reston Town Center Metrorail station. The North Subdistrict development must be designed to link the existing Town Center to the Metro and should become the area of greatest overall density in Reston. The land closest to the station should be directly accessible from the Metro via an extension of the Metro pedestrian bridge and create opportunities for signature retail, new restaurants and nightlife, possibly a hotel function with convention, potentially a significant public amenity, and additional office/commercial space. Strong connections must be created from the station north to the Town Center. Realizing these objectives will require strong incentives. Reston will benefit from extending the urban core and creating this vibrant urban center with true TOD.

No significant changes are recommended for Town Center District outside the quarter-mile area. This will allow for a tapering of densities moving north from the Metro station and continuation of the existing residential areas.

### South Subdistrict:

The South Subdistrict will be transformed from its current suburban office park paradigm into a more urban, mixed-use space consistent with TOD. The limited connectivity to the Town Center area makes it unlikely for this area to develop into an extended Town Center urban core. The area must have a balance of residential and office with new internal roads and walkways, and open space (including a significant, usable central green space). The greatest density and greatest potential for office development would be closest to the station, although total area density will be less than in TC Metro North. Ideally, multiple landowners would have to cooperate on such a redevelopment project, which would require adequate incentives.

### Town Center North District:

This area should develop into a more urban, mixed-use parcel organized around a strong emphasis on open space - a central “city park” or “town green” – and a consolidated but strong government function. There will be opportunities for supporting retail as well as office/commercial but there must be a focused commitment to bringing residential development to this area. A circulator bus or linear shuttle tying the Town Center area together with the Metrorail station would mitigate traffic and support the residential opportunity this parcel presents.

### Overall Planning Principles/Framework

**Four organizing principles** are key to achieving the vision for the Reston Town Center Transit Station Area and Town Center North:

***Urban Character:*** The area must develop, as livable urban, mixed-use, transit-oriented places. A fundamental building block will be creating interparcel connectivity and a grid of complete streets. In the North Subdistrict, the connections must tie into the existing urban center.

***Balance of Residential and Office:*** A healthy mix of uses creates a vibrant neighborhood and mitigates the traffic/congestion impacts. Current development in the TOD area is mainly office. To improve the balance of residential and office in the Town Center

Station North and South Subdistricts, it is expected that Transit Station Mixed Use development (50% residential and 50% office space) will be located in the TOD area within ¼ mile of the station, while Residential Mixed Use development will be located from ¼ mile to ½ mile from the station. (This does not address previously zoned areas in the Town Center Core or North Town Center.)

***Open Space:*** Designating and preserving adequate open space has rightly been a hallmark of Reston’s development and there must be a strong commitment to active and passive open space in all three areas to ensure a high quality of life. This includes urban plazas, wide sidewalks with tables and benches, and outdoor active recreational areas. Roof-top space may supplement the ground-level open-spaces, if public access to the roof-top spaces is free, convenient and well-publicized. Central greens are a shared public space that can serve multiple active and passive needs.

***Excellence in Urban Design and Architecture:*** Excellence in architecture and urban design signals the sense of place that is required in the Reston Town Center station TOD area. Especially important is the North Subdistrict, which will be the touchdown lot from the Metro into the extended urban core. The design and architecture of this space must speak to the uniqueness of Town Center and the regional destination it should become.

## Land Use Recommendations

### Town Center Station TOD North and South Subdistricts

The Reston Town Center Station should be viewed as a regional destination and origination station. This will be realized by ensuring that its immediate neighborhoods, both north and south, evolve to a more urban, mixed-use character with attractive reasons for people to take the Metro to and from this center. The focus first and foremost should be on successfully extending the existing urban core south to the Metro station.

The North Subdistrict must be redeveloped as an extension of the existing Town Center urban core – rich with nightlife, signature restaurants and retail, perhaps a hotel with convention capability, an augmented office presence, a strong residential component consistent with TOD, and potentially at least one prominent civic use. As the touchdown point north of the DAAR for the Metro, a contemporary urban plaza should be created directly accessible from the Metrorail station via an extension of the Metro pedestrian bridge. In combination, these additions to the Town Center will make it a rich and balanced destination-origination station that will be a unique asset to Reston. This would be an ideal location for a performing arts center.

RTC Station TOD South Subdistrict will change from an essentially suburban office park to a more dynamic livable, mixed-us urban space – separate and different from Town Center (given the limited north-south crossings over the Toll Road) with its own identity. In addition to more urban office space, there will be a strong residential presence. Supporting retail, hotel, restaurant, and at least one grocery should also be provided.

Both Subdistricts should have strong inter-parcel connectivity and a more urban network of streets and sidewalks. All roadways should be complete streets capable of comfortably handling pedestrian, bicycle, transit-oriented (including bus, though not bus-dedicated lanes), and vehicular travel. Distinctive and robust open spaces will improve the quality of life and the working experience and are essential. Convenient access for bus passengers must be provided to

both entrances to the Metro Station. Construction of intermodal transportation hubs should be required or incentivized. In order to mitigate traffic, a crossing of the DAAR will be needed to link Town Center Parkway with Edmund Halley Drive.

### **Transportation Infrastructure – TC Station North**

#### ***Network of Streets and Connections***

Considering the density and character of the area immediately north of the RTC Metrorail station, a classic urban grid may not make sense in this area. Nevertheless there will need to be a workable plan for timely construction and improvement of connections within this area, to the urban core north, and to the west. The connections need to include vehicular, pedestrian and bicycle facilities.

#### ***Bus Circulator***

A bus circulator or linear shuttle connector service from the TC Metro Station through the RTC TOD Station Area and Town Center North is essential to help minimize vehicular traffic into and through the Town Center area. Convenient bus access to the station will also be needed from areas to the north outside the Town Center area.

### **Transportation Infrastructure – RTC Station South Subdistrict**

The transition from a suburban office park to an urban, mixed use area will make north-south and east-west spines critical. Convenient bus access will also be needed to the station from the south. Edmund Halley should be extended to link with the Kiss and Ride. A signalized, four-way intersection should be created on east-bound Reston Parkway utilizing the existing right-in - right-out between the DAAR and Sunrise Valley Drive.

### **Open Space**

***North Subdistrict.*** Constructing a signature urban plaza as a centerpiece of the touchdown point from the RTC Station into the North Subdistrict would evoke a special sense of place. Other publicly-accessible open spaces should be created in by individual landowners or through joint projects.

***South Subdistrict.*** A prominent central green or park should be a prime organizing principle for the South Subdistrict given the new emphasis on residential development, with the possibility for multiple, simultaneous passive and active uses. The central green should be augmented by other publicly accessible pockets of open space created by individual landowners or through joint projects.

***Civic Uses/Facilities.*** Development of a first-class performing arts center near the Reston Town Center Station should be the top priority for a civic space. The North Subdistrict would be an ideal location. Offering high-quality performers in a first-class center would materially enhance Reston’s status as a regional destination. In the South Subdistrict, a signature public facility, such as a children’s science center, might help draw attention, foster residential growth, and attract visitors. This should be taken into consideration in future planning for this area.

### **Intensity/Density of Development**

#### ***Balance of Residential and Non-Residential Uses***

The ratio of jobs to households in an area is a key indicator of amount of commuter traffic required to bring people to their workplaces. The current ratio of jobs to households in the Reston Town Center Transit Station Area is approximately 15:1, a highly unbalanced ratio exacerbating traffic problems. This ratio is roughly equivalent to four times as much non-residential square footage as residential. New development should be guided by requiring the ultimate residential square footage to be at least equal to non-residential.

### ***Development Density and Building Heights***

Reston Town Center TOD Station North Subdistrict, which will lead into Reston Town Center, will have the opportunity for the greatest densities in Reston. Reston Station South Subdistrict will also have opportunities for greater density than in the past. In each area, building heights should be permitted to exceed those traditionally authorized. Variegated building heights to create a varied skyline should be required.

### **Mix of Uses**

Private development in Metro North and South should serve the goals of: (a) creating a well-balanced mix of residential and non-residential uses; (b) adding commercial/office space and targeted retail support for those living and working in and around the Town Center Metro station area and, in the case of Metro North, signature retail that accentuates the potential for this being a regional destination; and (c) augmenting the existing housing stock in ways that creates well-designed living spaces that can accommodate a diverse demographic. To this end, Transit Station Mixed-Use development, with 50 percent of space devoted to non-residential uses and 50 percent to residential, will be focused within approximately ¼ mile of the station on both the north and south sides of the RTC Station. Residential Mixed-Use development will be emphasized between ¼ and ½ mile from the station (25 percent non-residential and 75 percent residential).

## **General Guidance for the Remainder of the Town Center District**

### **Existing Town Center**

The remainder of Town Center is largely built out for the near term. The existing residential areas within Town Center should remain so. Augmented by the approved concept plan for Spectrum and recommendations for Town Center North, these areas form an important and essentially residential collar around the extended urban core. These areas are currently zoned at 50 dwelling units per acre. Residential development that moves the Town Center District beyond [the minimum 1:1 ratio] should be encouraged.

### **Town Center North**

Town Center North (TCN) should develop into a more urban space with a mix of uses emphasizing residential development. However, the TCN should not become an extension of the Town Center urban core and should be comparatively less intense. Special emphasis should be placed on creating a dynamic open space as the centerpiece of the area and on preserving and expanding civic uses that will support Town Center and more broadly the Greater Reston community.

Figure reflects a concept of the parcel's future -- an urban-like street grid (with strong "complete streets" that will ensure pedestrian and bicycle accessibility and connectivity) oriented

around a large “town green” or other large, signature park. The addition of a civic center or community hall would crown the open space.

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 area with existing and new civic uses more likely concentrated on the western portion.

Any redevelopment of TCN a must include a strong residential component to achieve greater balance among residential and non-residential uses within the Town Center District.

## **Open Space**

### ***The “Town Green” as Centerpiece***

Open space within Town Center is at a premium. TCN presents an opportunity to help address that issue and this should be an important goal. The current Fairfax County Park Authority five-acre steeply sloped park abutting Fountain Drive should be replaced with a five to seven acre contiguous open space that is flatter and is both more centrally located and closer to the Town Center urban core. This would serve multiple goals:

- Allows greater flexibility to accommodate both some active and passive uses; Provides a centerpiece around which the rest of TCN may be oriented and creates the potential of a powerful north-south visual and physical connection from the Town Center Metro Station; and
- Enhances the possibility of street-level retail at intersections along Fountain Drive to complement the approved Spectrum concept plan.

### ***Additional Open Space***

The central park should be augmented with other pockets of open space that are pedestrian accessible.

## **Civic Uses/Facilities**

***Government Services*** - The existing County offices and services (Supervisor’s office, other North County government, the Regional Library, and Health and Human Services) should remain in TCN. Consolidation of these government functions should be implemented both for convenience and to maximize the TCN footprint. In addition, a civic center or community hall that crowns the large open space would be a valuable addition.

***Embry Rucker Community Shelter*** - The Shelter is an important part of the Town Center fabric. Whatever redevelopment occurs should accommodate the Shelter’s continued location within Town Center.

***The Police Station and Fuel Depot*** -A new police station facility is under construction adjacent to the existing facility.

## **Mix of Uses**

***Commercial*** - Office, hotel, and institutional should be focused primarily on the eastern portion of TCN.

***Retail*** - Targeted street-level retail would 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 “town green.”

**Residential** - Within TCN, the residential component must serve a diverse demographic, consistent with current County guidelines (including workforce and affordable housing). The goal should be maximizing residential here and in the collar surrounding the extended urban core. Some emphasis should be given to locating housing for our seniors in this space – given its walking-distance proximity to important health, government, and retail resources.

#### **Intensity/Density of Development**

**Vision** - TCN is not an extension of the density/intensity of the Town Center urban core. It should be more of a transition space that, while becoming more urban in character, remains less intensely developed.

**Balance of Residential and Non-Residential Uses** - TCN will be planned for a mix of uses (including governmental, institutional, residential, office and retail) at a non-residential density significantly less than the urban core to the south and a residential density consistent with the adjacent areas (a 0.7 non-residential FAR and 50 residential units per acre). This intensity/density is generally consistent with the approved Concept Plan for the adjacent

Non-residential intensity within TCN may be increased modestly provided that, in addition to transportation and infrastructure improvements, there is a minimum of 1,000 dwelling units required as part of the overall development plan.

**Building Heights**- Building heights within TCN should taper from and be significantly lower than the urban core. There should not be uniformity of building heights, to help create a more variegated look and feel.

## **HERNDON STATION TOD DISTRICT**

### **Summary**

The Herndon Station TOD District comprises the existing Herndon-Monroe commuter bus station and parking structure south of the DAAR in Reston, and the adjacent areas between the DAAR and Sunset Valley Drive east and west of the station. The area north of the station in Herndon has no station facilities. The district area has a number of large employers and a major wetlands feature. Across Sunrise Valley Drive from the Phase 1 Study Area is a substantial residential development, a portion of which is within one-half mile of the station.

Comprehensive redevelopment is encouraged. As part of the Memorandum of Agreement that was signed by the six major Dulles Corridor Metrorail stakeholders, Fairfax County is to use its best efforts to construct the parking garages needed for the Metrorail stations in Phase 2. The County committed to develop the needed parking for Phase 2 of the Dulles Corridor Metrorail Project and will continue to seek public private partnerships to redevelop the existing parking garage as a mixed use, transit-oriented development for the Herndon station area.

The following points summarize concepts for redevelopment:

- Allowable density/intensity for Transit Station Mixed Use is expected to be less than that envisioned at the Reston Town Center Station and generally in line with potential densities near the south entrance to the Wiehle Station. Residential Mixed Use could

potentially reach the same densities as in other station areas more than ¼ mile from the station.

- The station area has been a major office location, attracting major corporate and government users drawn by factors such as well-planned and maintained office parks, high quality mid-rise office buildings, attractive frontage on the DAAR, quick and easy access to Dulles Airport, access to nearby hotels and restaurants, and proximity to secure, underground fiber optic cable running along the Toll Road. Major employers include BAE, Booz Allen, Computer Associates, Sprint/Nextel, Volkswagen North America, National Rural Telecom Cooperative, Scitor, Juniper Networks and many others.
- The area should maintain its attractiveness for this type of office employer, by maintaining the high quality character of the landscaping and architecture, providing ample retail amenities, including hotel, and providing residential buildings creating a mix of uses which now characterizes a first class, modern employment center. Additional office growth should be encouraged and designed and located to promote convenient access to the station site.
- To increase “walkability” and transit usage, new development at and around the station site should include additional residential and retail/amenity options.
- Future development should take into consideration the Town of Herndon’s recently adopted plan for the transit station area that allows for high density development at the Herndon station on the north side tapering down near the residential neighborhoods north of Herndon Parkway. Currently no parking facilities are envisioned on the Herndon side of the station. A bus and car drop off area and a pedestrian esplanade are planned to take transit riders from Herndon Parkway to the Herndon station.
- Opportunities for air rights development should be protected for the long term.
- The focus of such retail development should be on providing services and amenities to existing and future residents within the transit station area.
- The DAAR and the Metrorail pose a potential constraint on new residential development. Consistent with the intent of the County’s noise policy, new residential development should be permitted in areas impacted by noise provided the development demonstrates mitigation of noise to DNL 45 DBA in residential units and to DNL 65 DBA in outdoor recreational areas.
- Increased FAR and du/acre densities above those currently in the Comprehensive Plan should be considered, for commitments to solve access, parcel inter-connectivity, and Transportation Demand Management objectives.
- Access to the transit station from both Monroe Street and the Fairfax County Parkway is fundamental to any redevelopment of the Transit Station Mixed Uses and Residential Mixed Use districts.
- Connectivity between the major employment centers and the Metrorail station needs to be provided and enhanced to encourage maximum use of Metrorail by the “employee” population. A well designed and reliable shuttle system needs to be implemented. Interparcel connectivity should be encouraged.
- Additional density should be accompanied by commitments for pedestrian and vehicular connectivity to the transit station area and enhancement of the pedestrian experience.

- Sunrise Valley Drive should serve as a firm and well-defined “edge” for the transit station area. There should be no transitional or encroaching commercial or higher intensity development into the Polo Fields subdivision to the south.
- The tallest buildings and most intense development should be located close to the DAAR.
- View corridors between the DAAR and office buildings are an important factor for the office users, particularly those who want signage on the Toll Road. Locating the largest office buildings on Toll Road frontage will provide the most value to the user enhancing the tax base, while also serving as a buffer for future and existing residential uses.
- Sunrise Valley Drive should be established as a grand green boulevard with appropriate accommodations and amenities for pedestrians, bicycles, and vehicles. To accomplish this, reasonable building setbacks should be provided. Development along Sunrise Valley Drive should be designed and oriented such that loading areas and “back of the house operations” are not visible from this roadway.

## Land Use Recommendations

### Areas Close to the Station

The Transit Station Mixed Use area adjacent to the station is dominated by the bus bays and parking structure. Although the current number plan is to expand parking, a doubling of the parking capacity is not recommended. This site is recommended for future public private partnership that would create transit-oriented mixed use redevelopment opportunities at the station site in place of the single-use parking facilities that are currently envisioned. Some commuter-related parking should be retained, but in a format that co-locates or shares such parking with transit-oriented and mixed-use development. Redevelopment at the station and to the west will require additional access from Monroe Street and Fairfax County Parkway. This area is appropriate for the highest development intensity at this station with the most intense development located near the rail station and the DAAR.

The area to the east of the station is mostly within a Residential Mixed Use area. It is in single ownership and is logical for redevelopment. The sites have significant strategic importance as a means to provide vehicular and pedestrian access to the Metrorail station as an alternative to existing access from Sunrise Valley Drive. Given their proximity to the station site, and the absence of any significant collector or arterial road crossings, these sites are also appropriate for among the highest development intensity at the Station Site.

Given the proximity of the Polo Fields residential subdivision, the highest intensity should be close to the DAAR. Any redevelopment should be tied to the provision of the critical east/west alternative access from Fairfax County Parkway, possibly by way of a new east/west road in the central portions of the property and/or expanding the existing DAAR exit ramp to allow two-way traffic. The site design should establish and reinforce the recommended boulevard concepts for Sunrise Valley Drive. Achieving the highest densities would require a mixed-use concept that provides services to station users and existing or future residents.

### TOD Areas beyond One-Quarter Mile

The area immediately south-west of the station includes wetlands that are a focal point of this area that should be retained, permanently protected, and ultimately conveyed to or controlled by a public entity. The wetlands should be recognized as an amenity that would provide

desirable views for new development. Similarly, opportunities for low impact pedestrian access through the site exist, and should be planned and developed with the assistance and guidance of the Reston Association and environmentally- knowledgeable consultants.

The current occupants of this area are two highly secured, mid-rise buildings doing work for the federal government. Setbacks and security issues may work in parallel with the wetland preservation concepts. Access to the transit station should respect and respond to these issues of security and wetlands preservation.

This area has potential to provide much needed access to the station site from Monroe Street at central or northern portions of the frontage as an alternative to Sunrise Valley Drive. Limited vehicular access may be appropriate, provided such access is oriented to the western-most portion of the wetland area and is done in an environmentally sensitive manner. Such access should only be permitted in connection with a concurrent commitment to enhance and permanently convey the wetland areas to a public entity such as the Reston Association. As a further incentive for permanent environmental protection, it may be appropriate to transfer currently planned FAR to other areas that are close to the transit station

The parcel west of Monroe Street and within one-half mile of the station and designated Residential Mixed Use. It is in the hands of a single owner and provides an opportunity for “ground-up transit oriented development” which will take advantage of proximity to the station. Development of the site needs to enhance the character of the adjacent office parks and set standards for the highest quality architecture and landscaping. Office use is encouraged closest to the Toll Road. Other uses should be integrated into the site plan. Flexibility of use and height is encouraged on this parcel.

Given the general proximity to the station, this land unit is also appropriate for higher planned densities at the station site, provided that reasonable and proper pedestrian access across Monroe Street can be provided. Redevelopment should also facilitate east/west access to the station site, both from Monroe Street and from properties to the west.

### **Areas beyond One-Half Mile**

The area west of Monroe bounded by the DAAR and Sunrise Valley Drive contains some of the highest value tax base in the area and needs to maintain its attractiveness for large-scale corporate users. Additional development is encouraged and owners should be incentivized to improve parcel connectivity and to infill with retail amenities serving both the office and nearby residential populations. The pedestrian experience needs to be improved to encourage Metrorail use; shuttle service will also be needed. Additional multifamily development is appropriate but it should be designed to maintain the character which has attracted the corporate tax base. Continuity of the high quality architecture and landscaping is important

### **Assignment of Density in the Herndon Transit Station Area**

Actual density will be determined through the rezoning process with appropriate input from County staff and community stakeholders. To realize the higher density ranges in the Comprehensive Plan, the project needs to demonstrate that it:

- a) Facilitates transit-oriented development.
- b) Contributes to the trip reduction goals of the adopted Comprehensive Plan.

- c) Exhibits high quality design.
- d) Is consistent with the performance objectives of this text as they relate to vision, access, design, neighborhood protection, and environmental protection.

## IMPLEMENTATION

### Management of Development Process

The County's implementation of the plan must involve several activities:

- Managing the pace of development and the improvement of infrastructure over the life of the plan
- Ensuring that infrastructure supports the level of development without exceeding limits established for traffic and other factors
- Managing the location and type of development to ensure the creation of successful transit-oriented neighborhoods as envisioned by the plan
- Managing the quality of development ensure that design objectives are met
- Managing the incentives for developers available in the plan to achieve the plan objectives
- Managing the tradeoffs between developers' proffers and requests to exceed plan limits on density, use and other factors.
- Developing funding for timely infrastructure improvements.

The plan must include provisions that support the County's ability to successfully execute these responsibilities.

The central goals of the performance standards and the implementation process discussed below are to preserve and to enhance Reston's livability and the variety of opportunities and attractions that Reston offers to its residents and employees as development proceeds around the Metro Silver Line. Reston should remain a connected, cohesive, walkable and beautiful community which blends nature, employment, cultural opportunities and entertainment as it evolves in the 21<sup>st</sup> Century.

### Performance Standards

Higher density development rights will be awarded based on significant community benefit. Through a combination of sources (both public and private) and the checks and balances associated with the rezoning process, developers will be asked to make contributions towards these goals. The County's development review process will include opportunities for public input and ensure that enforceable commitments are in place before higher density zoning is conferred. Creation of an expedited development review process will help the community achieve its vision. The County will need to take the lead in accomplishing additional crossings of the DAAR and in developing financing mechanisms to fund these and other significant infrastructure.

Projects will need to mitigate traffic impacts and meet certain other basic performance standards to receive zoning changes that increase the development density above that currently zoned for a property. To receive a zoning change to the higher end of the density range for an

area, the applicant will need to make additional proffers deemed particularly beneficial to the community. To obtain density above the planning range, a developer will need to make uniquely beneficial contributions.

**Basic Performance Standards.** All projects will be required to meet or contribute to the achievement of the following standards. Those that cannot meet all of the standards on site will need to negotiate a satisfactory amenity package addressing each of the basic performance standards. Many of the facilities, improvements, and amenities will require public leadership to implement and multiple sources of funding from both public and private sources.

- **Adhere to the standards that set Reston apart including those laid out in the original Reston plans.** This would involve providing or contributing to satisfactory open spaces as tradeoffs for increased density; incorporating tree canopies and green spaces in redeveloped areas to the extent feasible; expanding the system of trails; and protecting natural resource areas.
- **Excellence in architecture and mixed-use, urban design appropriate to the TOD area.** This includes a more urban character and land uses that compliment nearby buildings to ensure that the overall development district achieves the mixed-use goals of TOD. An acceptable mix of uses includes a balance of residential, office, retail and other non-residential uses. Each transit area will be pedestrian-friendly and enable residents and workers to carry out daily activities with minimal need to use vehicles.
- **Sustainable designs for buildings, land and storm water.** These would include such measures as highly energy-efficient buildings (*e.g.*, insulation, geothermal, highly efficient HVAC and water heating, high-efficiency lighting, day lighting, low flow plumbing fixtures)), alternative energy features (*e.g.*, photovoltaic, passive solar, green roofs), water-permeable surfaces, and other measures to conserve resources. High-level LEED or equivalent environmentally friendly standards will be met.
- **Grid of Streets.** Developers will be responsible for building and maintaining the grids of interconnected streets on private property. Streets will have wide, tree-lined sidewalks, safe crossings, and attractive streetscapes. They will be complete streets with adequate provision for pedestrians, bicyclists, and outdoor seating. Bicycle and pedestrian pathways will be required across some properties to complete key links in the system and affected developers will be expected to contribute such space in exchange for increased density. These improvements must be coordinated with neighboring properties and may be implemented through pooled efforts (*e.g.*, “road clubs”) or public actions (*e.g.*, tax districts) as appropriate. The County will take the lead on improving public roads using multiple sources of revenue both public and private.
- **Contributions to area-wide traffic mitigation,** including measures identified in the RMAG study, new DAAR crossings, and circulator buses within, to and from TOD areas. Developers are expected to proffer aggressive trip reduction and transportation demand management strategies. Funding for programs and strategies to achieve these objectives will come from multiple sources.
- **Contributions to expanding and maintaining paths for pedestrians and bicyclists** connecting areas within and outside the TOD areas to maintain a cohesive and walkable community, including linking existing offices and residential areas to the stations and connecting station areas to the W&OD, Lake Fairfax Park, the Reston Association’s network of paths, and village centers. Connections to the Metrorail stations should be

prioritized to make it easier to access the stations by walking and biking rather than driving. The county should actively pursue assuring public access from the south side of the Wiehle-Reston East station for pedestrians, bicyclists and vehicle drop offs.

- **Contributions to new community infrastructure and amenities**, including, for example, schools, police and fire stations, a performing arts center, a recreation center, and a memorial sculpture garden. Significant facilities may require multiple funding sources to complete. New residential development will be required to offset the cost of additional students in Fairfax County.
- **Workplace and affordable housing**. County standards for workforce and affordable housing will be met or exceeded by developers.
- **Attractive and lively streetscapes that** include street-level retail and sidewalk cafes where appropriate, street trees, benches, and special lighting or signage for placemaking and to achieve pedestrian-friendly TOD.
- **Provision of/or contributions to substantial publicly-accessible, usable open spaces** close to development. Open space includes environmentally sensitive areas, active recreation areas, community plazas to the north and south of each station, designated public open spaces and other open spaces such as small urban parks, gardens, wide sidewalks, pathways, through-block connections and other small civic spaces.
- **Innovative parking strategies** including reduced parking requirements and shared parking facilities to reduce the number of spaces needed as well as TDM programs to reduce vehicle use. Parking structures will contribute to attractive streetscapes and sidewalks by being underground, screened, ringed with other uses, or built with ground floor retail uses. Other strategies would be to landscape or treat blank garage walls as “canvases” for art.
- **Public works of art** will be provided on-site or as elements of streetscapes and other public spaces. Contributions could be provided instead of on-site art to help fund significant public art projects in each TOD area.

### **Incentives to Reach the High End of the Development Range**

The facilities, amenities, and infrastructure listed below are an important part of the vision for Reston. Future development will be required to help fund these desired community improvements. To obtain approval of projects toward the high end of the density range for an area as set forth in the Comprehensive Plan, a developer must commit to some or all of the following. The County’s zoning review process will need to assure that proffers are appropriate to the public’s needs and the project’s proposed scope.

- **First Movers** - As an example, a developer contributes to early completion (*e.g.* within two to five years after the Reston East station opens) of a portion of a shared roadway grid or of direct vehicle access to a station entrance (either as part of his/her development or in advance of its development or provides other enhanced station access improvements such as a major, multi-modal transportation hub near the Reston Town Center rail station. Binding proffers for early development close to the rail stations that provide major infrastructure (station access and grid of streets) would also be candidates for higher density.

- **Infrastructure Contributions** - Large transportation infrastructure contributions, such as major contributions (land or funding) to the needed DAAR crossings.
- **Substantial Contributions** – Examples include substantial contributions to a performing arts center in Town Center Metro North or to an indoor community recreation center, a large pedestrian plaza or major park, or other major civic spaces or to an intermodal transportation hub near the Reston Town Center Station.
- **TDM Measures** - Unique TDM measures that significantly reduce vehicle trips.
- **University Campus.** A long-term (20+ years) arrangement for a substantial, non-profit educational institution located near the Wiehle station, with particular consideration to one offering graduate and undergraduate degrees in sciences and research which will support high-tech business development in the area or a commitment for a well-planned, high-tech business incubator. More than one university campus would be beneficial.
- **Residential development significantly above that envisioned in the plan** – Examples of residential development include rental units and workforce and affordable housing units, particularly in early years. Multi-family units will serve a diverse population, including young workers, families, and empty nesters. Rental units are an important part of the mix. Improving the jobs housing balance in Reston and at the transit station areas is an important task force goal.
- **Workforce and affordable housing** – Housing that goes significantly beyond applicable Fairfax County requirements for affordable and workforce housing.
- **Joint development** - Joint development applications are encouraged between neighboring landowners, particularly large-scale, consolidated projects that enhance mixed-use development and provide significant community amenities.
- **Other contributions.** – Other uniquely valuable contributions to the sustainability, beauty, and livability of the community, including such measures as innovative green neighborhoods, individual building technologies, and landmark-quality design and architecture.

### **Opportunity for Additional Density**

Approval of densities above the plan range would be considered only for projects that bring specific, large benefits to the community and to the area's development. These benefits would exceed the normal range of expectations for projects seeking approval at the higher end of the range of plan densities. The commitments for these community benefits must be timely and enforceable. Candidates for bonuses might include construction or exceptional contributions to construction (*e.g.*, land, facilities, funds) of a performing arts center, an indoor recreation center, a substantial university campus, a large park, pedestrian plaza or other major civic spaces or contributions to number of these desired community facilities. The project would need to satisfy the other performance standards at the high end of the range and demonstrate that it would not otherwise degrade the community's overall quality of life, including traffic impacts and other factors

### **Implementation Process**

The successful transformation of Reston's station areas and Town Center North area from low-density commercial areas to urban mixed-use transit-oriented development will require a proactive implementation process and well-defined performance standards. Care will be needed to assure that the urban transition moves in a timely and coherent manner and is coordinated with

implementation of Phase 2 recommendations for other parts of Reston, particularly the village centers. While the existing decision making processes for implementing change—largely a process of individual re-zonings, proffers, and project plan approvals within a Comprehensive Plan—are adequate in a relatively stable environment, they are likely to be insufficient to achieve maximum Metrorail benefits and coherent TOD while minimizing development impacts and sustaining the broader Reston community’s quality of life. Success will require an implementation strategy equal to the challenge, and a strong will to see it through. Central to the strategy will be building and assembling the tools and the partnerships necessary to achieving the vision for a transformed Reston urban core. It will be an evolving strategy that will be refined and completed over many years.

Priorities and responsibilities for implementation are outlined below. Successful implementation will require: commitment to Reston’s vision and planning principles; strict enforcement of the Performance Standards outlined in this Report; committed leadership; dedicated professional staff at the County and other agencies; the participation of citizens and Reston’s many community organizations; and a business community, including land owners and developers, willing to work together to achieve the community’s goals. Throughout the process, Reston must remain a model of high-quality living, employment, planning and development. The implementation process must be comprehensive, transparent, purposeful, and continuous. The elements of the implementation strategy include:

**District-level Planning:** Careful planning is required in order to define and update as necessary, detailed guidance for each of the districts in Reston’s Phase 1 Study Area, to address the alignment of the proposed grid of streets, DAAR crossings, development of needed bus facilities and services, and development of bicyclist and pedestrian facilities and pathways to create a coordinated network of parks, recreation facilities, and open space; to assure the development of needed public and civic facilities such as a major regional performing arts center, a regional government center, police, fire and emergency services facilities, schools, 21<sup>st</sup> century public library and to refine the strategies for environmental stewardship.

**Implementation Tools:** Implementing the vision for Reston’s new urban area would be well served by the Board of Supervisors’ assigning responsibility and authority to an individual or oversight entity to work proactively with stakeholders—government agencies, property owners, developers and the community—to achieve timely, coordinated and high-quality development of properties and infrastructure consistent with the revised Comprehensive Plan and associated regulations. The responsible individual or entity would make recommendations concerning policies, priorities, and phasing, as well as individual applications.

Such an entity should be established by the Board of Supervisors and be charged with working with Fairfax County agencies, landowners, local businesses, community organizations, residents and other stakeholders to implement the Plan in a coherent, comprehensive manner. This entity should focus on ensuring that the amended Comprehensive Plan, associated regulations and Reston Master Plan Task Force recommendations are implemented in a timely fair and effective manner. Coordinating and soliciting appropriate proffers sufficient to meet the community’s growing needs for infrastructure and amenities would be part of the entity’s responsibilities.

As a planned community, which began with a master developer, Reston already has a tradition of oversight, entities in some aspects of its development. The Board created Reston Planning and Zoning Committee provides advice to assuring development applications comply with

The Reston planning vision and County zoning. The Reston Association Design Review Board (DRB) provides oversight and guidance for the appropriate construction of buildings in the portions of Reston covered by the Reston Association. A review gap was created by the elimination of the Architectural Review Board during a recent rezoning of the former Reston Center for Industry and Government. (Perhaps an equivalent review board could be reconstituted with applicants for rezoning getting additional density only if they proffer to support and comply with the rulings of such a board.) While these entities cover only a couple of aspects of a future implementation entity for Reston's urban core, the authorities, processes, and other features of their activities ought to be examined in creating a new implementation entity.

Although one would hope that condemnation would be used rarely, the power of eminent domain represents a potentially critical tool to assure that the goals of successful redevelopment are met, including construction of streets, pedestrian or bicycle pathways, school land, parks, etc. A landowner's willingness to help achieve the vision by proffering land or easements in a timely manner should be an important factor in evaluating rezoning requests.

**Funding Strategies:** Funding strategies (including public-private partnerships) need to be identified as soon as possible to support the infrastructure and amenities, which will be needed to support the populations of Reston residents, commuters, and visitors which will grow markedly from the redevelopment envisioned by this report and the amended Comprehensive Plan.

Existing public and private funding mechanisms are inadequate to deliver all of the infrastructure and amenities envisioned in the Plan. New funding approaches need to be created and applied to Reston's urban core around the transit stations. The feasibility of various financial tools should be assessed, and the mechanisms for financing specific portions of the plan must be identified and implemented. Among the potential funding mechanisms are:

- Tax Increment Financing
- County, State and Federal funding
- Improvement Districts
- Community Development Authorities
- Public-private partnerships
- Private-private partnerships
- Pro-rata contributions and proffers by landowners
- Other forms of borrowing and grants
- Land exchanges
- Parking Fees

Regardless of the mechanisms chosen, the County needs to set up a system of dedicated accounts to receive money and property proffered by developers or otherwise collected from landowners, taxpayers or others to support new infrastructure and amenities needed by Reston. These assets should be transparently administered with regular reports to the Board of Supervisors concerning at a minimum, the current balances, fund purposes, past expenditures, planned expenditures, projected future receipts and needs and projected shortfalls of funds needed to meet the fund's objectives. The County agency primarily responsible for implementing the fund objectives should be made responsible for administering the funds and reporting the status and use of funds to the County Board. Expenditures should be coordinated with the oversight entity described above.

**Regulatory Framework:** Achieving the vision for Reston will require changes to regulatory mechanisms or the creation of new ones to implement the key land use objectives and transportation elements. The Zoning Ordinance will be the primary tool for implementing the planned mix of uses and intensities and design review to ensure high quality site design and architecture.

To implement the vision, a new Reston urban core zoning district, Planned Reston Urban District (PRUD), may be required. In addition, other regulations and documents may need to be updated, such as the County's capital improvement plan, the County's transportation demand management programs and the County's Public Facilities Manual. It may also be necessary to seek legislative authority for new financing or land development strategies.

Revisions to regulations or programs to be considered may include:

- Specific urban design guidelines to augment the guidelines contained in the Plan
- Revisions to the development review process, such as providing concurrent processing of rezonings with site plans and tying density entitlement to approval of final development plans or tying approvals to phases of the project which would be approved if proffered infrastructure, community amenities were provided, being constructed, or firmly committed to.
- Transportation demand management programs and parking requirements
- Acceptance by VDOT of new urban street sections for roadways
- Evaluating and monitoring the performance of the transportation system (i.e., achievement of trip reduction goals)
- Transfer of development rights or similar mechanisms
- Public Facilities Manual requirements (e.g., stormwater management)
- Establishment of a tree canopy goal, based on analysis of existing tree cover

The County should implement a system of special exceptions to permit deviations from the Comprehensive Plan's guidance (e.g., a higher density or different office-residential mix) where circumstances justify an exception as being in the public interest. For example, assuming other Plan requirements are met, an exception to the Plan's normal density or mix guidance might be justified by an exceptional proffer to support important infrastructure or traffic mitigation measures in exchange for a higher density or a more office-oriented mix of uses. It might also be appropriate to grant a higher density close to the station if a property owner farther from the station agrees to an equivalent reduction of its already-zoned density.

**Public-Private Partnerships:** Public infrastructure improvements including roadways and major community facilities will require public/private cooperation and the use of public/private partnerships will be essential to implement Reston's vision and planning principles while sustaining Reston's quality of life. A public-private partnership involves using public funds or activities to foster private investment and development activity that might otherwise not occur. Public infrastructure investments, such as a park, enhanced bus service, or a community facility such as a library are improvements that not only benefit the community but make it more attractive for private investment. By using public investments strategically, Fairfax County can reinforce and leverage private sector investments that achieve the vision for the transformation of Reston's urban core.

**Private-Private Partnerships:** The transformation of Reston's urban areas will require an unprecedented level of cooperation among area landowners. The result of this cooperation is expected to be private-private partnerships that will insure that new development in Reston includes sites for parks and open space; for needed public facilities like stormwater management, schools, fire stations, a public library, a performing arts center; and for rights-of-way and connections to implement the grid of streets, Dulles corridor crossings, and other needed roadway modifications. When landowners cooperate to provide community amenities or infrastructure, they will produce consolidation and/or coordinated development plans resulting in better planned mixed use projects.

**Phasing:** Reston's new transit-oriented areas will unfold incrementally over several decades. The provision of the infrastructure and public facilities needs to support and keep pace with Reston's growing population. It is critical that there be timely construction of the requisite infrastructure, such as the Dulles corridor crossings, the new grid of streets, parks and recreational facilities, schools, fire stations, and more. Each step of in the transformation of Reston's urban core needs to move it in the direction of achieving the vision laid out in the Plan.

Development should be phased to assure the provision of public facilities. Growth may need to be modified and the implementation strategy adjusted based on experience and performance. This is crucial to success not only in Reston's redeveloping areas, but in the Reston community as a whole. The goal of phasing is to balance projected development with infrastructure and public facility needs over time. To achieve this balance, applicants for rezoning, for example, should be expected to proffer that, prior to embarking on a given phase of development, the applicant will demonstrate to the County that needed infrastructure will exist or that adequate mitigation measures will be implemented in a timely fashion to assure that traffic satisfies applicable standards. Long-term redevelopment plans with even higher densities may be acceptable if there are adequate assurances that later phases will not proceed without adequate traffic mitigation and infrastructure. Of course, the risks and burdens cannot fall only on developers and the community. The County and Commonwealth must also do their parts in mitigating traffic and supplying infrastructure in order that orderly development can proceed in Reston consistent with the overall interests of the community.

## Density Issues

The revised plan for Reston should define density limits, mix of uses, location, developer incentives and phasing to achieve, over the plan's period, a high-quality transit-oriented development consistent with Reston's community concept. Doing so requires establishing density limits for designated areas, setting design requirements and incentives, making

assumptions on the pace of development, creating procedures to ensure fair and orderly allocation of development rights, and conforming to County and State regulations.

The assumption of how much of the allowed density will be used by developers over the plan period strongly affects the decisions on density limits and, ultimately, the incentives for developers. The plan must permit sufficient density to provide the incentive for developers to create the environment envisioned by the plan. The size of density limits could make the difference between replacing existing buildings with new or simply using empty spaces for “infill” development. The former favors creation of cohesive, transit-oriented neighborhoods; the latter does not.

The plan should ensure that the density limits incentivize developers to meet the plan’s objectives and should set the absorption factors realistically. These factors are critical in the calculation of the plan’s ability to meet State transportation criteria. The plan should also include any necessary constraints related to phasing and infrastructure availability.

A key issue in crafting the plan was whether to assign density limits/opportunities to individual parcels or to larger districts. The former accords to owners development opportunities and incentives that are not diminished by other developments. The latter approach of offering district-wide development opportunities is arguably more flexible and would encourage early applications, but the task force notes that this approach may encourage density hoarding and create a “rush to the courthouse” because every parcel’s development potential can be limited by prior applications for development permits in the district. The Draft Comprehensive plan text assigns density and requires a mix of land uses based on district designation. This approach must include provisions to avoid undesirable effects including inflexibility and hoarding of density.

## CONCLUSION

Reston is a wonderful, planned community which has attracted engaged, forward-thinking residents and businesses. Reston is founded upon mixed-use principles which bring together diverse residents, recreation, culture and business with care for preserving open spaces and natural beauty. The mixed-use planning and culture is captured in Reston’s motto that it is a place to “Live, Work and Play.” Reston’s residents and businesses care deeply about preserving and enhancing the livability and dynamism of their community.

After long study, the Task Force is convinced that, with sensible planning and a careful balancing of public and private interests, the Metro Silver Line will be a great addition to Reston. It will create opportunities and allow Reston to continue to evolve as a place to live, work and play in the 21<sup>st</sup> Century. The Task Force strongly recommends taking full advantage of the arrival of the Metro Silver Line while making every effort to preserve and enhance the values that make Reston stand apart from typical suburbs and cities. A summary of the Task Force’s Phase I recommendations is provided in Appendix I.

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    Urban Design ..... **Error! Bookmark not defined.**

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        Design of Open Space ..... **Error! Bookmark not defined.**

        Public Art and Placemaking..... **Error! Bookmark not defined.**

        Design of Buildings..... **Error! Bookmark not defined.**

        Environment..... **Error! Bookmark not defined.**

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        Toll Road to Sunrise Valley Drive ..... **Error! Bookmark not defined.**

*Reston Town Center Station Area and Town Center North ..... **Error! Bookmark not defined.***

    Vision ..... **Error! Bookmark not defined.**

    Land Use ..... **Error! Bookmark not defined.**

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