DRAFT

Report of the

Reston Master Plan Special Study Task Force

TABLE OF CONTENTS

REPORT OVERVIEW

SUMMARY OF RECOMMENDATIONS

INTRODUCTION

A VISION FOR RESTON IN THE 21st CENTURY

TRAFFIC ISSUES

STATION AREAS (from East to West)

- Wiehle Avenue-Reston East
- Reston Town Center
- Herndon (formerly Herndon-Monroe)

IMPLEMENTATION

- Management of Development Process
- Performance Standards
- Density Issues

REPORT OVERVIEW

Background and Scope of Report

The Reston Master Plan Special Study Task Force, with members from the community and business, was appointed by Supervisor Catherine Hudgins and the Fairfax County Board of Supervisors in late 2009. Its purpose is to provide recommendations on how the Reston Master Plan should be modified to address future development in Reston in light of the arrival of the Metrorail Silver Line to this 50-year old planned community.

In Phase I of its work, the Task Force (TF) is focusing primarily on the three Metro Silver Line station areas (Wiehle-Reston East, Reston Town Center and Herndon Monroe) 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 Map 1 is map showing Reston and the Study Areas for Phases 1 and 2.] The TF has met regularly to receive input from the community, the County, developers and other stakeholders, as well as from independent experts on urban planning and transit.

This report addresses the Task Forces findings and recommendations for development in the Phase 1 Study Area, particularly around the three transit station areas and the area between Reston Town Center and Baron Cameron Drive.. The report addresses the appropriate mix 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 expectations of developers seeking rezoning authorization.

This Report Overview provides a brief summary of the entire report; later sections expand the detail behind the summary. Relevant supporting documents, includingcommittee 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/.

Vision and Design Principles

Reston was created as one of the premier new towns in America. Today, Reston has 55,000 [?] residents, five village centers, a town center, and office and industrial buildings along the Dulles Access Road. Most importantly, Reston has become a complete community with a variety of housing types, employment centers, businesses, natural areas, and an outstanding pathway system. Reston's residents and businesses want Reston to remain an attractive place to "live, work and play" even as it grows with the arrival of the Silver Line.

The three planned Metro stations bring opportunities while a changing economic environment, increasing population and growing traffic pose significant challenges. The most immediate opportunity and challenge is to transform Reston's existing office and industrial corridor into transit and pedestrian oriented neighborhoods around the three new Metro stations. Each transit area must have a balance of residents and jobs with enough amenities (restaurants,

shops, activities) to attract residents, employees and businesses in a transit- and pedestrian-oriented setting. The Wiehle Reston East Station is scheduled to open late 2013, while the other two stations are projected to open in 2018.

Another significant opportunity, which will be addressed in Phase II of the Task Force's work, is to transform each of the five village centers into dynamic focal points of civic activity for the surrounding neighborhoods. The character of the existing residential neighborhoods will remain.

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:

- Excellence in planning, urban design, and architecture will be community hallmarks.
- Planning will take full advantage of the Metrorail Silver Line through transit-oriented development (TOD) near each of the three Reston Metro stations, including a strong bus network, complete streets serving pedestrians, bicyclists and transit users, and a network of trails.
- The Reston's greatest densities will be at the three Metro "station areas", which extend up to roughly one-half mile from the stations' entrances unless restricted sooner by geographic or neighborhood limitaions. A broad mix of regional retail and other attractions will be part of an enhanced urban center at the Town Center; local retail and a variety of amenities will characterize the other Metro station areas and village centers.
- The station areas will have a balance of residential uses, employment opportunities and retail support, as well as road improvements and pedestrian- and bike-friendly environments.
- Connectivity and mobility will be strengthened. A range of high-quality transportation facilities will link the residential areas with activity centers, employment, open spaces, parks, schools, and civic, cultural and recreational facilities.
- Employment opportunities will expand upon the existing mix of international and national corporations, professional associations, centers for advanced technology, research and development companies, and local services.
- A range of housing choices will be provided for households of varying incomes and needs.
- A strong institutional component will include a major hospital center, a regional government center, a new regional public library, a major performing arts center, a new recreation center, other civic and cultural uses, and public and private educational institutions of higher learning. An array of cultural, educational and recreational opportunities will be developed.
- Planning must provide for environmental sustainability and green technology.
- Natural areas and the environment will be protected and new outdoor amenities—parks, plazas, wide sidewalks, public art and trees—will be created. High quality, public open spaces will be available within a reasonable distance of all Reston residents, including

those living in the transit corridor. Developers will be required to help achieve this vision.

- Development will be phased with infrastructure improvements.

Urban Design

Development and redevelopment should be of the highest caliber in terms of town planning, architectural design, compatibility, and livability. Redeveloped areas should be designed as integral parts of the transit neighborhoods and larger Reston community instead of stand-alone developments. High standards for green neighborhood and building practices for all public and private development should be required. Public art should be integrated into development and redevelopment.

Design of Streets

Street design, including sidewalks, landscaping, lighting and amenities, are shaped by the buildings and help define the public realm. Wide sidewalks with trees, pedestrian oriented street lights, and street furniture should be provided along business streets and local streets. Street design should adhere to a set of standards to ensure a consistent, high quality streetscape.

Design of Open Space

High quality open spaces, including plazas, parks, pathways, athletic spaces, gardens, and other non-vehicular spaces, provide opportunities for spontaneous interaction and programmed activities. A variety of large and small spaces open for public use should be available throughout the Reston community, including in the transit areas. A large, central park or urban green should be created in the Town Center North area.

Public Art and Placemaking

The design of public space should include art with the objective of creating destinations that are inspiring to the community and provide flexible gathering spaces in accordance with the Institute for Art in Reston Master Plan for art.

Design of Buildings

A cohesive urban environment should be created with densities that maximize transit and pedestrian activity. The tallest buildings should be within a quarter mile of the Metro stations and should be located to maintain views and to minimize the impact on the street's pedestrian environment and the adjacent open space. New building designs should demonstrate excellence in design including energy efficiency and sustainability, and below-ground or unobtrusive parking areas.

Environment

Reston's vision for the 21st century will integrate access to nature with developed areas, protect streams and other environmentally sensitive areas, 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 and trees will be an integral part of the planning and design.

Public Facilities

Reston should include public facilities that serve Western Fairfax County. The plan should emphasize the community requirements for enhanced and expanded public education, public safety facilities, and services to support community growth. The County should consider innovative new designs for facilities that may better address the needs of an urbanizing community.

Parks and Recreation

A diverse, "World Class" public park system should be provided including community parks and recreational facilities large and small. It should preserve and build upon existing public and private parks, paths, recreation and open spaces. Individual developers should be required to contribute to achieving open-space and recreation opportunities within a reasonable distance of all residents.

Cultural Facilities

Reston should include cultural facilities to ensure its ability to provide a high quality of life. Facilities should include 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

Transportation Issues

Maximizing the benefits from the Silver Line requires integrated planning of transit-oriented development and transportation options. Grids of streets are needed 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 should be created including pathways and roads that serve pedestrians, bicyclists, transit, and vehicles. Frequent local and shuttle bus services connecting the transit stations to adjacent areas and village centers should be created. Parking reductions and aggressive transportation demand management measures will be needed in the TOD areas.

Wiehle-Reston East Station

Vision

The Wiehle-Reston East Station will be the first Metro station to open and will, over time, 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. Redevelopment and the greatest densities will be concentrated within one-half mile of the station entrances and north of Sunrise Valley Drive. In general, the greatest densities will be located within one-quarter mile of the station entrances, and more development will occur north of the toll road than to the south. A retail core and a set of "complete streets" will develop around the station and along an internal street extending from east of Wiehle Avenue to Plaza America. As compared to the Town Center Metro 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. Although it begins with no residential development, the goal is eventually to achieve a mix with somewhat more residential than office development within one-half mile of the Wiehle-Reston East Metro station.

Consistent with transit-oriented development, the area must be developed as 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. Additional recommended measures to mitigate traffic include prompt construction of the Soapstone extension across the toll road; RMAG-recommended improvements; safe, signalized (or, if appropriate, grade-separated) pedestrian crossings of main roads; reduced parking levels; aggressive TDM; frequent bus service linking residents, employees, and commuters to the TOD area and to both entrances to the Metro Station; and, eventually, extension of South Lakes Drive across the toll road to Sunset Hills Drive. Open spaces will include plazas for community gathering, small parks and existing nearby spaces.

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. Developers will be encouraged to incorporate local (rather than chain) shops and restaurants with first floor, street-facing retail. The County and, with incentives, developers will make a concerted effort to attract a first-class science and research university to establish a significant educational and research presence in the Wiehle station area.

Land Use

Toll Road to Sunset Hills Road

The greatest overall density and the retail core of the Wiehle-Reston East station area should be located between the toll road and Sunset Hills Road, in landbays 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 with lower commercial densities and a higher residential emphasis as one moves from one-quarter to one-half mile from the station.

An east-west central street, extending Reston Station Boulevard east across Wiehle and west into Plaza America, should become the "Main Street" of the Wiehle-Reston East area. It should serve as the spine for a grid of "complete streets" with tree-lined sidewalks wide enough to accommodate outdoor seating. Restaurants, retail and at least one pedestrian-oriented plaza should be built along the central and cross streets. A pedestrian-oriented plaza located within one-quarter mile of the station should be designed as a community gathering space.

North of Sunset Hills

Most growth in the area north of Sunset Hills to the half-mile ring should be residential. Isaac Newton Square is the largest single property in this area and should be primarily residential with amenity retail and a signature, centralized public open space. Development should include a significant park and play area, usable by residents throughout the area. 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 creation of open space. (If the opportunity were presented, an institution of higher education might be appropriate in place of, or in addition to, some of the other contemplated development here.)

The Washington and Old Dominion Railroad Regional Park (W&OD) should be widened in this area to accommodate increased pedestrian and bicycle traffic. The W&OD should provide connections to adjacent developments and facilitate access to Lake Fairfax Park and the park contemplated for Isaac Newton Square. A grade-separated crossing of Wiehle Avenue should be built for the W&OD for safety and traffic mitigation.

Toll Road to Sunrise Valley Drive

In comparison with the area north of the toll road, the smaller area between the toll road and Sunrise Valley Drive constrains the potential for new development. Nevertheless, this area should have mixed-use development with office space dominating the mix close to the station and residential dominant beyond that to one-half mile. A network of interconnected streets and pedestrian/bicycle paths should run east/west among buildings in the area. Efforts should be made to create internal road and pathway links to existing private roads and buildings located outside the Wiehle station area to the east (to the W&OD) and west (to Reston Heights). Safe pedestrian crossings must be created, especially across Wiehle Avenue (possibly a below-grade crossing) and Sunrise Valley. Small parks, green spaces, pathways and a pedestrian-oriented plaza should be incorporated into the area. The tree canopy should be preserved to the extent possible and Sunrise Valley should be constituted as a grand green boulevard. Measures, such as traffic calming and residential parking permits, are needed to mitigate traffic and parking impacts on existing residential neighborhoods south of Sunrise Valley.

Reston Town Center Station Area and Town Center North

Vision

The Reston Town Center Station will, by the creation of dynamic, mixed use, urban spaces in the areas close to the station, become a signature regional destination. 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 Metro station. The area immediately north of the Metro station, TC Metro North, will become the area of greatest overall density in Reston and provide opportunities for signature retail, restaurants, nightlife, hotels and additional office space. Strong connections will be created from the station north to the Town Center.

The area immediately south of the station will be transformed from a suburban office park into a more urban, mixed-use space consistent with TOD. The area will have a balance of residential and office with new internal roads and walkways, and open space including a central green space.

Town Center North, (the area north of the Town Center between New Dominion Drive and Baron Cameron Avenue) will develop into a more urban, mixed-use parcel 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.

Excellence in architecture and urban design will create a sense of place in the Reston Town Center station area. The design and architecture of this space will speak to the uniqueness of Town Center and the regional destination it will become.

A bus circulator or shuttle service from the Metro Station through the Town Center and Town Center North will help minimize vehicular traffic in the Town Center District. Connections within all areas for vehicular, pedestrian and bicycle use will be expanded and improved.

Land Use

Town Center Metro North and South

TC Metro North should become an extension of the TC 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 Toll Road for the Metro, a contemporary urban plaza could be created directly accessible from the Metro 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.

TC Metro South (the area immediately south of the station to Sunrise Valley Drive) should change from a suburban office park to a dynamic urban space – separate and different from Town Center 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 mark the space.

Both areas should have strong inter-parcel connectivity and, where appropriate, a more urban grid. 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.

Jobs far outnumber households in the TC Metro station area, today, a situation which exacerbates traffic congestion. In order to reduce congestion and create a vibrant mixed use neighborhood, new development should require residential square footage to be at least equal to non-residential.

The TC Metro North area should have the highest development density in Reston consistent with traffic capacity and other constraints. The tallest buildings will also be in this area, with varied heights and tapering further from the station to create a diverse skyline.

Commercial uses (non-residential other than retail) should be focused primarily nearer to the Toll Road. Street-level retail along key connectors will be critical to realizing a mixed use

vision. In TC Metro North, street-level retail around the envisioned urban plaza and along the key pathways connecting it to the existing urban core must be incorporated into future plans. In TC Metro South, strong consideration should be given to having retail located near and around a central green space and along what are ultimately created as the essential north-south and east-west connectors.

Town Center North

Town Center North (TCN) should develop into a more urban space with a mix of uses, though not an extension of the Town Center urban and comparatively less dense. 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.

The area should be an urban-like street grid oriented around a large open space in the form of a "town green" or other park. The addition of a civic center or community hall would crown the open space.

The TCN should 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.

Building heights within TCN should taper from and be significantly lower than the urban core. Building heights should not be uniform across the area in order to create a more variegated look and feel.

Herndon Station

Vision

The Herndon (Reston West) station area is the smallest of the three Reston rail transit station areas and development intensity will be less than the others. Only the area on the south side of the Dulles Toll Road 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 Dulles Toll Road will be developed as mixed use with a balance of residential, retail and office. The existing wetlands southwest of the station will be permanently protected. Development projects will be designed to minimize impact on the Polo Fields subdivision.

Land Use

Immediate Station Area

The area immediately around the station is currently devoted to a large County-owned parking structure serving commuters. As part of the Memorandum of Agreement singed by the six major project stakeholders, Fairfax County has agreed to use its best efforts to fund construction of the Herndon parking garage. The County is pursuing a public-private partnership to redevelop this area to add a mix of residential and supporting retail development to the commuter parking adjacent to the station. Improved access to Monroe Street and the Fairfax County Parkway will be needed. Pedestrian connections to the areas east and west of the station should also be improved in order to facilitate easy transit access for nearby residential areas.

West of the Station

The across Monroe Street west of the station provides an opportunity for new transit-oriented development and should set standards within adjacent areas for the highest quality architecture and landscaping. Residential development will be emphasized. Any redevelopment of this area should also consider its role in facilitating east/west access to the station site, both from Monroe Street and developed properties to the west.

East of the Station

Redevelopment of the existing office complex should be mixed use and must provide access from the Fairfax County Parkway or the Dulles Toll Road.

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 in light of the forthcoming arrival of Metrorail's Silver Line rail service at three transit stations in Reston.

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?

As constituted, the Task Force consists of 25 primary members and 16 alternate members, some of whom have changed over time.[1] The Task Force is 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, including focus groups and presentations. The DPZ Staff has continued to support the Task Force throughout its work.

The Task Force's work has been roughly 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 Dulles Toll Road from Hunter Mill Road past the current Herndon-Monroe parking garage, plus an area extending north of the toll road and west of through Reston Town Center 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 1Study Area, which is the subject of this report, includes Reston's three planned subway stations, its principal employment and commercial centers with roughly [70,000] employees as of 2010; and its major highway corridor, the Dulles Toll Roads ("DTR").[2] Reston's three planned subway 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 late 2013, and the other two stations are expected to open approximately __ years thereafter. All three stations are located in the median of the DTR, which runs from east to west through the middle of Reston.

[1] The identities of current Task Force Members and Alternates, including their affiliations, are set forth in Appendix __.

[2] The Dulles Access Road is located on separate, limited-access lanes between the lanes of the DTR. The focus here is on the DTR since it is available for general commuting, while the Dulles Access Road is not.

The final report of the Task Force is the product of more than three 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, from the County, from developers and other stakeholders and from independent experts on urban planning and transit. 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. Five subcommittees were appointed to review various aspects of the Task Force's work, including the specific recommendations for the three station areas, overall guidance and drafting of a final report.

Much of the Report is drawn from the subcommittees' reports and presentations. 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 Metro Access Group (RMAG).

In addition to the Task Force's work the Staff of the County's Department of Planning and Zoning is separately compiling recommendations for text to be included in Fairfax County's Comprehensive Plan. It is anticipated that many of the recommendations and concepts in this Report will overlap with the Staff's recommended plan text. In any event, the work of the Task Force reflects 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; by the Board of Supervisors and other County officials who evaluate those proposals; and by members of the public who choose to comment on those proposals.

Current Conditions

Reston was founded in the mid-1960s as a new community where residents could live, work and play throughout their lives. The Reston's innovative vision and Master Plan has guided development in Reston over the course of the community's nearly 50-year history. The Master Plan combines excellence in mixed-use design with accessible retail and community spaces (the Village and Town Centers), diverse residential options, employment centers, beautiful open spaces, respect for nature, and a diverse population. The Village centers were intended to be community gathering places 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 55,000[58,000?] people and employment of approximately [70,000]. Reston residents have housing options that include detached single-family homes, town houses, garden apartments and high rise apartment 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. Additional recreational and cultural opportunities are offered by the Reston Community Center, 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 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 so-called Reston Corridor of Industry and Government or "RCIG") along the DTR and in or near Reston Town Center. The RCIG is centrally located within Reston. It is a major location for jobs in Fairfax County. By design, the RCIG has exclusively been an employment center. No residential development is currently located within the RCIG. 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 RCIG and Town Center up to Baron Cameron Dr., had approximately 11,000 residents and 77,000 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 Dulles 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. There will be a 2300-space, county-owned parking garage located at the northern entrance to the Wiehle-Reston East Station. Along with the Tysons' stations, the Wiehle-Reston East Station will open in late 2013, while the remaining stations in Reston and beyond are expected to open only a few 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 subway stations. Mixed residential and commercial development is appropriate since it is needed to make full use of the community's investment in the rail system. It is also consistent with Fairfax County's policy favoring "transit-oriented development" ("TOD") near transit stations. As defined in the County's Comprehensive Plan Glossary,

> Transit-oriented development (TOD) in Fairfax County is defined 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. Well-planned 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. [3]

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. Reston's current residents and employees will obviously benefit from having a rail commuting option. Reston's residents will also benefit from the access to new jobs, new retail and restaurant options, and 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. 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.

On the other hand, the transit stations will affect traffic, as buses and cars shuttle people to and from the stations, particularly during rush hours. That could compound the traffic problems that local drivers already face and are likely to see increase with a growing regional population (assuming they choose to continue to drive rather than take advantage of the new public transit options). Adding new residents and employees will also place increased demands on the rest of the community's infrastructure, including schools, public safety, public open spaces, sewer, water, storm water runoff, etc.

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.

[3] Fairfax County Comprehensive Plan Glossary.
http://www.fairfaxcounty.gov/dpz/comprehensiveplan/glossary/t.htm

A VISION FOR RESTON IN THE 21ST CENTURY

From its beginning, Reston has been planned as one of the premier new towns in America. Today, Reston includes a population of over 55,000, five village centers, a town center, and office and industrial buildings along the Dulles Access Road. Reston has a range of housing to serve a variety of incomes, natural areas, and an outstanding pathway system. Most importantly, Reston has become a complete community.

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 climate change pose significant challenges. Recommendations are needed for urban design, environment, transportation, and public facilities to be used in the future planning of Reston.

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 Metro stations. Each transit station area will have a combination of jobs, a range of housing choices, and amenities and facilities that can be recognized for outstanding planning and design. Each transit area must 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
- Creating a continuous linear green space along Sunrise Valley Drive
- Creating a major performing arts center adjacent to the Town Center Metro Station
- Providing an indoor recreation center near the Wiehle-Reston East Metro Station 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.

Planning Principles

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

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

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

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

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

3. Development will be phased with infrastructure.

The phasing and funding of the expansion and modification of adequate transportation infrastructure and programs, and other infrastructure components such as schools, parks, and other public facilities 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 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 should link the village centers and the transit stations.

- **Residential neighborhoods** will continue to provide a variety of housing types serving all income levels. Appropriate transitions will be provided between new development and

all residential neighborhoods. 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 Metro 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. Wiehle-Reston East and Reston West-Herndon 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. Future air rights development around the stations should be pursued to enhance development opportunities, encourage transit use, and improve north-south connectivity across the Dulles Access Road.

6. Reston will become a more vibrant employment center.

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

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

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

8. Connectivity and mobility will be strengthened.

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

9. High quality public open 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.

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 the streets should be shaped by the buildings

- **Parks, Plazas and Other Open Spaces** – Create gathering spaces and the background for social life of the Reston community

- **Public Art and Placemaking** - Provide opportunities for creating places specific to the characteristics and needs of Reston

- **Buildings** - Provide shape to the streets and open spaces, and 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 create a public realm that emphasizes pedestrian access. These provide 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 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. 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 character.

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

- Developers needing to meet open space requirements should be allowed to combine to create larger, off-site spaces near their properties.
- Improving access to existing open spaces near the transit areas, such as Lake Fairfax Park and the W&OD, should be one of the objectives.

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
- 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.

Definition of Public Open Space: For purposes of Reston's planning, the concept of open space should mean outdoor space 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 must not be deemed to include streets, parking and driveways or areas for vehicles, sidewalks less than 12 feet wide, and roof top areas not readily accessible to the public. Active recreation areas, designated open spaces and undesignated public spaces all should be encouraged to include public art. Public open space must be easily and readily accessible to the public and be identified by a sign placed in public view.

Requirements for Public Open Space:

- The minimum open space 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 minimum, recognizing that smaller open spaces are more appropriate and are generally used and enjoyed in higher density areas. Some portions of the 20 percent minimum may be more readily located in the immediate proximity of the transit station areas.
- The minimum public open space requirement for each parcel can also be located off-site and 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).

- Required 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.

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.

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.

Placemaking - The design of public space with art will include an objective to 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.

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. A mix of low-rise and high-rise housing is also provided in the transit corridor.

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 should be encouraged.

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 is required of new buildings and their surroundings. This includes:

- Innovative use of high quality construction materials
- Glass at the ground levels
- Outstanding design of public and private buildings and infrastructure
- Satisfaction of accepted, high standards for energy efficiency and sustainability, such as LEED Platinum or Gold standards.
- Below ground parking or, at least, above-ground parking structures which are masked by retail or other usable spaces or by coverings.

Key elements of high quality building design will include a variety of strategies including 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 on towers. Tall buildings should balance the twin goals of higher densities and open space.

- Buildings should be oriented to streets. Setbacks from streets should be 15 feet minimum and 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 without windows 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 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. 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

Air Rights over the Dulles Toll Road

Locations should be explored to provide for the foundations of future air rights development at the Town Center and the Reston West-Herndon stations, as well as the Wiehle-Reston East station if feasible. This should be completed soon to provide timely guidance to Fairfax County in formally requesting that the Metropolitan Washington Airports Authority implement the construction of foundations as part of construction of Phase 2 of the Metro Silver Line. Sufficient design work should be done to convince the community, interested developers, and concerned officials that there is a practical, safe, and economically feasible way to build future air rights development above the Dulles Access Road and the Metrorail system without interference with operations.

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.

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 the planning and design. 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

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 utilized during development and redevelopment to improve air quality and conserve energy. Integrated approaches should be used for stormwater management, water conservation, reuse of rain water, 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 public facilities that serve Reston and surrounding areas.

Reston should have critical public facilities to ensure adequate and comprehensive services that include:

- 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 public facilities on the following pages are priorities.

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.

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
- 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

A "World Class" public park and recreation system should be provided including community parks and recreational facilities that can be addressed through a combination of private and public initiatives, including public-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. Examples of parks and recreation requirements include:

- Major city park in Town Center North
- Linear green space along Sunrise Valley Drive
- Linear green space along Sunset Hills to replace the VDOT parking lot
- 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
Cultural Facilities		
• Performing Arts Center	Town Center area located north of the Metro station	Land and construction
• Libraries	Town Center North with satellites throughout Reston	Land dedication
• Children's Science Center	Near the transit station areas	Land and construction
• Art Galleries and museums	Near the transit station areas	Land and construction
• Memorial sculpture garden(s)	All areas or near the transit station areas	Land and construction
• Children's theater	Near the transit station areas	Land and construction
Schools and Universities		
• Child care	Transit stations and village centers	Land and construction
• Elementary, middle, and high schools as needed	TBD	Land dedication
• Advanced education institution	Wiehle-Reston East Station area	Land dedication
• Senior centers	Transit stations and village centers	Land and construction
Parks and Recreation		
• Major City Park	North Town Center	Land dedication
• Linear park	Along Sunrise Valley Drive and along Sunset Hills to replace VDOT parking lot	Land dedication and construction
• Small urban parks	Transit centers and village centers	Land dedication and construction
• Small public or private recreational facilities	Transit centers and village centers	Land dedication and construction
• Large indoor recreation center	Wiehle-Reston East Station area or other suitable location	Land dedication and construction
• Swimming pools, and other active recreation uses such as volleyball, handball, tennis	All	Land dedication and funding
• Places for large organized, active recreation field sports	TBD	Land dedication and private funding
Public Safety		
• Future, urban police sub-station to replace the existing facility	North Town Center or Reston East station areas	TBD
• Fire station capability to service urban environments such as Town Center and TOD around the rail stations.	Reston West-Herndon Station	Land dedication and funding
• County Government Center to provide expanded human services	North Town Center	TBD
• Sufficient public utilities including gas, electric, and water and sewer	All	TBD

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 maybe 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 choices that encourage a wide variety of travel choices including non-automobile travel. 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 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.

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. The recommendations follow:

Expand the 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 Reston West-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, signaled crossings of all roads leading to the stations, especially at major roads, such as Wiehle Ave, Reston Pkwy, Sunrise Valley and Sunset Hills.
- 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 Dulles Access Road for vehicles, pedestrians and bicyclists on the west side of Reston Parkway and Wiehle Avenue bridges and east of the Wiehle Avenue bridge (extending South Lakes), 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
- 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 Ave. into Plaza America to the west of the Wiehle-Reston East Station
- Improve the W&OD Trail crossing of Wiehle Avenue with an elevated crossing
- Improve pedestrian sidewalks and bikeways along Sunrise Valley Drive, Sunset Hills and Wiehle Avenue prior to the start of rail service to the Reston East Station or as soon thereafter as possible
- .

Provide Transit Options

The new Metrorail stations provide an opportunity to improve access to Reston, the Washington Dulles International Airport, Tysons Corner, Arlington and the entire Washington Metropolitan Region. Expanding the existing bus system to provide access to the stations and throughout Reston will be a priority. Recommendations include:

- Review, refine and, as appropriate, implement the recommendations in the Fairfax County Transit Development Plan adopted in December 2009
- Provide new transit circulators and shuttles with frequent stops for the Town Center, Wiehle-Reston East, and the Reston West-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

Enhance the Network of Streets

The map of the Network of Streets [Map __] highlights, in conceptual form, the recommended composite of the three Metrorail station areas in the transit corridor. The map provides a sample guide for 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 Baron Cameron Avenue to South Lakes Drive
- Provide a new grid of streets 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 Dulles Toll Road including the following:
  - Construct the Soapstone Drive extension to 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 at the Reston Town Center
  - Enhance the existing crossing at the Reston West-Herndon Station
  - 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 Dulles Toll Road
- Construct foundations for columns in the median to support future air rights and crossings of the Dulles Toll Road

Improve Operational Performance

The operational characteristics of the transportation system should be improved as described in the following:

- 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, 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 needs 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
- 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 should be sold or leased to neighboring building owners once transit stations are opened to the west in Phase 2 of the Silver Line.
- Include parking pricing strategies that reduce overall parking demand, particularly pricing to discourage entrances to and departures from the public parking garage at the Wiehle-Reston East station during rush hours
- 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
- 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 at least seven existing 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 at the bottom of the page for more specific recommendations)
- Encourage the creation of main streets at each station area parallel to Sunrise Valley Drive and Sunset Hills Road as an alternative travel choice
- Provide an appropriate balance of commercial and residential land uses to constrain demands on road utilization
- Set higher non-automobile mode split goals, quality and safety for pedestrians and bicyclists, and congestion levels for the transit corridor

Improve Capacity at Selected Intersections Intersection	**Transportation Improvements**
Wiehle Avenue and Sunset Hills Road	Complete a grid of streets in all four quadrants to provide for bypass opportunities Create a main street connecting areas east and west of Wiehle Avenue to Plaza America to divert local traffic from Sunset Hills Road Extend Soapstone Drive across the Dulles Access Road Eventually extend South Lakes Drive across the Dulles Access Road Construct an elevated (or below grade) crossing for the W&OD at Wiehle Avenue in order to minimize interaction with vehicle traffic
Reston Parkway and Sunset Hills Road	Extend Edmund Halley Drive across the Dulles Access Road to Town Center Parkway Extend the streets in the Town Center across the W&OD Trail to Sunset Hills Road to improve the grid of streets
Sunrise Valley Drive and Monroe Street	Create a main street connecting Monroe Street to the Reston West- Herndon Metro station area to direct traffic away from Sunrise Valley Drive Complete a grid of streets that will reduce the need for traffic to use Sunrise Valley Drive Create a green boulevard along Sunrise Valley Drive with a continuous bikeway
Sunrise Valley Drive and Reston Parkway	Create a main street connecting Reston Parkway to the Town Center Metro Station area to direct traffic away from Sunrise Valley Drive Complete a grid of streets that will reduce the need for traffic to use the intersection Create a green boulevard along Sunrise Valley Drive with a continuous bikeway

Expand Evaluation Techniques

Fairfax County currently plans to perform an evaluation of possible future development scenarios using level of service at intersections as a primary technique. This evaluation should be expanded to include an application of a variety of evaluation techniques. The expanded analysis of the area wide transportation system should consider the impact of the following:

- Increasing mode-share of non-automobile travel
- Reducing parking requirements specified in the Zoning Ordinance
- Expanding opportunities for pedestrian and bicycle access.

In addition, the evaluation process should include an interactive transportation and urban design evaluation of the recommendations from the Reston Master Plan Special Study Task Force for transportation. This evaluation process should involve the assessment of several land use scenarios in an effort to refine and enhance the final land use recommendations.

WIEHLE-RESTON EAST STATION AREA

Summary

The Wiehle-Reston East Station will be the first Metro station to open in Reston. It is expected to open by the end of 2013. Early development of properties near the station should be facilitated and strongly encouraged.

Over time, the Wiehle-Reston East "station area"4 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 core will run along an internal street ("Reston Station Boulevard") extending from east of Wiehle to Plaza America. As compared to the Town Center Metro 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.

Strong efforts must be made by both the County and developers to attract not-for-profit 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

---

[4] The areas to be developed near the Wiehle-Reston East station are located north of Sunrise Valley Drive and within one half mile of the station entrances. This area is referred to in this report as the "station area" or the "TOD area." 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.

Metro station. The RMAG recommendations should be used as an initial guide for improvements, especially the creation of the Soapstone extension over or under the toll road. 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 busses, as well as safe, signaled pedestrian crossings, are critical.

Character and Distribution of Development

General

Areas in the Wiehle-Reston East Study Area within ½ mile of the station (up to Sunrise Valley Drive on the South side) must be developed as mixed-use, transit-oriented development. In general, the highest densities and greatest commercial concentrations will be located closest to the station (within ¼ mile), and there should be somewhat higher overall densities north of the toll road. 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.

Mixed-use development near the Wiehle-Reston East station shall include residences, offices, hotels, retail, restaurants, and educational, research, cultural, medical and civic uses, as well as plazas, parks, paths, and public art. The goal is to achieve a viable pedestrian-friendly, transit-oriented place in which residents and workers can live, work, learn, shop and play with minimal need to drive a car. A high level of pedestrian activity is desired both in and out of normal office hours. 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.

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.

Distribution of Development

North of the Toll Road

Area 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 toll road and Sunset Hills Rd., in landbays 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 with lower commercial densities and a higher residential emphasis as one moves from ¼ to ½ mile from the station.

An east-west, central street, extending Reston Station Boulevard east, across Wiehle Ave. to Sunset Hills (in G-7) and west into Plaza America (between the toll road 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 Blvd. 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 plaza located within ¼ mile of the station should be designed as a community gathering space consistent with Reston's distinctive original vision. By extending into Plaza America, Reston Station Blvd. 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 Blvd/Sunset Hills. It is critical that the Soapstone Extension connect to Reston Station Blvd., 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 Ave. on the north side of Isaac Newton Square. 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.

Area North of Sunset Hills

Growth in the area north of Sunset Hills to the half-mile ring (Subunits G-1 and G-2) should be a residentially dominated. Development along the Washington and Old Dominion Railroad Regional Park (W&OD) should be oriented in order to create connections to development within the landbays. They should also be designed to facilitate public access to Lake Fairfax Park (in G-2) and the new park contemplated for Isaac Newton Square (in G-1). 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 Ave. 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 amenity retail, a signature, centralized public open-space and a road linking Sunset Hills to Wiehle near the north side of Isaac Newton Square. It is expected that a significant park and play area, usable by residents throughout the area, will be a requirement for redevelopment. Amenity retail at the street level could service the residential community but should not duplicate denser retail between Sunset Hills and the toll road. 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 Ave., 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 into the western edge of G-7 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 link 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 Ave., preferably along the southern edge of the wooded area. That street, bike lane and sidewalk should continue into G-7. Steps should be taken to eliminate the current traffic nuisance created by cars backing up on Wiehle from fast food drive through(s) located in G-2. Auto-centered uses (such as drive-throughs) should be discouraged in a TOD.

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.

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 of the Toll Road

The TOD area between the toll road and Sunrise Valley is smaller than the area to the north of the toll road. It is bounded by the toll road 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 closest to the toll road and to the south station entrance, located within ¼ mile of the station and (b) mostly residential mix from ¼ – ½ mile from the station and along the north side of Sunrise Valley. The tallest buildings should be close to the toll road. Residential buildings should be permitted closer to the toll road than 200 feet if adequate noise reduction measures can be implemented. These landbays would have some first floor restaurants and other retail, particularly close to the station, as in H-2, but less extensive retail is expected overall than to the north of the toll road.

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 of its retail mix, the strip center could evolve to provide pedestrian-accessible, amenity retail support to residents in H-1 and H-2.

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

(1) ***The Soapstone Extension.*** This connection across the Dulles toll road is needed to facilitate access to the Metro 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 access should be a condition for approving future rezoning applications in Subunit H-2. Pedestrian and bicycle access will presumably be available from the opening of the station. It is suggested that up to a .5 FAR of additional commercial development could be offered as an incentive, if bus access is implemented 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. Streets that parallel Sunrise Valley should be built to the east and west of Wiehle Avenue and should link the Metro 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, signaled pedestrian crossings (or grade-separated crossings where appropriate) are needed. The grade difference between Wiehle Ave. and the properties to the east and west (H-2 and I-1) calls for building a well-lit pedestrian passage under Wiehle Ave. 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 toll road 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, not waiting for new building development.

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 Blvd 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. Even absent new densities, efforts should be made to link existing, RCIG office parks' private roads and sidewalks in the RCIG to the Metro station in order to promote transit usage and mitigate traffic on Sunrise Valley and Sunset Hills.

Established Residential Areas

Traditional residential areas should be protected from additional development. In addition to placing boundaries on new development, measures should include parking permits and lighting in nearby neighborhoods.

Pedestrian and bicycle access between the neighborhoods and the stations should be facilitated.

Summary of Recommended Area Traffic Measures

A number of steps can be taken to mitigate traffic congestion in this area even as density increases with TOD. In addition to balancing residential and office uses, the following are among the recommended measures.

a. Implementing RMAG recommendations is an important starting point.
b. Development in the area must be pedestrian and bicycle friendly and include grids of streets, including "complete streets" and pedestrian/bicycle trails. .
c. Minimum parking requirements should be reduced and maximums implemented in the TOD area.
d. Circulator/shuttle buses are needed within the area and to link the transit station to other parts of Reston, including office parks and hotels outside the TOD area.

e. Permanent access is needed for buses and a kiss-and-ride to reach the south side of the transit station both to encourage transit usage and to reduce needed vehicle trips across the Wiehle Avenue and Reston Parkway bridges.
f. The W&OD should be utilized as a bicycle/pedestrian "highway" to get people to and from the Wiehle-Reston East station. A grade separation for the W&OD's crossing of Wiehle Avenue would eliminate the current conflicts between trail users and vehicular traffic. An exit from the W&OD to the station could be located west of the overpass. 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.
g. Additional pedestrian/bicycle pathways are needed on both sides of the toll road. These should extend into areas that are currently developed (including existing business parks in the RCIG, the Westin Hotel and Reston Heights) and should also facilitate pedestrian and bicycle access to the Reston Town Center and Tall Oaks Village Center. Lighting is important in order to encourage night time utilization.
h. Transportation Demand Management (TDM) plans must be developed and implemented.
i. The Soapstone Extension crossing of the toll road must be defined and built as soon as possible. The crossing should connect Sunrise Valley Drive to Reston Station Blvd., as well as Sunset Hills, thereby supporting (not splitting) the urban-commercial core north of the toll road.
j. An additional crossing east of Wiehle (possibly a South Lakes Dr. extension to Sunset Hills and other streets in G-7) should be built at a later date.
k. Improving the toll road underpass at Hunters Mill would mitigate growing traffic pressures in the area.
l. The area would benefit from a pedestrian and bicycle bridge between Reston Heights and the Plaza America area.
m. Improvements should be made to the Wiehle bridge in order to facilitate safe, convenient pedestrians and bicycle crossings of the Wiehle bridge.
n. To mitigate traffic impacts from the transit station parking lot at the Wiehle-Reston East station, parking must be managed to encourage off-peak arrivals and departures and HOV users. This could be accomplished by charging higher prices for entrances/exits during peak traffic periods. ("Easy Pass" technology could presumably be adapted to this purpose.)
o. After Metro stations are opened to the west, a portion of the transit station parking at Wiehle-Reston East should be reprogrammed to support local demands (residential, office, hotel, etc.) rather than commuters. Developers could be offered the opportunity to purchase or lease spaces in the garage to meet the needs of their nearby buildings.

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-available 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. [The map attached as Appendix D illustrates possible locations of larger parks.] 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 Farraday 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.

It would be desirable to locate an indoor recreation facility and large athletic fields in or near the Wiehle-Reston East TOD area, though large land areas are difficult to identify. Possible locations for an indoor recreation area or athletic fields might be found in in Sub-units G-1, G-3, G-6, G-7 or D-7. The ice rink located in G-7 should be preserved or enhanced.

Trees and green landscaping are important throughout the area. They are part of what sets Reston apart from other areas. Existing large trees should be preserved where possible and should be focal points for gathering places, even as a more urban TOD area is developed. Plazas, sidewalks and outdoor eating areas should have trees for shade and visual attraction.

All above-ground, electric distribution lines in the station area should be buried by developers as part of the redevelopment process. These lines (*e.g.*, along Sunset Hills east of Plaza America) are unsightly and detract from the visual beauty that are to be achieved in the TOD station areas. Like the road networks, developers facing above-ground lines should be required to bury them at the time of redevelopment or as part of a jointly-funded project.

Reston Town Center Station

Summary

The Reston Town Center Station should, by the creation of dynamic, mixed used, urban spaces, become a signature regional destination and origination station. 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 three sub-areas: TC Metro North (roughly the area north of Dulles Toll Road within a quarter-mile of the Metro station), TC Metro South (the area south of the Toll Road and bounded by Sunrise Valley Drive), and Town Center North (the area bounded by Baron Cameron Avenue, Fountain Drive, New Dominion Parkway and Town Center Parkway) . It does not address the Town Center urban core for which no plan changes are recommended.

TC Metro North:

To achieve a vibrant Metro station area, the existing Town Center urban core must be extended south to the Metro station. TC Metro North 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.

TC Metro South:

The Metro South area 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:

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. Even though this parcel is beyond the half-mile radius, a Town Center bus circulator or linear shuttle tying the Town Center area together with the Metro station would mitigate traffic and support the residential opportunity this parcel presents.

Increased Density:

In return for meeting the development conditions, including proffers, and achieving the important community benefits, the County should have the flexibility to grant to developers high density within the TOD area. Since there is nowhere within the TC Metro North area to put the new construction, TOD residential development cannot be created unless existing commercial development is torn down. Reaching a healthy balance of residential and commercial will require material incentives.

It is anticipated that the greatest densities will be closest to the Metro station with the highest overall density in the area between the Metro station and the existing Town Center.
Overall Planning Principles/Framework

Four organizing principles are key to achieving the vision for the Reston Town Center station area and Town Center North:

***Urban Character*:** TC Metro North, TC Metro South and Town Center North must develop, as livable urban, mixed-use, transit-oriented spaces. A fundamental building block will be creating interparcel connectivity and a grid of complete streets. In the case of Metro North, 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 Metro North and South areas, it is essential that square footage of new residential development be at least equal to that of office.

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 area. Especially important is the Metro North area, 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 by Area

Town Center North and South

The Reston Town Center Metro 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.

TC Metro North 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 Toll Road for the Metro, a contemporary urban plaza should be created directly accessible from the Metro 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.

TC Metro South will fundamentally 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 mark the space.

Both places 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 Dulles toll road will be needed to link Town Center Parkway with Edmund Halley Drive.

Transportation Infrastructure – Metro North

Network of streets and Connections

Considering the density and character of the area immediately north of the Metro 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 Town Center District and Town Center North is essential to help minimize vehicular traffic in and through the Town Center District. Convenient bus access to the station will also be needed from areas to the north outside the Town Center area.

Transportation Infrastructure – Metro South

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 Toll Road and Sunrise Valley Drive.

Open Space

Metro North

Constructing a signature urban plaza as a centerpiece of the touchdown point in Metro North would evoke a special sense of place. In addition, other publicly-accessible open spaces should be created in the Metro North area by individual landowners or through joint projects.

Metro South

A prominent central green or park should be a prime organizing principle for Metro South 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 should be the top priority for a civic space in the TC Metro North area. Offering high-quality performers in a first-class center would materially enhance Reston's status as a regional destination.

In Metro South, a signature public facility, such as a children's science center, might help draw attention, foster residential growth, and attract visitors; this should also be taken into consideration with 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 Parkway Special Study 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 Metro North, which will lead into Reston Town Center, will have the opportunity for the greatest densities in Reston. Reston Metro South 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 diverse topographical palate 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.

Commercial: Commercial (*i.e.*, non-residential outside of retail) should be focused primarily nearer to the Metro Station and the Toll Road. As a side benefit, this creates something of a barrier between the new residential and the Toll Road.

Retail: Street-level retail along key connectors will be critical to realizing a mixed use vision. In Metro North, street-level retail around the envisioned urban plaza and along the key pathways connecting it to the existing urban core must be incorporated into future plans. In Metro South, strong consideration should be given to having retail located near and around the Metro station and the central green and along what are ultimately created as the essential north-south and east-west connectors.

Residential: Residential development should be mixed with commercial development and should seek to serve a diverse demographic, consistent with current County guidelines (including workforce and affordable housing) with emphasis on accessibility and visitability.

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.

The [Figure ___] map reflects this sense 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.

Transportation Infrastructure

Grid of Streets

An urban-style grid of east-west and north-south through streets that will provide access throughout the parcel should be created. On-street parking and shared parking facilities among nearby uses are encouraged. The grid should reflect an emphasis on "complete streets" that will be designed to enable safe access and use for all users: pedestrians, bicyclists, motorists, and transit riders.

Bicycle Facilities

Bicycle lanes and facilities – to enable residents and workers to travel by bicycle on dedicated on-road facilities and make use of bike racks, bike lockers, and other facilities at residential, retail, and commercial areas – will be a priority.

Bus Circulator

As future land development proceeds along the lines outlined in this report a bus circulator or linear shuttle connector service to improve access to the Town Center Metro Station will be essential.

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.

Public Art

Public art should be incorporated throughout the area. The incorporation of public art within the "town green" should be considered in any future development plan for this area.

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 police station presence should continue to be a part of Town Center. This presence should be consistent with the new urban paradigm.

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 Spectrum property- 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 across the space, thus creating a more variegated look and feel.

FAIRFAX COUNTY PORTION OF HERNDON TRANSIT STATION AREA (SOUTH OF DULLES TOLL ROAD)

The south entrance to the "Herndon Station" opens at a location which is now dominated by Fairfax County's Herndon-Monroe commuter parking structure. Indeed, until Metro finally decided to call this the "Herndon Station," the prospective station was commonly denominated by this Task Force and others as the "Herndon-Monroe" station. The station entrance south of the Dulles Toll Road is within the western portion of Reston, while land around the north entrance to the station is in Town of Herndon which has prepared its own redevelopment plans. In addition to the Herndon-Monroe parking structure, the station area within the Phase 1 Study 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. This station will open as part of Phase 2 of the Silver Line project.

Vision and General Themes

- 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 is working on options for a public private partnership to develop the needed parking and provide mixed use, transit-oriented development at the Herndon station area.

- Allowable density/intensity 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.

- 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 Dulles Toll Road, 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 Dulles Toll Road 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 Land Unit A-2, C-2/C-3 and C-1.

- 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 Dulles Toll Road.

- View corridors between the Dulles Toll Road 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.

Specific Land Bay Recommendations

Land Unit C-2 Station Site

.

The current number of parking spots are acceptable, and 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 C-2 will require additional access from Monroe Street and Fairfax County Parkway. This Land Unit is appropriate for the highest development intensity at this station with the most intense development located near the rail station and the Dulles Toll Road.

Land Unit C-3 and C-4

These sites are in single ownership and are logical candidates 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' subdivision, the highest intensity should be close to the Dulles Toll Road. 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 Dulles Toll Road 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.

Land Unit C-1

The designated wetlands are a focal point of this Land Unit 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 the site work in 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 land unit 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 land bays that are close to the transit station

Land Unit A-2

This parcel 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 among the highest 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.

Land Unit A-1

This parcel 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

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 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 21st 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 Dulles Toll Road 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.

- **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. A satisfactory 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 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.

TRANSPORTATION SYSTEM IMPROVEMENTS

- **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. 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 Dulles Toll Road 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 building and maintaining interconnected paths for pedestrians and bicyclists** which link areas within and outside the TOD areas, including the W&OD, Lake Fairfax Park, the Reston Association's network of paths, and village centers.
- **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 Proffers to a County-administered fund may be considered.
- **Attractive and lively streetscapes that** include street-level retail and sidewalk cafes where appropriate, 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, 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. Another strategy would be to landscape or treat blank garage walls as "canvases" for art.
- **Works of art** will be provided on-site or as elements of streetscapes and other public spaces. **Contributions could be provided in lieu of on-site art to help fund significant public art.**

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," i.e. a developer contributes to early completion of a portion of a shared roadway grid (e.g. within two to five years after the Reston East station opens) either as part of his/her development or in advance of its development or provides enhanced station access improvements or 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.

- Large transportation infrastructure contributions, such as major contributions (land or funding) to the needed Dulles Toll Road crossings.

- 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.

- Unique TDM measures that significantly reduce vehicle trips.

- A long-term (20+ years) arrangement for a substantial, non-profit educational institution 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.

- Residential development significantly above that envisioned in the plan, including 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 that goes significantly beyond applicable legal requirements either through on-site construction or through an equivalent contribution to a County-administered fund for workforce and affordable housing.

- A joint development application with neighboring landowners, particularly large-scale, consolidated projects that enhance mixed-use development and provide significant community amenities.

- Other uniquely valuable contributions to the beauty and livability of the community, such as 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..

Implementation Process

The transformation of Reston's core from a low-density industrial to an urban mixed-use transit-oriented development area will require an implementation process and well-defined performance standards to help assure that the transition to a new urban Reston moves in a timely and coherent manner. While the existing decision making processes for implementing change—largely a process of re-zonings, proffers, and project plan approvals within a Comprehensive Plan—are adequate in a relatively stable environment, they are insufficient to assure the successful transformation of Reston with the coming of Metrorail while minimizing development impacts and sustaining the broader Reston community's quality of life.

Transforming Reston's urban core 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 below; 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 and land owners and dvelopers willing to work together to achieve the community's goals and willing to help keep Reston at the forefront of quality planning and development using innovative and sustainable building techniques. Implementation of the Plan will be the most complex component of transforming Reston's urban core. The process will be must be comprehensive, transparent, purposeful, and continuous. The elements of the implementation strategy include:

District-level Planning: Detailed planning is required in order to refine and update guidance for each of the districts in Reston's urban core; to address the alignment of the proposed grid of streets, Dulles corridor crossings, and development of needed bus facilities and services and bicyclist and pedestrian facilities and pathways; to create a coordinated network of parks, recreation, 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 service facilities, schools, 21st Century public library, etc.; and to refine strategies for environmental stewardship.

Implementation Tools: Implementing the vision of Reston's urban core will be well served by a new community-wide entity and/or expansion of the mandates of exiting community organizations that develop policies, guidelines, etc., consistent with Reston's vision and planning principles at every step of implementation. and that monitors and evaluates The type and pace of development and the phasing of infrastructure to accommodate the growth within Reston's urban core should be monitored and evaluated. It should preserve the integrity of Reston's vision and planning principles. Any new entity should comprise landowners, local businesses, residents, and other stakeholders community-wide, established by the Board of Supervisors and charged with working in conjunction with Fairfax County agencies to implement the Plan in a coherent, comprehensive manner. This entity should focus on ensuring that the new Comprehensive Plan,

and associated regulations and recommendations, are put in place in a timely manner and are effective.

As a planned community, Reston already has a tradition of such entities in some aspects of its development. The Board-created community-wide Reston Planning and Zoning Committee focuses on 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 portions of Reston. (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.) 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.

Funding Strategies: Funding strategies (including public-private partnerships) should be identified for Reston's urban core. 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 by landowners
- Other forms of borrowing and grants
- Land exchanges
- Parking Fees

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. IIn 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 infrastreucture, community amenities were provided, being constructed, or firmly committed to.
- Transportation demand management programs
- 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 mechanism
- Public Facilities Manual requirements (e.g., stormwater management)
- Establishment of a tree canopy goal, based on analysis of existing tree cover

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 core 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 producee consolidation and/or coordinated development plans resulting in better planned mixed use projects.

Phasing: Reston's new urban core will unfold incrementally over several decades. Its transformation must not exceed the provision of the infrastructure and public facilities that are needed to support the people who will live, work, and play in Reston's urban core. Block-by-block redevelopment must be supported by 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 will be phased to assure the provision of public facilities. Growth will be modified and the implementation strategy adjusted based on experience and performance. This is crucial to success not only in Reston's urban core, 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.

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 is 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 it 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 Task Force favors _____. But whichever approach is chosen must include provisions to avoid undesirable effects including inflexibility and hoarding of density.

CONCLUSION AND SUMMARY OF MAJOR RECOMMENDATIONS

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 21st 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 the make Reston stand apart from typical suburbs and cities. Briefly summarized, the guiding principles for the Task Force's Phase 1 development recommendations include, but are not limited, to the following:

- **Planning should take the long-term view**, not merely focus on the next 15-20 years.

- **Development in the Phase 1 Study Area should follow principles of "transit-oriented development" (TOD) in which the station areas have mixed-use development with a variety or residential, employment and retail options in vibrant, pedestrian and bicycle friendly settings which minimize the need and desire to utilize automobiles. There should be a balance of residential and non-residential uses which promotes pedestrian activity and mitigates traffic.**

    - Major development should be concentrated close to the new transit stations and along the Dulles Toll Road with height and density generally tapering off as one moves away from the station.
    - Concentrating new development within the TOD areas is important to mitigating traffic, encouraging pedestrian activity and creating centers of commercial, cultural and social activities which will make each of the station areas attractive to prospective employers and residents, as well as to other Reston residents.
    - Exceptions to tapering may be warranted for specific projects based on particular opportunities or benefits to the community.
    - Near-term development outside TOD areas should be disapproved absent special circumstances, such as particularly attractive public benefits or joint development with projects that extend inside the ½ mile area. The North Town Center area, including the North County Government Center properties, is an example of an area warranting redevelopment in the near term, particularly if it includes a signature public park feature. A proposal offering a unique benefit, such as a university campus, might also be approved outside the TOD area.
    - If exceptions are made due to special circumstances, even those projects should be expected to support TOD and community goals with proffers such as linked streetscapes, bus service to the stations, community amenities (*e.g.*, publicly-accessible recreation), traffic-mitigation plans, etc.
    - Residential development must be mixed with other uses throughout the new transit station areas. The preferred mix of uses will vary by station area (as discussed in greater detail elsewhere in the Report). Developers are expected to achieve the minimum residential goals either by themselves or by coordinating

their plans with other developers within the TOD area. If a builder cannot achieve a balanced mix of residential/nonresidential by itself or with others, then the presumption should favor building new residential.
  - Residential developers are expected to meet County requirements for medium and low income dwellings and to offer housing that caters to the full spectrum of ages. Developers are expected to show how they will help meet the goal of housing diversity, including affordable housing.
  - The Dulles Toll Road 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.

- **Every proposed development shall meet minimum performance standards and proffer measures to assure that high standards are maintained, that the public benefits from the new addition and that potential harms are mitigated**.

  - Consolidated development projects are encouraged and, if well-conceived, should be rewarded.
  - Projects should complement each other so as to achieve coherent networks and an attractive sense of place in each area.

- **Excellence of design and architecture is essential.**

  - Only high-quality projects with excellent designs should be approved in the Reston area.
  - Design excellence is vital to establishing a sense of place near stations and to making the new development fit well within Reston.
  - Sustainable building design must be required of all projects.
  - Weak projects or even the perception that weak projects will be approved will discourage investment in high-quality projects. Town Center has been successful in part because high quality was required and that, in turn, attracted more high-quality projects.

- **A tall, "urban" building pattern with a varied skyline is desired near the stations.**

  - The station areas are to have a taller, more urban form, although some reduction of building heights may be appropriate as projects approach established areas of single family homes, consistent with tapering building heights as one moves from the stations.
  - High densities should be required in the station areas given the limited space available and the desire to create vibrant urban spaces. Low-density projects should be rejected.

- **TOD areas need unified streetscapes with wide sidewalks and provision for bicycles, as well as cars and buses.**

- Construction of the internal grid of streets and paths is needed as soon as possible.
- Pedestrian walkways and bicycle paths must be built and linked to the transit stations, to existing neighborhoods and office parks, and to Reston's existing system of paths and sidewalks. Grade separated crossings should be considered at key intersections factoring in the likelihood of usage and traffic mitigation.
- All building owners must contribute to coherent and attractive streetscapes, sidewalks and trails which are carefully planned.
- Safe, signaled pedestrian crossings are needed at intersections.

- **Each TOD area needs reasonable levels and varieties of attractive open spaces to compliment the higher development densities contemplated in the TOD areas.**
  - The wetland feature near the Herndon-Monroe station must be preserved, and other natural areas should be preserved to the extent possible.
  - A large, signature park should be required in the North Town Center area.
  - A continuous linear green space – a grand green boulevard – should be established along Sunrise Valley Drive.
  - Attractive open spaces may include pedestrian-oriented plazas, large or small parks (including pocket parks and playgrounds), tree-lined wide sidewalks, green pathways, areas for games, etc.
  - Attractive pathways from developed areas to existing open-space features (such as Lake Fairfax Park and the W&OD) are important.
  - Rooftop features may count toward open-space goals only if publicly accessible and welcoming to the public.
  - Shade trees and greenery should be preserved and enhanced to the extent practicable even in more urban areas of Reston.
  - Development projects shall contribute to meeting the public open-space and recreational needs of the community.
  - Indoor recreation facilities, including an Olympic size pool, are needed to accommodate the large incoming population as well as Reston's existing residents.

- **Cultural and educational offerings are needed in station areas to attract and serve residents and employees.** In particular,

  - A substantial performing arts facility should be built on the north side of the Town Center Station with pedestrian connections to Reston Town Center.
  - An important, new university campus should be opened near the Wiehle-Reston East station area. It should have a science and research orientation with both graduate and undergraduate degree programs.

- **Traffic concerns must be addressed and mitigated from the outset.**

  - The RMAG recommendations still appear to be valid and must be implemented unless superseded by equally or more effective traffic mitigation measures.

- New and enhanced grids of streets, walkways and bicycle paths are needed in each station area and should be linked to existing roads, walkways and bicycle paths, including roads and sidewalks in office parks outside the TOD areas.
- Bridge or tunnel crossings of the DTR are needed in several locations. These include the Soapstone extension, a crossing near Town Center west of the Metro station, and a crossing that extends South Lakes Drive to the north side of the DTR east of Wiehle. These need to include ways that pedestrians and bicyclists can cross the DTR.
- Regularly scheduled circulator buses are needed within the station areas, to the Town Center and Village Centers.
- Bus routes need to be carefully planned in order to offer frequent and reliable options to residents both in and outside rush hours.
- Bus access to the Wiehle-Reston East Station's south entrance is needed as soon as possible after the station opens in order to reduce bridge traffic. Pedestrian access to the south side entrance should be guaranteed.
- The county garage at the Wiehle-Reston East Station should be managed to encourage drivers to enter and exit the garage outside rush hours. This could be done with a pricing premium for entering or leaving the station in peak periods.
- Most (or, at least a significant portion) of the parking spaces at the county's Wiehle-Reston East Station garage should be reprogrammed to local use after Metro stations open to the west. This could be done by offering to sell or lease spaces to developers or occupants of nearby buildings.
- Parking space minimums for new buildings must be reduced and maximums should be imposed in order to encourage walking, biking and transit usage over driving.
- The VDOT parking area along Sunset Hills should be eliminated. It should be replaced by a linear park parallel to the W&OD Park or used for a bus-only lane.
- A grade separated crossing of the W&OD is needed at Wiehle Avenue to promote safety and mitigate traffic congestion.
- Grade separated crossings of major roads should be considered at other locations for safety and congestion reasons provided that pedestrians and bicyclists will actually use them.

- Additional measures to mitigate traffic near the station areas should be identified and implemented.

- **Infrastructure needs must be addressed by the County as part of its normal planning processes and in conjunction with plans for new development.** The potential new development in the Reston area will require substantial new infrastructure investment, including but not limited to:

  - Schools
  - Public safety
  - Water, sewer, and storm water management
  - Roads and bridges
  - Lighting along roads and pathways in residential areas near station areas

- Library facilities.
- Public services for residents, including the elderly.

- **The Wiehle – Reston East Station** will be the first station to open in Reston.
  - Rezoning will achieve mixed-use development with residences, offices, retail, hotel and institutional uses which encourage pedestrian activity and minimize residents' and employees' need to use a car. This development should occur within ½ mile of the Metro station entrances and north of Sunrise Valley Drive.
  - The densities will be substantially higher than today, but less dense and, ultimately, more residentially oriented than is planned for the Reston Town Center Metro area north of the station. While both sides of the DTR will grow, there will be greater redevelopment opportunities in TOD areas on the north side of the DTR.
  - Strong efforts should be made to attract to this area one or more substantial universities with science-oriented undergraduate and graduate degree and research programs.
  - Attention is needed to internal and external connectivity and to early construction of the Soapstone Extension linking Soapstone and Sunrise Valley to both Reston Station Blvd. and Sunset Hills.
  - Coordinated development of parcels must be strongly encouraged.

- **The Reston Town Center Station will** open in Phase 2 of Silver Line construction.
  - The Reston Town Center station TOD area will extend ½ mile in each direction. It will attract mixed-use development with residences, offices, retail, hotel and institutional uses which encourage pedestrian activity and minimize residents' and employees' need to use a car. [Developers will be required to achieve at least a 1:1 ratio of square footage for office and housing.] The greatest development should occur within ¼ mile of the Metro station entrances, but TOD development can occur to ½ mile. It is anticipated that less intensive TOD development with an institutional and residential emphasis will extend north of Bowman Towne Drive to Baron Cameron Drive.
  - The greatest density of offices and overall development will be located in the TC Metro North area, which is located between the Metro Station and the existing Reston Town Center. Residential development will be an important component of TC Metro North. Reston's urban core will center on TC Metro North and Reston Town Center and is conceived as a regional destination. Redevelopment of Town Center is not anticipated within the planning horizons. Ideally, this area will include a world class performing arts center.
  - The TC Metro South area (between the DTR and Sunrise Valley and west of Reston Parkway) will develop as a distinctive mixed-use, TOD area with less overall density than north of the DTR and a greater emphasis on residential than on office development. A signature green open-space should be included.
  - The Town Center North area, which extends from the existing Town Center to Baron Cameron Drive, will emphasize governmental facilities and residential development. It will also contain a large, signature public park beneficial to the entire area.

- A new crossing of the Dulles Toll Road to the west of the Metro station and improvements to roads and pathways are required to enhance TOD and to mitigate traffic impacts from additional development.

- **The Herndon Station** (previously known as the Herndon-Monroe station) will also open in Phase 2 of the Silver Line.
    - The south entrance to the station will be in Reston and will connect directly to Fairfax County's Herndon station parking structure.
    - The County should pursue a public-private partnership to redevelop the parking structure and surrounding area to add TOD development where there is now just parking. A Memroandum of Agreement signed by the six Dulles Metrorail stakeholder agencies calls for Fairfax to use its best efforts to fund construction of the parking garage. The county is working on creating the opportunity for a public private partnership.
    - Other areas within ½ mile of the Reston-side of the Metro station should be eligible for TOD redevelopment with a residential emphasis.
    - The wetlands adjacent to the station must be preserved and access should be enhanced.
    - Some road and pathway improvements will be needed to achieve TOD and mitigate traffic impacts to the area.

REPORT OVERVIEW [NOTE THAT THIS NEEDS UPDATING] 2

BACKGROUND 2
SCOPE ..... **ERROR! BOOKMARK NOT DEFINED.**
VISION AND DESIGN PRINCIPLES 2
The Vision 3
Urban Design 4
Design of Streets 4
Design of Open Space 4
Public Art and Placemaking 4
Design of Buildings 4
Environment 4
Public Facilities 5
Parks and Recreation 5
Cultural Facilities 5
Transportation Issues 5
WIEHLE-RESTON EAST STATION 5
Vision 5
Land Use 6
Toll Road to Sunset Hills Road 6
North of Sunset Hills 6
Toll Road to Sunrise Valley Drive 7
RESTON TOWN CENTER STATION AREA AND TOWN CENTER NORTH 7
Vision 7
Land Use 8
Town Center Metro North and South 8
Town Center North 9
HERNDON-MONROE STATION 9
Vision 9
Land Use 9
Station Area 9
West of the Station 10
East of the Station 10

SUMMARY OF MAJOR RECOMMENDATIONS ..... ERROR! BOOKMARK NOT DEFINED.

INTRODUCTION 12

THE TASK FORCE 12
CURRENT CONDITIONS 13
ARRIVAL OF THE METRO SILVER LINE 14

A VISION FOR RESTON IN THE 21ST CENTURY 16

THE VISION 17
PLANNING PRINCIPLES 18
URBAN DESIGN 20
Design of Streets 21
Design of Open Space 21
Public Art and Placemaking 23
Design of Buildings 24
AIR RIGHTS OVER THE DULLES TOLL ROAD 25
HOUSING FOR ALL 25
ENVIRONMENT 26
PUBLIC FACILITIES 27

Public Safety *27*
Parks and Recreation *27*
Schools and Universities *28*
Cultural Facilities *28*

TRANSPORTATION ISSUES 30

RECOMMENDATIONS 30
Expand the Pedestrian and Bike Access *30*
Provide Transit Options *31*
Enhance the Network of Streets *32*
Improve Operational Performance *32*
Address Levels of Congestion and Expand Capacity *33*
Expand Evaluation Techniques *34*

WIEHLE-RESTON EAST STATION AREA 36

SUMMARY 36
CHARACTER AND DISTRIBUTION OF DEVELOPMENT 37
General *37*
Distribution of Development *38*
South of the Toll Road *39*
Areas More Than One-half Mile from the Metro Station *41*
SUMMARY OF RECOMMENDED AREA TRAFFIC MEASURES 41
OPEN SPACE AND RECREATION 42

RESTON PARKWAY STATION 44

SUMMARY 44
TC Metro North: *44*
TC Metro South: *44*
Town Center North: *45*
Increased Density: *45*
LAND USE RECOMMENDATIONS BY AREA 46
Town Center North and South *46*
General Guidance for the Remainder of the Town Center District *48*

HERNDON-MONROE STATION RECOMMENDATIONS 52

PRINCIPAL OBJECTIVES 52
VISION AND GENERAL THEMES ..... **ERROR! BOOKMARK NOT DEFINED.**
ACCESS ..... **ERROR! BOOKMARK NOT DEFINED.**
DEMAND MANAGEMENT OBJECTIVES. ..... **ERROR! BOOKMARK NOT DEFINED.**
BUILDING PLACEMENT AND TRANSITIONS TO EXISTING DEVELOPMENT ..... **ERROR! BOOKMARK NOT DEFINED.**
SPECIFIC LAND BAY RECOMMENDATIONS ..... **ERROR! BOOKMARK NOT DEFINED.**
Land Unit C-2 Station Site ..... ***Error! Bookmark not defined.***
Land Unit C-3 and C-4 ..... ***Error! Bookmark not defined.***
Land Unit C-1 ..... ***Error! Bookmark not defined.***
Land Unit A-2 ..... ***Error! Bookmark not defined.***
Land Unit A-1 ..... ***Error! Bookmark not defined.***
ASSIGNMENT OF DENSITY ..... **ERROR! BOOKMARK NOT DEFINED.**

IMPLEMENTATION 57

MANAGEMENT OF DEVELOPMENT PROCESS 57
PERFORMANCE STANDARDS 57
IMPLEMENTATION PROCESS 60
DENSITY ISSUES 64