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All of my comments are related to John Carter’s “Green Neighborhood” text addition. I feel that many of his points are already covered in the body of the draft and thus superfluous. Those specific points that are not covered, should be incorporated into the Urban Design Principles to avoid repetition and ambiguities.

I also feel that many points are too prescriptive, especially in the Energy Conservation section which, if kept, should at least be renamed Sustainability as two of the points refer more to natural resources preservation than to energy conservation. Rae

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**Draft 10 Comments**

Rae Noritake, Task Force Alternate & Reston Town Center Sub-Committee Member.

**Page 7-9 “The following Green Neighborhood text has been included by staff as provided by John Carter”**

The Policy Plan provides guidance for establishing green neighborhood and building practices. The planning and design of development within the Transit Station Areas should be guided by green neighborhood principles on place making, creating pedestrian oriented connections, energy conservation, and preservation of natural resources. Non-residential development should be planned and designed to achieve LEED silver or equivalent standards, at a minimum, in light of the level of redevelopment proposed for the TSAs. Residential development should also be guided by the Policy Plan objectives for natural resource conservation, green building, and green neighborhood practices. A broad range of practices can be pursued in support of and in addition to green neighborhood and building certification.

The following examples of energy and ecologically conscious approaches to green neighborhood and building design that should be encouraged within Reston are outlined in the following:

- **Place making:**
- Orientation of plazas and other public spaces to provide adequate solar access

**Comment [RFN1]:** Isn't this a duplication of **Urban Design Principles** starting on Page 29 and other portions of the document?  
  
I think all this should be merged together into the **Urban Design Principles** to avoid repetition, conflicts and ambiguities. Also, many points; esp in the Energy Conservation section, is too prescriptive.  
  
This is a significant amount of additions & changes to incorporate into the text at this late date.

**Comment [RFN2]:** Incorporate with Pg 30 **Establish a Sense of Place**

- Provision of a mix of uses at each transit station area (TSA) to minimize walking distances between uses
- Provision of housing for all ages and incomes in close proximity to the transit stations to minimize walking distances
- Use of site design principles for the orientation of streets and blocks to maximize solar access
- Provision for outstanding architecture and public art for place making
  - Pedestrian connections:
    - Provision for enhanced linkages to transit stations
    - Provision of tree-lined and shaded streets (streetscape) to improve the character of pedestrian experience
    - Provision of a grid of local streets to provide a variety of opportunities for access to transit
    - Use of bikeways and trails to improve access to recreation areas and the transit stations
    - Provision to link the northern and southern areas of Reston through the transit station areas
      - Energy conservation (see Environmental Stewardship section):
        - Provision of green and cool roof systems
        - Use of thermal and photovoltaic energy systems
        - Incorporation of passive cooling through proper shading and ventilation
        - Use of ground source heat pump heating and cooling systems for building conditioning and hot water requirements
        - Reduction of water consumption, including re-use of gray water where allowed
        - Use of radiant floor heating and cooling
        - Provision of wind turbines as an energy source
        - Recycling of materials and maximize use of locally produced materials
        - Use of cool roof systems or light reflecting roof surfaces
        - Use of light shades that provide shading for glass and direct sunlight deep into building spaces for daylighting
          - Preservation of natural resources:
            - Protection of wetlands
            - Preservation of streams and buffer areas especially in the headwaters of streams
            - Enhancement and protection of lakes and ponds
            - Use of closely spaced street trees and landscaping in open space areas to increase tree canopy in the TSAs - Provision for enhanced stormwater management to meet standards
            - Conservation of existing forest areas in accordance with the Fairfax County policies

**Comment [RFN3]:** Incorporate with Pg 30 *Improve Connectivity*

**Comment [RFN4]:** Should be "Sustainability" listed bullet points are too prescriptive; USGBC LEED Silver standards requirements already stated as a prerequisite which already includes many of these points.  
Incorporate with Pg 30 *Design Sustainable Environments*

**Comment [RFN5]:** solar(?) thermal

**Comment [RFN6]:** natural ventilation

**Comment [RFN7]:** should be under "Preservation of natural resources" section

**Comment [RFN8]:** Wind turbines have been documented to be disruptive (dangerous) to animal life (birds, bats, butterflies, etc) depending upon type of turbines & geographic location.

**Comment [RFN9]:** should be under "Preservation of natural resources" section

**Comment [RFN10]:** and reflectors to...

**Comment [RFN11]:** Incorporate with Pg 30 in *Design Sustainable Environments*

Development within the TSAs can become better integrated into the fabric of the larger Reston community by providing future TSA residents and employees access and robust connectivity to existing community amenities, including the lakes and the network of trails throughout Reston. This can best be achieved through incorporation into the existing Reston Association or the Reston Town Center Association. Each of these entities has indicated a willingness to consider including these new developments in their associations.

**Comment [RFN12]:** (Spelling) including

A second foundational characteristic of Reston has been a commitment to preserve natural areas and integrate open space throughout the community. The sustainable design of the community lends itself to the preservation of parkland, natural areas, clean lakes and walking trails. In the TSAs, this characteristic should be acknowledged via incorporation of a Reston-specific urban landscape. This landscape should preserve trees and existing landscaping in key, designated

locations and incorporates more trees and plantings in the streetscape of selected new streets as further described in the Urban Design and Placemaking section.

Another key Reston characteristic is an emphasis on pedestrian and bicycle connectivity. Future development in the TSAs should augment this connectivity by providing appropriate links within and between the TSAs as well as multiple links to the existing Reston trail system in the areas adjacent to the TSAs.