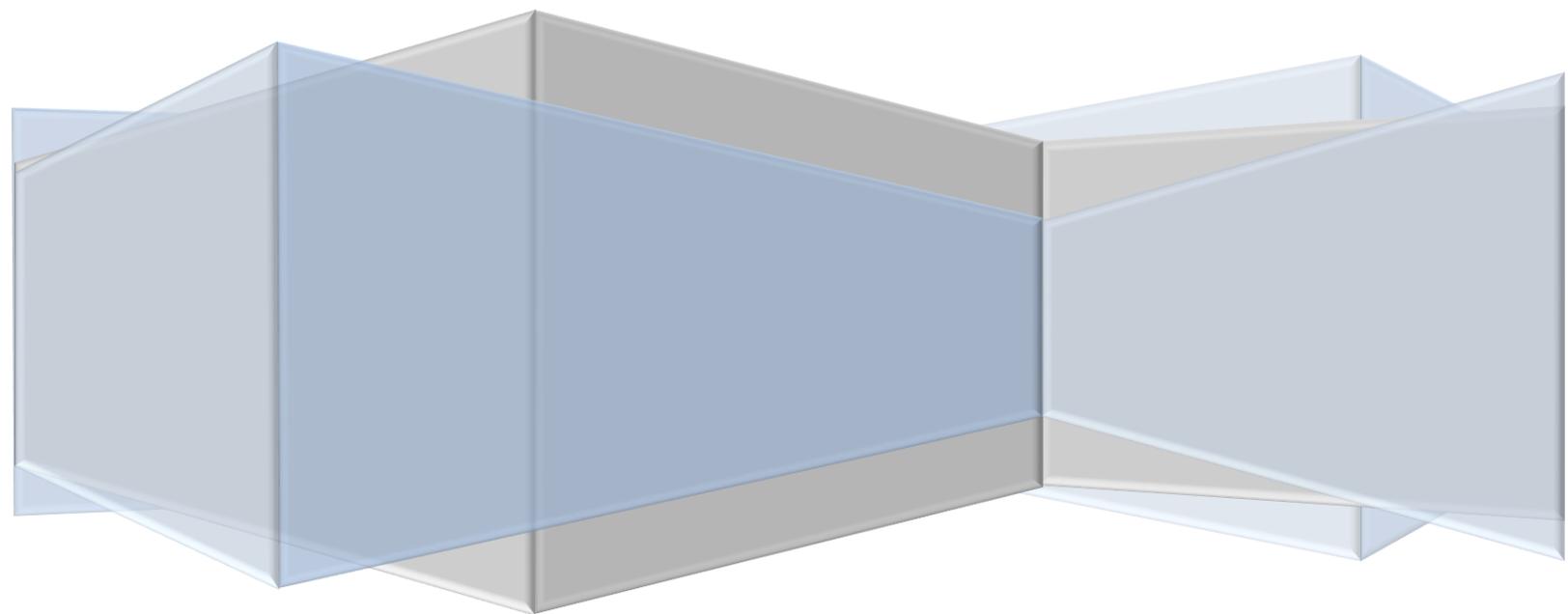


November 24, 2010

Planning World-Class Transit-Oriented Development in Reston Town Center

The Community's Alternative Vision

**The Reston 2020 Committee
Reston Citizens Association**



Highlights

RCA's Reston 2020 Committee proposes changes in the Fairfax County Comprehensive Plan for the Reston Town Center study area that would enable it, as part of the a broader Reston community, to achieve substantial development balanced with the development of vibrant public infrastructure and amenities consistent with Reston's goal of being a world-class planned community. These changes would:

- Create space for approximately 15,000 more residents and 20,000 more jobs, nearly quadrupling the existing residential population and increasing the local workforce by about 43 percent.
- Permit an 86% increase in overall development from 17 million gross square feet (GSF) to 33 million GSF, raising the existing FAR from 0.5 to more than 0.9 overall.
- Allow more than one-third of total development space to be residential, almost half to be office, and the remaining sixth devoted to other uses.
- Require that 25% of the land area—about 200 acres—be set aside as usable open space, including ground-level, publicly accessible parks, recreational fields, malls, plazas, and natural areas.
- Create a substantial central park between New Dominion and Baron Cameron west of Fountain Drive, incorporating a cascading water park in the current FCPA property.
- Call for the construction of a large 21st century public library and transfer of the North County Government Center to the northeast corner of the central park in Town Center North.
- Call for the construction of at least one elementary school at the south end of the central park, and possibly significant expansions at Reston's existing middle and high schools.
- Call for the building of a major fine and/or performing arts center in the immediate Metrorail station area with a large adjoining plaza/park through major incentives.
- Call for the construction of a tunnel under the Dulles Corridor extending Town Center Drive to Edmund Halley Drive and a pedestrian/bicycle bridge south across the Dulles Corridor from Plaza America.
- Provide substantial FAR incentives for providing open space in excess of 25%, building to LEED Gold standard, incorporating universal design, providing more than 12% workforce housing, and earning national or international awards for design.

Reston Center Study Area

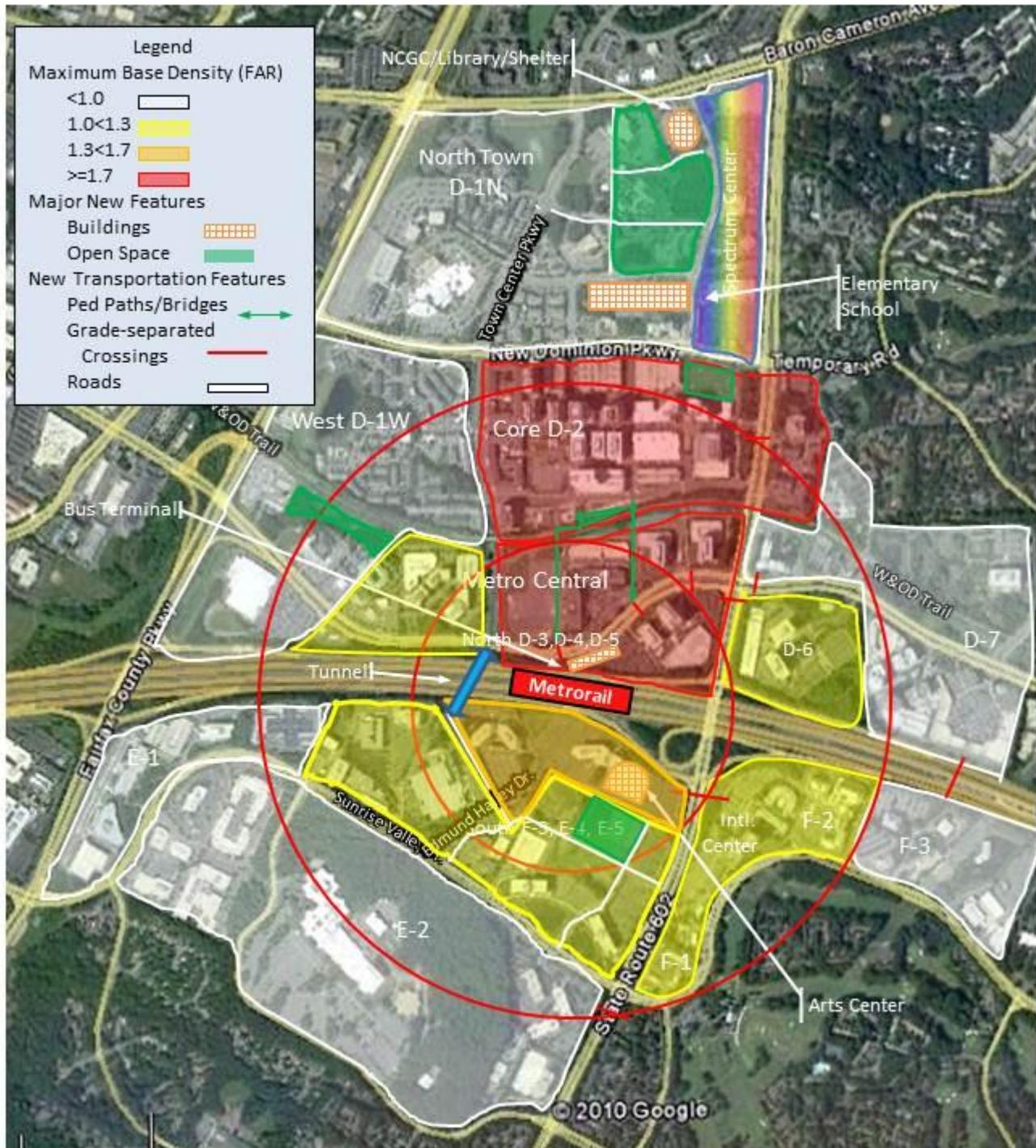


Table of Contents

Highlights.....	ii
Table of Contents	iv
Foreword	v
Vision and Strategic Direction.....	1
Analytical Approach.....	3
The Study Area Today	6
Developing a World-Class TOD Area.....	7
Metro Central.....	7
Town Center Core (D-2)—The Well-Developed Heart of Reston Town Center.....	12
Metro Edge Areas (D-1West [south of New Dominion], D-6, F-1, and F-2).....	14
Beyond the TOD Area	16
Key Development Factors.....	20
Infrastructure	20
Open Space.....	21
Environment	22
Accessibility	22
Workforce Housing	22
Incentivization.....	23
Conclusion	24
Appendix: Spreadsheet Analysis of Land Sub-Units in Reston Town Center Study Area.....	25

Foreword

The RCA Reston 2020 Committee, representing a significant cross-section of Restonians, including some Reston Task Force members, has reviewed the final report of the Reston Task Force's Town Center Sub-committee and found its analysis and recommendations inconsistent with its vision of the future of Reston.

Rather than critiquing the proposals in that report, the Committee thought it would be more constructive to develop an alternative proposal for the Reston Town Center study area for consideration by the Task Force either by itself, in concert with the sub-committee report, or as a tool to spur other new ideas. Our issues with the sub-committee's report are major and simply critiquing it would not give the Task Force the benefit of the extensive work Reston 2020 has committed to this effort nor would it be consistent with Reston 2020's commitment to be a constructive partner in the planning of Reston's future.

While there are some good ideas in the sub-committee's report, some of which are included in this alternative vision, we believe the overall job and residential growth and mix implied by the report are simply too large for Reston to absorb over the next twenty years. For example, according to the spreadsheet analysis accompanying the Reston Town Center Sub-committee's final report, some 34 million gross square feet (GSF) of development—and some 86,000 residents and workers—would be allowable in the small area (158 acres) immediately surrounding the Metrorail station—Metro North and Metro South in the report. At the proposed allowable FAR of 5.0, the sub-committee's proposal would allow more than an order of magnitude increase in density in this area (currently FAR 0.44). Moreover, the 31 million GSF in additional development the sub-committee's report would allow for Metro North and South is more than three-quarters of that approved in the recent zoning ordinance (40 million GSF) for the entirety of Tysons Corner—an area 16 times as large (over 1700 acres)—and serving four Metro stations. The proposed sum is more than this alternative vision believes is appropriate for all of the Reston Town Center area, an area five times as large (802 acres).

Within this overarching criticism, three key substantive flaws stand out:

- The report pays insufficient attention to the public infrastructure necessary to accommodate the influx of workers and residents it proposes, particularly their impact on public schools and transportation.
- The report pays insufficient attention to needed public amenities expected in Fairfax County, much less a premier planned community, especially open space and cultural facilities.

- The report pays limited attention to the core principles of transit-oriented development, especially the need for a robust mix of uses within the TOD area that exploit the opportunities to reduce congestion growth.

Our effort here strives to balance growth with the ability to meet these other crucial needs, and we would expect that the ultimate Comprehensive Plan language endorse the development of a robust infrastructure and amenities for the study area.

Finally, we believe our alternative vision for the Town Center study area recognizes the need for a systemic approach to re-thinking the TOD area, including not only the needs internal to Reston Town Center suggested above, but the relationship with the broader Reston community and the Dulles Corridor.

This alternative vision, guided by our earlier work on Reston planning, Reston's planning principles, TOD principles, and County TOD policy, aims to provide a more realistic proposal for the size and shape of development that can and should be absorbed in the Reston Town Center area over the next two decades. In general, our vision of Reston Town Center takes a different approach to developing its recommendations. It tries to identify the size and types of populations—residential, office, retail, and other—that ought to be included in Town Center based on our vision of Town Center as a whole and each land sub-unit, including their opportunities and constraints. It then calculates the FARs, mixes, and other technical measures that would achieve those objectives for inclusion in a revised Comprehensive Plan.

Vision and Strategic Direction

RCA's Reston 2020 Committee envisions Reston Town Center ultimately becoming a global model of successful urban transit-oriented development (TOD) four or five decades hence, roughly the length of time it has taken Reston to reach its current status as a premier planned suburban community. We envision the development of the Reston Town Center TOD area into the business, residential, business, and cultural center of Reston in a balanced way that preserves and enhances Reston's substantial amenities.

Appropriate development over the next 20 years will be vital in setting the foundations and direction for achieving that goal, and the continuing success of the Reston planned community. Over the next two decades, we believe that a *strategic direction* that will help achieve this will focus on:

- Population balance. Beginning the vital process of bringing residential and workforce populations into balance. There is currently a huge disparity between the residential and non-residential populations in Reston Town Center—about 8.5 to 1. While the gap cannot be closed in 20 years, a high priority must be placed on moving closer to a 1:1 population balance.
- Open space. Extensive publicly accessible useable open space is a critical element of Reston's quality of life and needs to be preserved and enhanced as much as possible. We believe that targeting 25% open space for TOD areas will largely enable Reston to sustain its quality of life in the Town Center study area. It is vital to set aside as much of that area as possible in the next two decades while some open space and re-developable space exists. Setting aside open space will only become more difficult as Town Center density increases.
- Infrastructure. As Reston Town Center evolves, its public infrastructure must evolve with it, including transportation¹, education, library, and other necessities. These new infrastructure capabilities must not only be sufficient to meet the needs identified for the next 20 years, but should reserve space to expand to meet the demands of a more densely developed Reston Town Center beyond the two decade horizon. We cannot transfer the legitimate infrastructure demands created by the expansion of Reston Town Center to the rest of the Reston community.

¹ This report discusses Town Center transportation needs extensively; nonetheless, it does not presume to cover all Town Center's needs. For a complete examination of those issues, readers are pointed to RCA Reston 2020's Transportation Work Group report, [Reston Transportation: Meeting the Needs of a 21st Century Planned Community](#).

- Mix of Uses. TOD principles call for a robust mix of uses in TOD areas, and Reston Town Center should measure up to the best use mix of urban design principles. Aside from the goals identified above, good urban design will include features that make it an attractive 24-hour Metrorail destination, including robust retail, entertainment, and cultural opportunities. We believe renewed retail at Spectrum Center and a signature fine and performing arts center immediately south of the Metrorail station are keystones in this effort.

We believe the development plan we propose here, consistent with Reston's planning principles, will help make important strides in these critical vectors toward making Reston Town Center a model TOD community in the decades ahead.²

² Readers are encouraged to read RCA [Reston 2020's papers on future development in the TOD areas](#) as presented to the Task Force on June 8, 2010, for further insights on directions for Reston Town Center.

Analytical Approach

The development of this alternative vision has been driven by the key strategic directions identified above, especially the importance of balancing residential and non-residential populations. Judgments about the scope and nature of future development are generated based on the balance and impact of populations on the area, and striving to limit those impacts beyond the study area. By understanding what populations the area can reasonably absorb starting with the existing “by right” zoning approvals, meeting market forecasts over the next two decades, and providing the infrastructure and amenities to serve those populations, we can derive a reasonable statement of the size and mix of uses that should be planned for each land sub-unit (LSU). These in turn are much more exact and meaningful in measuring the appropriate density (FARs) and mix (% residential, etc.) metrics used in the Comprehensive Plan.

The process for doing this began by looking at the levels of existing, approved, and planned development in the study area’s land LSUs. From this, populations were estimated using assumptions that have become generally accepted in the course of the Reston Task Force effort.

- Residential households are assumed to include two people who reside in a 1,200 GSF dwelling unit (DU).
- The non-residential populations were assumed to occupy workspace at the rates laid out by DPZ in its November 9, 2010, presentation: office and institutional at 300GSF/worker, retail and industrial at 450GSF/worker, and hotels at 750GSF/worker.

From this baseline, a bottom limit on development was set at the current zoning approval level—the “by-right” level of development—for each type of development in each LSU.

Populations were added consistent with the following criteria:

- Meeting projected market demand in 2030 as forecast by GMU Center for Regional Analysis for the Task Force
- The tapering of populations from the Metrorail station by LSU consistent with TOD principles
- Moving toward a balance in residential and non-residential populations in TOD area LSUs
- Allocating retail of either the destination or support variety, depending on location
- Identifying special features sought for a particular area to increase robustness, including:
 - Expanding and consolidating the North County Government Center (NCGC)
 - Building a world-class fine and performing arts center south of the Metro station
 - Adding a hotel near Metro on the south side
- Providing adequate nearby publicly accessible useable open space

- Meeting new infrastructure needs requiring significant space, especially public schools.

Population calculations were made for each LSU and compiled into a summary for the study area, the results of which are shown below.

Reston Town Center and Town Center North									
Summary Results--2010-2030									
Population	Existing	Existing Allocation	Zoning Approval	Current Plan	GMU Forecast	Alternative Vision	Change	% Change	Population Allocation
Residential	5,497	11%	9,958	19,058	11,400	20,150	14,653	167%	23%
Office	34,011	65%	45,509	51,006		48,670	14,659	43%	56%
Retail	2,133	4%	2,900	4,831		4,330	2,197	103%	5%
Industrial	994	2%	1,620	1,413		1,260	266	27%	1%
Institutional	6,568	13%	7,598	6,175		7,975	1,407	21%	9%
Hotel	2,744	5%	1,219	3,314		4,300	1,556	57%	5%
Non-Residential	46,450	89%	58,846	66,739	54,400	66,535	20,085	43%	77%
TOTAL:	51,946	100%	68,804	85,797	65,800	86,685	34,739	67%	
Non-Res:Res Ratio	8.45		5.91	3.50	4.77	3.30			

GSF and DU	Existing	Existing Allocation	Zoning Approval	Current Plan	GMU Forecast	Alternative Vision	Change	% Change	Space Allocation
Households (DU)	3,298		5,975	7,623	5,300	10,075	6,777	205%	
Residential	3,298,000	19%	5,975,000	11,434,500	7,967,000	12,210,000	8,912,000	270%	37%
Office	10,203,367	58%	13,652,608	15,301,760	14,112,000	14,601,000	4,397,633	43%	44%
Retail	959,888	5%	1,305,077	2,174,059	1,055,000	1,948,500	988,612	103%	6%
Industrial	447,343	3%	729,191	635,638		567,000	119,657	27%	2%
Institutional	1,970,286	11%	2,279,341	1,852,597		2,392,500	422,214	21%	7%
Hotel	823,062	5%	913,935	2,485,732	3,615,000	1,290,000	466,938	57%	4%
Non-Residential	14,403,946	81%	18,880,152	22,449,786	18,782,000	20,799,000	6,395,054	44%	63%
TOTAL:	17,701,946	100%	24,855,152	33,884,286	26,749,000	33,009,000	15,307,054	86%	
FAR	0.51		0.71	0.97	0.76	0.94			
Non-Res:Res Ratio	4.37		3.16	1.96	2.36	1.70			

Selected Impacts

Schools	<u>Elementary</u>	<u>Middle</u>	<u>High</u>
School-aged Children	426	118	276
New Schools Required	1	0	0

Parking Spaces	Existing	Current Min.	New Tysons Code*	
	Minimum	Requirement	Minimum	Maximum
Residential	5,277	16,120	10,075	16,120
Office	26,529	37,963	-	29,202
Total	31,806	54,083	10,075	45,322

*As specified for multi-family DUs 1/4-1/2 mile distance from the station.
The closer 1/8 and 1/4 mile rings have lower maximums.
The non-TOD areas beyond 1/2 mile have higher maximums.
See Section 509, para. 1, FC Revised ZO 10-423, p.15.

Parks	96.8	Acres at FCPA Urban Standards
	12%	of total study area

To meet the requirements for preparing a new Comprehensive Plan, the populations within each LSU were converted into gross square feet (GSF) by type, generating FARs for the sub-unit and allocations among the various structure types. Each FAR generated by the calculation process was rounded up to the next 0.1 FAR. The recommended residential percentage range

brackets the calculated percentage. (See Appendix: Populations and Densities by Land Sub-Unit.)

As reflected in the table above, the approach taken in developing the alternative vision highlights several important points:

- It would allow the density of Town Center to nearly double over the next 20 years to more than 33 million GSF.
- It would allow major growth in gross square footage (86%) of development over the next two decades.
- It would nearly quadruple the residential population to more than 20,000 people and the workforce population by 43% to about 46,000.
- It would exceed all intermediate demand projections laid out in [the GMU CRA report forecast](#), with an intended substantial over-reaching in residential population.
- It would reduce the non-resident-to-resident population ratio by more than half from 8.5:1 to 3.3:1 and have a similar effect on spatial ratio.
- It highlights the need for a new elementary school and shows the impact on middle and high school enrollments.
- It highlights the potential impact of the current minimum parking requirement on growth (an additional 60% growth in parking—and presumably traffic), and how adopting the tighter restrictions taken in the new Tysons Corner plan could alleviate that growth.

The Study Area Today

Overall, the Reston Town Center study area, covering more than one square mile (802 acres) of central Reston, includes some 17 million gross floor area (GFA) of development, generating a FAR of 0.51 that is dominated by 10 million GSF of office construction. Using estimative techniques developed in the Reston Task Force process, this suggests that the Reston Town Center study area currently includes about 5,500 residents and a workforce of some 46,500. Only about one-fifth of the development space comprises residential dwellings, according to County data.

For an area that will become dominated by its prospective transit focus—the half-mile radius around the Metrorail station—the area is relatively underdeveloped. Moreover, its current very low level of residential development is broadly inconsistent with transit-oriented development (TOD) principles that call for roughly equal residential and worker populations in TOD areas. That balance reduces congestion growth and environmental impacts while maximizing and leveling transit ridership. The current level of development represents about 70 percent of that for which zoning has been approved. This “by right” additional development potential would only allow residential housing to increase to about a quarter of overall development, continuing a substantial shortfall in the residential population.

To date, insufficient attention has been paid to advancing Reston’s planning principles in the study area, especially those focused on world-class architecture and a robust public infrastructure and amenities. There are small plazas in Town Center Core and undeveloped FCPA woodland in Town Center North Center, but there are no major parks or recreation areas. The public library has long been acknowledged as inadequate for Reston’s needs, and FCPD is anxious to replace its outdated Reston station. There are neither schools nor fire and rescue facilities in the study area to serve current or prospective residents.

From a transportation perspective, FCDOT has reported to the Task Force that key intersections around Dulles Corridor “fail” during peak periods and that they are likely to fail worse in the future. Both county and local (RIBS) bus services provide local service although some view the service as inadequate and the County has threatened to cut key bus routes.

In short, the Reston Town Center study area includes a significant level of urban development, although a lack of attention to transit-oriented design and Reston planning principles has resulted in an area that has relatively over-developed office space and lacks essential public facilities and services. Moving forward to a more urban TOD model over the next 20 years requires a re-balancing of planning priorities to enable all current and prospective Restonians—residents, property owners, businessmen, workers, and visitors—to realize the benefits that this world-class planned community should offer.

Developing a World-Class TOD Area

RCA's Reston 2020 Committee views the emergence of a more urban form in the Reston Town Center study area of world-class quality, anchored by the Metrorail station and driven by County TOD and Reston's planning principles and community values, with enthusiasm. A vibrant Reston "downtown," properly implemented, will offer new business, cultural, residential, recreational, entertainment, and other opportunities that will enhance the entirety of Reston. At the heart of this development is creating additional density in a multiplicity of uses while sustaining Reston's historic values of attention to architecture and design, preservation and creation of open space, protection and improvement of the environment, and diversity of residents. Reston Town Center offers a perfect opportunity to move forward on all fronts.

For purposes of this alternative vision, the Reston Town Center study area is divided into several elements based largely on their distance from the Metrorail station.

- ***Metro Central*** includes that area the immediate vicinity on both sides of the Metrorail station. It includes two components:
 - ***Metro North*** includes land sub-units (LSUs) D-3 to D-5 north of the station.
 - ***Metro South*** includes LSUs E-3 to E-5 on the south side of the Metrorail station.
- ***Town Center Core*** includes the area that has emerged as the focal point for Reston's downtown over the last two decades. It comprises LSU D-2.
- The ***Metro Edge*** includes those portions of the study area substantially within the ¼ - ½-mile TOD perimeter, but beyond Metro Central and the Town Center Core. These include LSUs D-1 (West), D-6 (Oracle area), E-2 (largely USGS), F-1 (International Center area), and F-2 (Reston Heights area).
- ***Town Center North*** is not in the TOD area, but has special community needs and opportunities. It includes the area north of New Dominion Parkway and south of Baron Cameron. It comprises the northern portion of LSU D-1.
- The other ***Non-TOD Areas*** are those that largely lie beyond the half-mile TOD perimeter. They include LSUs D-7 (Fannie Mae area), E-1 (National Geospatial Intelligence Agency area), and F-3.

Metro Central

The area within roughly a quarter mile of the Metrorail station should be most intensely developed with commercial, residential, retail, and cultural uses to help assure the area becomes a 24-hour destination for Restonians and visitors to Reston. As the first point of contact with central Reston for most visitors, the area must exemplify the high architectural, diverse uses, environmental excellence, and TOD concepts that are among Reston's core principles. This area comprises LSUs D-3, D-4, and D-5 on the north side of the Metrorail station

(Metro North) and LSUs E-3, E-4, and E-5 on the south side (Metro South). From a broad thematic perspective, we envisage Metro North evolving toward the center of Reston’s business community and Metro South evolving as Reston’s cultural and entertainment center with some commercial development. In both areas, substantial residential development will also be required to balance the non-residential population.

We also believe it is vital for the County, maybe even the state, to begin now discussions with MWAA and others to garner air rights over the Dulles Corridor in the Metro Central area at least. At present, the corridor presents a 400’ moat that isolates north and south Reston. Even at this vital community hub only the Metrorail station access will provide a single pedestrian crossing, and it will not be open 24/7. The rights will no doubt be costly and the legal issues complex, but the cost and complexity will almost certainly go up over time. The time to begin is now. Although the construction of a platform over the corridor may not actually begin in the next 20 years, the creation of even more intense urban mixed-use development over the corridor in the longer term would truly make Reston Town Center urban.

Metro North (D-3, D-4, D-5)—Gateway to the Town Center Core

On the north side of the Metrorail station, we envision Reston’s most robust office and residential community with supporting retail, linking the Metrorail with the Town Center Core. People living or visiting there should be able to walk to work, to essential shopping, or to the Metrorail with little effort. It should be characterized by relatively intense high-rise residential and office building development with ground-level retail.

Because of its role as an access point to Metrorail, it will also need especially robust pedestrian, bike, and road connections within and beyond the area. Some specifics include:

- Buildings here should possess world-class design; indeed, developers would be incentivized by additional FAR for earning national or international architectural or design awards while meeting Reston and County standards.
- Retail establishments would focus on meeting the immediate needs of residents and workers, including dining, grocery, pharmacy, and clothing establishments that may preclude the need for shoppers to own or use a vehicle to go elsewhere.
- Critical transportation requirements include:
 - A four-lane or wider underpass across the Dulles Corridor extending Town Center Drive to Edmund Halley Drive in Metro Central-South. This north-south connectivity is vital to preventing even worse congestion on Reston Parkway.
 - A bus transit stop at the Metrorail station for local and arriving Metrorail commuters. Among other bus transit requirements, a Reston Town Center circulator bus will originate and terminate at the station.

- Three handicapped-accessible pedestrian and bicycle bridges (one already exists) across the W&OD Trail park to Town Center’s three north-south streets.
- Bicycle/pedestrian overpasses on the south side of Sunset Hills across Reston Parkway and Sunset Hills to enable safe and speedy access to/from the Metrorail station area.
- A similar bicycle/pedestrian overpass extending connectivity from the Metrorail station across Sunset Hills with a pathway to the trans-W&OD bridge to Town Center.

In LSU D-4—the touch down point for the Metrorail station—we envision Metro riders will arrive at a large open plaza (bounded east and west by large office and/or residential buildings with first floor retail) that offers an open mall that visually extends to the W&OD Trail and Town Center Core. A grade-separated handicap-accessible pedestrian/bicyclist overpass and a bridge over the W&OD Trail to Explorer Street will facilitate easy, safe mobility to Reston’s core shopping and office area.

Recommended Density and Mix—Metro North			
<u>Land Sub-Unit</u>	D-3	D-4	D-5
Floor-Area Ratio (FAR)	1.2	2.0	1.9
<u>Allocation</u>			
Residential	40-50%	40-50%	45-55%
Office	45-55%	45-55%	45-55%
Other	<=10%	<=10%	0%

Metro South (E-3, E-4, E-5)—Reston’s Cultural and Entertainment District

RCA Reston 2020 Committee envisions the area immediately south of the Metrorail station as comprising the cultural and entertainment center of Reston, including a substantial County/regional performing and fine arts center. We envision the Reston performing and fine arts center sitting directly south of the Metrorail exit, enabling ready theater access. The center would comprise a substantial performance hall—one seating on the order of 800-1,200 people, a second small (possibly “in the round”) theater for experimental and educational purposes. (*See text box below for a recently built example.*) Whether integrated with the performing arts facility or not, the fine arts portion of the center would be large enough to house a quality permanent

collection as well as host temporary exhibitions of world-class art. It should also house artist studios and art class rooms on the upper level(s). The studios, in particular, should face south and be open to natural light. It would probably be about the physical size of the National Postal Museum (75,000 SF) in Washington, DC. The fine and performing arts center would adjoin a large park-like plaza with trees, shrubs, benches, and possibly a sculpture garden that could include an underground parking garage beneath the park area that would serve commuters and arts center audiences alike. We anticipate such a theater-museum complex would require about 200,000GSF of development.

[The Richard B. Fisher Center for the Performing Arts](#) at [Bard College](#) is a performance hall located in [New York's Hudson Valley](#). The center provides audiences with performances and programs in orchestral, chamber, and jazz music and theater, dance, and opera by American and international artists. Designed by [architect Frank Gehry](#), the 110,000-square foot (10,000 m²) center houses two theaters, four rehearsal studios for dance, theater, and music, and



professional support facilities. The total cost of the project reached \$62 million. [The New Yorker](#) calls it "[possibly] the best small concert hall in the United States." [\[1\]](#)

The Sosnoff Theater, an intimate, 900-seat theater with an orchestra, parterre, and two balcony sections, features an orchestra pit for opera and acoustics designed by [Yasuhisa Toyota](#), including an acoustic shell that turns the theater into a concert hall for performances of chamber and symphonic music.

The flexible 200-seat Theater Two houses Bard's Theater and Dance Programs during the academic year. The Fisher Center is also the home of the [Bard Music Festival](#), entering its 20th season in July 2009, hosting companies from the United States and abroad during [Bard SummerScape](#), a festival of opera, theater, and dance. (Copied from www.wikipedia.org.)

Recognizing that the development of a major fine and performing arts center is not normally considered an optimal development investment, *we strongly recommend that the construction of this arts center be highly incentivized.*

- It must be built in either LSU E-4 or the northern portion of E-5 (within ¼ mile of Metrorail) to assure easy Metrorail access to the center.
- Its construction will not count against the available FAR in the LSU.
- A building meeting the requirements described above may add the GSF of the building to any other construction in that parcel or any other parcel in either E-4 or E-5 consistent with the vision for the area.
- The park-like plaza of a minimum 100,000 SF associated with the center will count double against the developer's open space requirement (25%).

The area surrounding the arts center would include a robust mix of office, residential, and retail space, the latter focused on serving those attending arts center or other entertainment events—restaurants, nightclubs, boutiques, and coffee shops. It should also include a major new hotel to accommodate visitors to the offices, businesses, and cultural enterprises of Metro South.

As with Metro North, this area will serve as a focal point for Metrorail and other commuters requiring important transportation improvements. In addition to those noted above, these include:

- A pedestrian/bicyclist overpass near the Reston Parkway toll ramps and pathway to the Metrorail station from International Center (F-2).
- Pedestrian/bicyclist overpasses from the southwest corner of Reston Parkway and Sunrise Valley Drive north and east to serve commuters and others from beyond this area.
- A wide pedestrian/bicyclist trail along the north side of Sunrise Valley Drive that is part of a similar pathway extending to the other two Reston TOD areas and beyond.
- Widening of Reston Parkway to six lanes plus a bicycle lane south from South Lakes Drive to Lawyers Road. The outside traffic lane would be bus only during peak morning and evening traffic periods, allowing a smooth flow of commuters to the Metrorail station or Town Center Core.

A particular issue in achieving the vision for Metro South is the relatively new high-rise office development in this area. Although the owners of these properties may not plan to re-develop in the next 20 years, the opportunity to create a more profitable and robust urban TOD environment with a strong cultural and entertainment theme may be attractive. Whether or not this is accomplished in 20 years, *we strongly recommend that this area be reserved for development as a major cultural and entertainment center for Reston as described above.*

Recommended Density and Mix—Metro South			
<u>Land Sub-Unit</u>	E-3	E-4*	E-5*
Floor-Area Ratio (FAR)	1.2	1.7	1.5
<u>Allocation</u>			
Residential	40-50%	35-45%	30-40%
Office	45-55%	35-45%	50-60%
Other	<=10%	20-25%	<=10%
*This excludes development of an arts center in either of these LSUs.			

Town Center Core (D-2)—The Well-Developed Heart of Reston Town Center

This area is the core of the current Reston Town Center and, with nearly 5 million square feet of development and an overall 1.6 FAR, is much more developed than the other areas covered in this study. Zoning approvals have been awarded for an additional 400,000 GSF, roughly three-quarters for residential and one-quarter for retail. The current plan calls for an additional 1.3 million GSF of development, virtually all for residential space. The reality is there are few areas available for additional new development.³ In short, the Town Center Core is largely built out and, because the construction is relatively recent, unlikely to be redeveloped within the next two decades. As a result, we envision few changes in its development or mix of uses.

Nonetheless, because the imbalance in existing development there has generated a workforce that is roughly four times larger than the resident population based on current planning factors⁴, *we strongly recommend that any further development in Town Center Core be limited exclusively to high-rise, high-density, multi-family residential construction with a strong workforce housing element.*

Despite a relative absence of prospective development, Town Center Core will need new transportation capabilities to link it effectively with the balance of the study area—which will be

³ There are currently two substantial undeveloped parcels in the Town Center Core. One, south of the Reston Square Park, is planned for high-rise condominium development. The other is the parking lot at the northeast corner of Town Center.

⁴ The ratio, according to MWCOG 7.2A, is lower at roughly two to one.

growing—and the remainder of Reston. Among the key elements of these improved transportation capabilities will be:

- A high-frequency, all-day circulator bus system linking Town Center Core to the Metrorail station and to Town Center North Center to enable timely Metro, shopping, dining, commuter, and residential access.
- A “road diet” that narrows New Dominion Parkway and Bluemont Way between Reston Parkway and Town Center Drive to one traffic lane plus a bicycle lane in each direction.
- A grade-separated crossing over/under Reston Parkway at Market Street.

We recommend that the parking lot on Fountain Drive at the northeast of the Town Center Core be converted into a park. This would add some much-needed open space in the core and offer a buffer to Spectrum re-development across the street in the Town Center North area. Current Reston Town Center resident have told the Town Center Sub-committee that more park space is needed and this would help fill that need. We would also encourage the closure of Market Street to vehicles from St. Francis St. to Presidents St and its conversion to a handicap-accessible walking boulevard. (We would note that Market Street is often closed to traffic on weekends for major events, so a permanent closure—as more residents, workers, and shoppers arrive—should not be a major issue.)

Recommended Density and Mix—Town Center Core	
<u>Land Sub-Unit</u>	D-2
Floor-Area Ratio (FAR)	1.9
<u>Allocation</u>	
Residential	40-50%
Office	40-50%
Other	<=10%

Metro Edge Areas (D-1West [south of New Dominion], D-6, F-1, and F-2)

The Metro TOD periphery generally includes those LSUs other than Town Center Core that lie largely within a ¼ - ½ mile band from the Metrorail station. In general, TOD principles and experience in several major urban areas suggest that these peripheral areas extend to the limit the distance commuter rail users will walk to/from their residences, places of work, or shopping or for other purposes. This area should be less densely developed than Metro Central, but retain or establish a residential and office population balance over time complemented by neighborhood retail in some cases. This combination has proven to maximize Metrorail use, limit additional congestion, and enable the building of a neighborhood community.

Reston Town Center’s peripheral TOD areas have been developed in very different ways and densities over a variety of timeframes. Office development is most intense in the Oracle campus (LSU D-6), newer townhouse residential is most extensive to the west of Town Center Core (LSU D-1 West), and the International Center (LSU F-1) is the oldest and most significant retail area. In general, we recommend that any building or redeveloping these sub-units at densities not much higher than present with a strong emphasis on residential construction.

D-1 West—Opportunities for Park Development South of the W&OD Trail

Development in this area north of the W&OD Trail comprises exclusive townhomes in the West of Market development, and a storm water pond and the ravine that feeds it. A small retail area (including Target), recreation (YMCA), hotel, and RA’s storage and maintenance facility along Sunset Hills Drive comprise the southern portion of this area.

While we do not envision significant changes in the nature of the residential area in the next twenty years, the undeveloped balance of the area on the south side of the W&OD Trail (behind the YMCA, hotel, and retail shops) should be protected and developed as a natural or woodland park area—not an area for an added recreation facility—with a few paved trails and benches. It includes a small pond that should be preserved or enhanced. There does not appear to be much need for retail re-development given the area’s relative isolation from the central TOD area.

D-6—The Oracle Campus and Excelsior Residential Project

The D-6 LSU, sitting on the southeast corner of the intersection of Sunset Hills and Reston Parkway, is highlighted by the Oracle campus. An additional parcel has been approved by the County for residential development (Excelsior). Beyond an acceptable high-rise residential facility here that conforms to community and county standards and provides substantial open space, we anticipate little further development over the next 20 years.

F-1 and F-2—Revitalizing Local Retail and Improving Reston Town Center Access

These two land sub-units are cut off from access to the nearby Metrorail station and the shopping available north of the Dulles Corridor by Reston Parkway and the Dulles Corridor. At the same time, they have the International Center, with its limited retail capacity, but the potential to become at least a neighborhood retail center. At the southern end of F-1 is an office condominium development, which might reasonably be replaced in the next two decades, subject to the agreement of its multiple owners. In F-2 to the east, the new residential development there, the new Westin Reston Hotel, and the recent remodeling of the Reston Sheraton hotel decrease the likelihood or need for development.

At present, the use most under-represented use is residential, and retail development in F-1’s International Center needs to be strengthened to serve as a neighborhood shopping locale. Zoning approval has been granted for the construction of nearly 500 dwelling units in F-1, and we would expect that to be realized in the next 20 years. The nearly 200 new condominiums in F-2 nearby are enough for the next two decades. Zoning approvals are outstanding in F-2 that would increase the retail component by two-thirds, which should be more than adequate to meet the needs of area residents and workers, including those south of Sunrise Valley Drive.

The most critical transportation issue for these LSUs will be pedestrian and bicyclist access west to the balance of the Metro South area and north across the Dulles Corridor. We recommend:

- A pedestrian/bicyclist grade-separated crossing from the northwest corner of F-1 to E-4 with a pathway continuing to the Metrorail entrance. The pathway should also link to F-2 and F-3 (where a pedestrian bridge needs to be built across the Dulles Corridor) and the Reston-wide pathway extending along the north side of Sunrise Valley Dr.
- A pathway on the east side of Reston Parkway from Sunrise Valley Drive across the Dulles Corridor to Sunset Hills.

Recommended Density and Mix—TOD Periphery				
<u>Land Sub-Unit</u>	<u>D-1West</u>	<u>D-6</u>	<u>F-1</u>	<u>F-2</u>
Floor-Area Ratio (FAR)	0.3	1.3	1.7	1.3
<u>Allocation</u>				
Residential	55-65%	45-55%	45-55%	25-35%
Office	0%	45-55%	35-45%	20-30%
Other	35-45%	0%	<=15%	45-55%

Beyond the TOD Area

The areas predominantly beyond the half-mile ring are areas from which residents and commuters are highly unlikely to walk to Metrorail—Metrorail’s own experience indicates fewer than 20% will walk. These areas are beyond the limits of transit-oriented development (TOD). These include the following areas:

- LSU D-1 north of New Dominion Parkway, the area called *Town Center North*.
- LSU D-7 on both sides of Sunset Hills (Plaza America/Fannie Mae), although it links two TOD areas.
- LSUs E-1, E2, and F-3 on the south side of the Dulles Corridor.

In general, we envision these LSUs as having lower FARs and a higher proportion of residents than the nearby TOD areas.

Town Center North (D-1 North)—Diverse Development around a Large Urban Park

This area is currently highlighted by the Spectrum development, approved for redevelopment, to the east and the Reston Hospital Center complex on the west. It currently includes the North County Government Center, Reston District police station, Reston Regional public library, and the Embry Rucker shelter, as well as other government offices. In particular, the area north of Bowman Town Drive and between Town Center and Fountain Drives is aging low-density office and medical facilities, some of it on County-owned land.

We envision a large central park as the driving feature of Town Center North Center, a park sufficiently large that it will be able to serve many of the needs of the residents of the northern portion of the Reston Town Center study area. We see this park as comprising elements of natural woodlands in the currently undeveloped FCPA park land, recreational fields serving local sports teams, and community park features such as playgrounds, picnic areas, and botanical gardens. Properly oriented, it could be between 15-20 acres in size.

The park would be bounded on the east by Fountain Drive and the west by a new road starting where Cameron Glen intersects Bowman Town Drive and extending to Baron Cameron opposite Hampton Avenue. This new road would go essentially straight north. Cameron Glen would connect east-west to this street from Town Center Drive on a new route to Reston Parkway through the park and Spectrum Center in a pedestrian friendly manner. This would allow the construction of the new police station largely as planned by FCPD. *We recommend that the police station area not include a fueling station, however. Such a facility should not*

be located in a central urban area creating an added risk (despite stringent safety precautions) and greater congestion.⁵

A new North County Government Center would be constructed on the southwest side of the corner of Baron Cameron and Fountain Drive across from the Spectrum Center, occupying roughly the area now occupied by the INOVA ACCESS Emergency Center. The new NCGC would include not only consolidate the area County governmental offices in a single structure, but a new 21st century library and a new Embry Rucker homeless shelter on the ground floor. We envision the new government center building to be a multi-story office building with a larger first floor base area to accommodate library and shelter functions.

The redeveloped Spectrum Center should emphasize high-end retail and dining along Fountain Drive, including a broad sidewalk and opportunities for uncrowded open air dining with park views. As approved, it should include a moderately dense mix of office and residential space above the first floor, and include large open plazas with more general retail serving Reston Town Center residents' needs (including a supermarket, pharmacy, dry cleaning, fast food, etc.) in the center areas with robust pedestrian links north to south.

Because the Spectrum Center area is beyond the TOD boundaries, we expect a major growth in traffic along Reston Parkway. To accommodate that traffic as well as those visiting Town Center and accessing the toll road, we recommend widening Reston Parkway to three lanes from New Dominion to Baron Cameron Avenue. We would expect the new Reston Town Center circulator bus would serve the residents, offices, and retail on both sides of the park. There may be an additional requirement for express transit service linking Spectrum Center with the Metrorail station, which may be privately funded.

A new elementary school should be built on the land currently occupied by the shelter, library, and vacant lot to the east. We estimate that, based on FC Public School planning factors for multi-family dwellings, more than 400 elementary school-aged children will live in the Reston Town Center area by 2030, about three-quarters of the size of an average County public elementary school enrollment. With more students expected beyond 2030, it will be essential to have this facility, and an ability to expand it to meet longer term needs.

To the west of Reston's central park, east of Town Center Drive, and north of the police station at Cameron Glen, we envision the construction of mid- or high-rise medical office and residential buildings with views over the park to the east. Given the location, development preference should be given to residential housing for both active seniors and those who need

⁵ We believe a county-owned vacant lot slated for some future use as a fire station at the corner of Beulah Rd. and Rt. 7 would be close enough and a much more appropriate location for such a fueling facility.

assistance or nursing care. Residents would have easy access to nearby medical facilities and be able to walk to shopping opportunities in Spectrum Center and Town Center Core less than ½ mile away. This would be a much needed addition that would facilitate “Aging in Reston” and exemplify the community’s commitment to age diversity.

D-7—Diverse Uses with Few Major Changes Likely

This LSU is effectively two, and maybe three, LSUs; at least there are three distinct styles of development there at this time.

- One area to the south of Sunset Hills is highly commercial, featuring both high-rise office development and Plaza America retail center. We would encourage a mid-rise office and residential development above the retail center with a parking garage (preferably partially underground) to enable the creation of more open space.
- The second area is the Fannie Mae (ex-Sallie Mae) property to the north of Sunset Hills. We would discourage any further development of this property and, if feasible, *we strongly recommend the preservation of the large property grounds, ponds, and wetlands as publicly accessible open space with only modest improvements to facilitate access and use.*
- The northwest corner block of this LSU comprises the historic Bowman House and the Carlton House condominiums. We recommend little redevelopment of this other than improving Old Reston Avenue, including a grade-separated pedestrian crossing at the W&OD Trail, and adding full access to Sallie Mae Drive

Overall, we envision LSU D-7 to change little in the next couple of decades.

E-1 and F-3—Bridges to Other TOD Areas

Both of the land sub-units are predominantly outside the Reston Town Center TOD area, but they also abut the TOD areas east and west of Reston Town Center. As such, they may warrant slightly more density than would otherwise be the case.

- Most of the E-1 LSU has recently been leased to the Defense Department for an extended period and standing zoning approvals would allow about a one-third increase in the office construction there. We doubt that these relatively new structures will be—nor should they be—redeveloped in the next two decades.
- F-3 is moderately developed with office buildings and has a significant storm water pond on its eastern edge. Outstanding zoning approvals would allow the area’s office space to double. Subject to a differing view from the Task Force Wiehle TOD Committee, we believe any additional development there should be residential.

E-2 – Containing Development at USGS and Protecting Natural Areas

E-2 is a large, significantly under-developed land sub-unit with the Sunrise Business Park at its western edge and office developments on its east edge, but dominated by the USGS on federal land in between. There are many uncertainties about the possible future expansion of the USGS campus. Significant portions of the USGS parcel and a vacant parcel to its east remain in a natural woodland state, a situation we recommend be largely preserved. At present, there is no residential space in this LSU.

There are three key recommendations we would make for this area:

- All re-development in the Sunrise Business Park should begin to create a mixed residential and office space place with supporting retail, not its current industrial designation.
- Preserve the natural state of the vacant parcel east of USGS while the County acquires the right to buy the land to build an elementary school there in the future. We do not expect that school to be required in the next 20 years.
- The County and RA should now begin a conversation with USGS (or GSA) that would lead to an agreement for the continued indefinite preservation of the wooded area on the USGS property. It is a valuable relief to the high density development north of it and a great view for those visiting the new arts center.

Recommended Density and Mix – Beyond TOD					
<u>LSU</u>	<u>D-1North</u>	<u>D-7</u>	<u>E-1</u>	<u>E-2</u>	<u>F-3</u>
FAR	0.8	0.9	0.9	0.4	1.0
<u>Allocation</u>					
Residential	50-60%	10-20%	10-20%	0%	20-30%
Office	10-20%	70-80%	80-90%	35-45%	70-80%
Other	<= 35%	<=15%	0%	55-65%	<=5%

Key Development Factors

Infrastructure

We strongly believe that the development within the Reston Town Center area must be self-sustaining and consistent with TOD and Reston principles and County policies. It should not be a burden on the rest of the Reston community. Much of the effort put into the RCA Reston 2020 papers this spring was aimed at identifying the community needs for new infrastructure to accommodate the massive development proposed here. In the absence of details here, these Reston 2020 working group papers provide excellent additional guidance to planners and elected officials on what Reston needs to achieve robust and balanced sustainable development as it moves into an urban environment.

One example of a vital infrastructure need is schools for the some 800 school-aged students this report expects as Reston Town Center expands in the next two decades.⁶ Over half of these children will probably be elementary school age, requiring the construction of at least one FCPS average-sized elementary school. In addition, other elementary, middle, and high schools may have to take on a 20% addition to their enrollment. Combined with the growth in other school populations as a result of additional density Reston-wide, this may be a very conservative estimate of school investment needs—and additional schools may be required in the Reston Town Center area.

Adequate transportation investment and service are another vital infrastructure requirement. Reston's roads—especially those near the Metrorail stations—are already clogged during peak periods and the recent FCDOT projection to 2030 suggested those conditions would be substantially worse even (a) with the County's planned investment and (b) without the magnitude of growth projected in this report. Every effort must be made to improve roads around Reston's Metrorail stations (especially the Reston Town Center station), provide new road, pedestrian, and bicyclist connectivity across the Dulles divide, and to offer robust new bus transit service to prevent even greater gridlock. The key priorities for the Reston Town Center area over the next 20 years, as detailed in [the Reston 2020 transportation report](#), include:

- Tunnel connectivity from Town Center to Edmund Halley Drive under the Dulles Corridor is imperative.
- Grade-separate pedestrian/bicyclist crossings at the following intersections are essential to mobility and safety:

⁶ The estimated number of school-aged students is based on FCPS planning factors of .0783 school-aged children per multi-family household. With a projected 20,000 dwelling units in two decades, that generates over 800 school-aged kids, more than half in K-6 elementary schools. The average FCPS elementary school now has about 550 students.

- Crossing Reston Parkway on the south side of its intersection with Sunset Hills
 - Crossing Sunset Hills on the east side of its intersection with Reston Parkway
 - Crossing Reston Parkway at Market Street
 - Crossing Reston Parkway on the south side of the Dulles Corridor from the International Center to the Metrorail station
 - Crossing Reston Parkway on the south side of the intersection with Sunrise Valley Drive
 - Crossing Sunrise Valley Drive on the west side of the intersection of Reston Parkway
 - Crossing Sunset Hills at the Metrorail station with a pathway and bridge to Library Street.
- Add additional lanes to Reston Parkway from South Lakes south to Lawyers Road and north from New Dominion to Baron Cameron to will ease congestion. These lanes will be used as bus lanes during peak traffic periods.
 - Convert Sunrise Valley and Sunset Hills into “urban boulevards” with convenient and protected pedestrian crossings. Include a robust pedestrian/bicycle pathway along the station side of each of these major streets across Reston.
 - Add bike lanes on New Dominion and impose a “traffic diet” on the street.
 - Build two additional foot/bike bridges across the W&OD trail that link Library and Explorer streets in Reston Town Center Core with Sunset Hills.
 - Build a parking garage at the South Reston Park n’ Ride for shuttle bus links to Metrorail.
 - Build or improve a large number of pedestrian and bike pathways and lanes as detailed in the RMAG and Reston 2020 reports.
 - Improve bus service as detailed in the Reston 2020 report.

Open Space

Beyond the need for infrastructure, Reston has a strong need for the development of usable open space for the 20,000 residents and 66,000 workers who will be in Reston Town Center each day. Reston has a history of providing excellent access to open space and it is a fundamental element of Restonians’ quality of life, whether suburban or urban. *We strongly recommend that 25% of all land area beside aside for ground-level publicly accessible usable open space for uses such as a park, playing field, natural area, or pedestrian malls.* As much of this area as possible should be green areas with trees, lawns, shrubs, and gardens to complement the grey/beige concrete and glass of the nearby high-rise development. We have attempted to identify some of the major opportunities for meeting this requirement in the preceding, but Reston will need to require each property owner to set aside a significant portion of each parcel as usable open space to fulfill the area-wide requirement beyond the large open space areas identified above.

As of this time, Reston 2020 discussions with Fire and Emergency Services Department staff planners indicated the Fire Department does not have plans for an additional station in the Town Center area nor for new equipment to fight high-rise building fires. While we believe the department has probably studied the issue seriously in light of the greater development planned for Tysons Corner—where three new stations are now planned, it may be useful for it to consider whether it needs land in Town Center for a future station to be built more than two decades from now.

Environment

Sustainability has always been an important element of Reston planning principles (and a central program of Reston Citizens Association), and it will need to be a more important element in the future as the potential for environmental damage rises with more intense development. Moving people out of their cars over time by making it easy for them to walk, bike, or take a bus as described above is an important step in preventing global warming and local smog as well as limiting additional congestion. Building with re-cycled and green materials, installing efficient heating, cooling, and even power generating systems, and implementing a variety of other environmentally-friendly measures as detailed in LEED and comparable standards is essential to advancing this core Reston value. In fact, *we recommend that all building in Reston Town Center (and all of Reston) meet at least the LEED Silver standard, a standard that is increasingly becoming the national norm.*

Accessibility

Along with sustainability, accessibility has long been a core Reston value as part of its principle of creating diversity. This accessibility may help those who are handicapped or those who are aging. *We strongly recommend encouraging the application of universal design standards in all residential development and requiring the application of the much simpler visitability standards for all new residential development.*

Workforce Housing

Reston has long valued diversity in its community and has been a strong advocate of making housing affordable for more people. It was among the first community's to integrate housing and it has developed housing for all ages and most income groups. Yet, affordable housing is threatened in Reston by the planned re-development of affordable housing property in the Lake Anne area. The creation of TOD areas with easy access to transit, essential shopping, and the availability of high-density housing provides a renewed opportunity to fulfill that income diversity goal. *We strongly recommend that at least 12% of all residential development in Reston Town Center comprise workforce housing as detailed in the County's housing policies.*

World-Class Architecture

Creating buildings and environments in Reston with world-class architecture has been among the less well achieved goals of Reston’s planning principles. Yet, it will be even more important as Reston Town Center becomes populated with larger buildings. At worst, we want to avoid the fortress look of much of Crystal City’s 1970s era development, yet the recently approved Comstock conceptual plan promises the same cubic concrete and glass block look. One way to achieve this is through a strengthened Reston design review process. An additional way is to recognize design and architecture that receives national or international recognition for excellence. However accomplished, the goal is to create places—singly and in a context—that excite the imagination as well as provide places to live, work, shop, dine, and so on.

Incentivization

We recognize that the proposals and recommendations suggested above will not come about automatically and that a combination of incentives and requirements will be essential to achieve these goals. Our recommendations outline minimum expectations for future development unless otherwise stated, but we would encourage rewarding exceptional performance that exceeds the requirements outlined above. In particular, we recommend that:

- Developers earn two percent additional FAR for each percent of additional open space that set aside above the 25% requirement up to ten percentage points.
- Developers earn one percent additional FAR for each percent of additional workforce dwelling units they build beyond the 12% requirement up to five percentage points.
- Developers earn ten percent additional FAR for achieving LEED “Gold” standard in either residential or office construction.
- Developers earn up to ten percent additional FAR for achieving national or international recognition for architectural design by a major architectural professional association, and also meets community and County standards.
- Developers earn five percent additional FAR for meeting universal design standards throughout a residential project.

Overall, a developer may earn up to 40% in additional FAR for a parcel by complying with any combination of the preceding incentives, which are additive, but not cumulative.

Conclusion

We believe that the prospective arrival of Metrorail in Reston is an important event and an opportunity to build a better, more urban community. Yet, that development must be within the context of Reston's planning principles, TOD principles (including County policies), and Restonians' longstanding community values. We believe our report provides an ambitious, yet balanced, outline of what a denser Reston Town Center study area should achieve in the next twenty years. We believe, working together, we can improve Reston and achieve the ambitious development goals laid out in the planning principles of this premier planned community.

Appendix: Spreadsheet Analysis of Land Sub-Units in Reston Town Center Study Area

Sub-Unit D-1 (North TC portion, 139.66 Acres)				Population				Space	
	Existing	Zoning Approval	Current Plan	Existing	Zoning Approved	Alternative Vision	Potential Growth	GSF & DUs	GSF Allocation
Residential Units	664	2,111	3,095					2,100	
Residential	664,000	2,111,000	4,642,500	1,107	3,518	4,200	3,093	2,520,000	55%
Office	61,040	611,000	1,459,326	203	2,037	2,050	1,847	615,000	13%
Retail	271,965	270,546	790,761	604	604	605	1	272,250	6%
Industrial	0	0	0	0	-	-	-	-	0%
Institutional	818,564	1,038,231	400,847	2,729	3,461	3,600	871	1,080,000	23%
Hotel	0	120,000	118,432	0	400	400	400	120,000	3%
Non-Residential TOTAL:	1,151,569	2,039,777	2,769,366	3,536	6,502	6,655	3,119	2,087,250	45%
TOTAL:	1,815,569	4,150,777	7,411,866	4,643	10,020	10,855	6,212	4,607,250	
Percent Residential	37%	51%	63%					55%	
Sub--Unit acreage in sq ft	6,083,590	6,083,590	6,083,590					6,083,590	
FAR	0.30	0.68	1.22					0.76	
Residential:Non-Residential Population Ratio				0.31	0.54	0.63		1.21	

Sub-Unit D-1 West (D-1 south of New Dominion, 89.90 Acres)				Population				Space	
	Existing	Zoning Approval	Planned	Existing	Zoning Approved	Alternative Vision	Potential Growth	GSF & DUs	GSF Allocation
Residential Units	442	442	456					500	
Residential	442,000	442,000	684,000	737	737	1,000	263	600,000	59%
Office	0	0	1,492,403	0	-	-	-	-	0%
Retail	145,361	188,000	165,036	323	418	425	102	191,250	19%
Industrial	17,650	123,492	113,220	39	274	300	261	135,000	13%
Institutional	55,150	66,000	358,531	184	220	100	(84)	30,000	3%
Hotel	55,430	49,510	0	185	185	200	15	60,000	6%
Non-Residential TOTAL:	273,591	427,002	2,129,190	731	1,097	1,025	294	416,250	41%
TOTAL:	715,591	869,002	2,813,190	1,468	1,834	2,025	557	1,016,250	
Percent Residential	62%	51%	24%					59%	
Sub--Unit acreage in sq ft	3,916,044	3,916,044	3,916,044					3,916,044	
FAR	0.18	0.22	0.72					0.26	
Residential:Non-Residential Population Ratio				1.01	1	0.98		1.44	

Sub-Unit D-2 (72.07 acres)				Population				Space	
	Existing	Zoning Approval	Planned	Existing	Zoning Approved	Alternative Vision	Potential Growth	GSF & DUs	GSF Allocation
Residential Units	1,701	2,015	2,022					2,025	
Residential	1,701,000	2,015,000	3,033,000	2,835	3,358	4,050	1,215	2,430,000	41%
Office	2,510,881	2,521,046	2,568,230	8,370	8,403	8,450	80	2,535,000	43%
Retail	344,826	444,581	617,940	766	988	1,200	434	540,000	9%
Industrial	0	0	0	0	-	-	-	-	0%
Institutional	0	0	0	0	-	-	-	-	0%
Hotel	437,235	399,425	867,948	1,457	1,457	1,500	43	450,000	8%
Non-Residential TOTAL:	3,292,942	3,365,052	4,054,118	10,593	10,849	11,150	557	3,525,000	59%
TOTAL:	4,993,942	5,380,052	7,087,118	13,428	14,207	15,200	1,772	5,955,000	
Sub--Unit acreage in sq ft	3,139,369	3,139,369	3,139,369					3,139,369	
FAR	1.59	1.71	2.26					1.90	
Residential:Non-Residential Population Ratio				0.27	0	0.36		0.69	

Sub-Unit D-3 (17.23 acres)				Population				Space	
	Existing	Zoning Approval	Planned	Existing	Zoning Approved	Alternative Vision	Potential Growth	GSF & DUs	GSF Allocation
Residential Units	0	0	0					300	
Residential	0	0	0	0	-	600	600	360,000	40%
Office	516,621	516,621	814,094	1,722	1,722	1,750	28	525,000	58%
Retail	12,506	0	0	28	28	50	22	22,500	2%
Industrial	0	0	0	0	-	-	-	-	0%
Institutional	0	0	0	0	-	-	-	-	0%
Hotel	0	0	0	0	-	-	-	-	0%
Non-Residential TOTAL:	529,127	516,621	814,094	1,750	1,750	1,800	50	547,500	60%
TOTAL:	529,127	516,621	814,094	1,750	1,750	2,400	650	907,500	
Sub--Unit acreage in sq ft	750,539	750,539	750,539					750,539	
FAR	0.70	0.69	1.08					1.21	
Residential:Non-Residential Population Ratio				0.00	-	0.33		0.66	

Sub-Unit D-4 (35.00 acres)				Population				Space	
	Existing	Zoning Approval	Planned	Existing	Zoning Approved	Alternative Vision	Potential Growth	GSF & DUs	GSF Allocation
Residential Units	0	0	0					1,100	
Residential	0	0	0	0	-	2,200	2,200	1,320,000	45%
Office	469,276	1,450,445	1,087,946	1,564	4,835	4,950	3,386	1,485,000	51%
Retail	0	0	77,711	0	-	300	300	135,000	5%
Industrial	0	0	0	0	-	-	-	-	0%
Institutional	0	0	0	0	-	-	-	-	0%
Hotel	0	0	388,552	0	-	-	-	-	0%
Non-Residential TOTAL:	469,276	1,450,445	1,554,209	1,564	4,835	5,250	3,686	1,620,000	55%
TOTAL:	469,276	1,450,445	1,554,209	1,564	4,835	7,450	5,886	2,940,000	
Sub--Unit acreage in sq ft	1,524,600	1,524,600	1,524,600					1,524,600	
FAR	0.31	0.95	1.02					1.93	
Residential:Non-Residential Population Ratio				0.00	-	0.42		0.81	

Sub-Unit D-5 (11.30 acres)				Population				Space	
	Existing	Zoning Approval	Planned	Existing	Zoning Approved	Alternative Vision	Potential Growth	GSF & DUs	GSF Allocation
Residential Units	0	0	0					400	
Residential	0	0	0	0	-	800	800	480,000	52%
Office	394,641	424,453	383,395	1,315	1,415	1,450	135	435,000	48%
Retail	0	0	0	0	-	-	-	-	0%
Industrial	0	0	0	0	-	-	-	-	0%
Institutional	0	0	0	0	-	-	-	-	0%
Hotel	0	0	0	0	-	-	-	-	0%
Non-Residential TOTAL:	394,641	424,453	383,395	1,315	1,415	1,450	135	435,000	48%
TOTAL:	394,641	424,453	383,395	1,315	1,415	2,250	935	915,000	
Sub--Unit acreage in sq ft	492,228	492,228	492,228					492,228	
FAR	0.80	0.86	0.78					1.86	
Residential:Non-Residential Population Ratio				0.00	-	0.55		1.10	

Sub-Unit D-6 (22.24 acres)				Population				Space	
	Existing	Zoning Approval	Planned	Existing	Zoning Approved	Alternative Vision	Potential Growth	GSF & DUs	GSF Allocation
Residential Units	0	457	306					500	
Residential	0	457,000	459,000	0	762	1,000	1,000	600,000	49%
Office	422,478	615,325	608,315	1,408	2,051	2,100	692	630,000	51%
Retail	0	0	52,985	0	-	-	-	-	0%
Industrial	0	0	0	0	-	-	-	-	0%
Institutional	0	0	0	0	-	-	-	-	0%
Hotel	0	0	92,216	0	-	-	-	-	0%
Non-Residential TOTAL:	422,478	615,325	753,516	1,408	2,051	2,100	692	630,000	51%
TOTAL:	422,478	1,072,325	1,212,516	1,408	2,813	3,100	1,692	1,230,000	
Sub--Unit acreage in sq ft	968,774	968,774	968,774					968,774	
FAR	0.44	1.11	1.25					1.27	
Residential:Non-Residential Population Ratio				0.00	0	0.48		0.95	

Sub-Unit D-7 (70.18 acres)				Population				Space	
	Existing	Zoning Approval	Planned	Existing	Zoning Approved	Alternative Vision	Potential Growth	GSF & DUs	GSF Allocation
Residential Units	297	296	297					300	
Residential	297,000	296,000	445,500	495	495	600	105	360,000	14%
Office	1,543,842	1,860,984	1,986,028	5,146	6,203	6,250	1,104	1,875,000	74%
Retail	166,819	189,877	262,743	371	422	450	79	202,500	8%
Industrial	12,073	0	0	27	27	30	3	13,500	1%
Institutional	0	78,538	0	0	262	275	275	82,500	3%
Hotel	0	0	0	0	-	-	-	-	0%
Non-Residential TOTAL:	1,722,734	2,129,399	2,248,771	5,544	6,914	7,005	1,461	2,173,500	86%
TOTAL:	2,019,734	2,425,399	2,694,271	6,039	7,409	7,605	1,566	2,533,500	
Sub--Unit acreage in sq ft	3,057,041	3,057,041	3,057,041					3,057,041	
FAR	0.66	0.79	0.88					0.83	
Residential:Non-Residential Population Ratio				0.09	0	0.09		0.17	

Sub-Unit E-1 (32.37 acres)				Population				Space	
	Existing	Zoning Approval	Planned	Existing	Zoning Approved	Alternative Vision	Potential Growth	GSF & DUs	GSF Allocation
Residential Units	0	0	0					100	
Residential	0	0	0	0	-	200	200	240,000	17%
Office	754,587	1,032,610	697,336	2,515	3,442	3,800	1,285	1,140,000	83%
Retail	0	0	0	0	-		-	-	0%
Industrial	115,154	191,010	0	256	424	-	(256)	-	0%
Institutional	0	0	0	0	-	-	-	-	0%
Hotel	0	0	0	0	-	-	-	-	0%
Non-Residential TOTAL:	869,741	1,223,620	697,336	2,771	3,867	3,800	1,029	1,140,000	83%
TOTAL:	869,741	1,223,620	697,336	2,771	3,867	4,000	1,229	1,380,000	
Sub--Unit acreage in sq ft	1,410,037	1,410,037	1,410,037					1,410,037	
FAR	0.62	0.87	0.49					0.98	
Residential:Non-Residential Population Ratio				0.00	-	0.05		0.21	

Sub-Unit E-2 (155.56 acres)				Population				Space	
	Existing	Zoning Approval	Planned	Existing	Zoning Approved	Alternative Vision	Potential Growth	GSF & DUs	GSF Allocation
Residential Units	0	0	0					-	
Residential	0	0	0	0	-	-	-	-	0%
Office	866,387	926,185	532,654	2,888	3,087	3,100	212	930,000	38%
Retail	0	0	0	0	-	-	-	-	0%
Industrial	188,994	301,217	522,418	420	669	675	255	303,750	12%
Institutional	1,096,572	1,096,572	1,093,219	3,655	3,655	4,000	345	1,200,000	49%
Hotel	0	0	0	0	-	-	-	-	0%
Non-Residential TOTAL:	2,151,953	2,323,974	2,148,291	6,963	7,412	7,775	812	2,433,750	100%
TOTAL:	2,151,953	2,323,974	2,148,291	6,963	7,412	7,775	812	2,433,750	
Sub--Unit acreage in sq ft	6,776,194	6,776,194	6,776,194					6,776,194	
FAR	0.32	0.34	0.32					0.36	
Residential:Non-Residential Population Ratio				0.00	-	0.00		0.00	

Sub-Unit E-3 (28.68 acres)				Population				Space	
	Existing	Zoning Approval	Planned	Existing	Zoning Approved	Alternative Vision	Potential Growth	GSF & DUs	GSF Allocation
Residential Units	0	0	455					500	
Residential	0	0	682,500	0	-	1,000	1,000	600,000	41%
Office	605,023	620,039	649,365	2,017	2,067	2,500	483	750,000	51%
Retail	0	0	64,937	0	-	-	-	-	0%
Industrial	113,472	113,472	0	252	252	255	3	114,750	8%
Institutional	0	0	0	0	-	-	-	-	0%
Hotel	0	0	129,873	0	-	-	-	-	0%
Non-Residential TOTAL:	718,495	733,511	844,175	2,269	2,319	2,755	486	864,750	59%
TOTAL:	718,495	733,511	1,526,675	2,269	2,319	3,755	1,486	1,464,750	
Sub--Unit acreage in sq ft	1,249,301	1,249,301	1,249,301					1,249,301	
FAR	0.58	0.59	1.22					1.17	
Residential:Non-Residential Population Ratio				0.00	-	0.36		0.69	

Sub-Unit E-4 (26.78 acres)				Population				Space	
	Existing	Zoning Approval	Planned	Existing	Zoning Approved	Alternative Vision	Potential Growth	GSF & DUs	GSF Allocation
Residential Units	0	0	330					600	
Residential	0	0	495,000	0	-	1,200	1,200	720,000	38%
Office	642,030	664,022	946,760	2,140	2,213	2,500	360	750,000	39%
Retail	0	0	79,400	0	-	300	300	135,000	7%
Industrial	0	0	0	0	-	-	-	-	0%
Institutional	0	0	0	0	-	-	-	-	0%
Hotel	0	0	232,157	0	-	1,000	1,000	300,000	16%
Non-Residential TOTAL:	642,030	664,022	1,258,317	2,140	2,213	3,800	1,660	1,185,000	62%
TOTAL:	642,030	664,022	1,753,317	2,140	2,213	5,000	2,860	1,905,000	
Sub--Unit acreage in sq ft	1,166,537	1,166,537	1,166,537					1,166,537	
FAR	0.55	0.57	1.50					1.63	
Residential:Non-Residential Population Ratio				0.00	-	0.32		0.61	

Sub-Unit E-5 (40.86 acres)				Population				Space	
	Existing	Zoning Approval	Planned	Existing	Zoning Approved	Alternative Vision	Potential Growth	GSF & DUs	GSF Allocation
Residential Units	0	0	191					750	
Residential	0	0	286,500	0	-	1,500	1,500	900,000	34%
Office	517,056	919,160	1,319,754	1,724	3,064	5,000	3,276	1,500,000	57%
Retail	0	0	23,852	0	-	500	500	225,000	9%
Industrial	0	0	0	0	-	-	-	-	0%
Institutional	0	0	0	0	-	-	-	-	0%
Hotel	0	0	23,852	0	-	-	-	-	0%
Non-Residential TOTAL:	517,056	919,160	1,367,458	1,724	3,064	5,500	3,776	1,725,000	66%
TOTAL:	517,056	919,160	1,653,958	1,724	3,064	7,000	5,276	2,625,000	
Sub--Unit acreage in sq ft	1,779,862	1,779,862	1,779,862					1,779,862	
FAR	0.29	0.52	0.93					1.47	
Residential:Non-Residential Population Ratio				0.00	-	0.27		0.52	

Sub-Unit F-1 (17.32 acres)				Population				Space	
	Existing	Zoning Approval	Planned	Existing	Zoning Approved	Alternative Vision	Potential Growth	GSF & DUs	GSF Allocation
Residential Units	0	498	310					500	
Residential	0	498,000	465,000	0	830	1,000	1,000	600,000	48%
Office	296,688	483,246	386,943	989	1,611	1,620	631	486,000	39%
Retail	18,411	154,576	38,694	41	344	350	309	157,500	13%
Industrial	0	0	0	0	-	-	-	-	0%
Institutional	0	0	0	0	-	-	-	-	0%
Hotel	0	0	38,694	0	-	-	-	-	0%
Non-Residential TOTAL:	315,099	637,822	464,331	1,030	1,954	1,970	940	643,500	52%
TOTAL:	315,099	1,135,822	929,331	1,030	2,784	2,970	1,940	1,243,500	
Sub--Unit acreage in sq ft	754,459	754,459	754,459					754,459	
FAR	0.42	1.51	1.23					1.65	
Residential:Non-Residential Population Ratio				0.00	0	0.51		0.93	

Sub-Unit F-2 (14.82 acres)				Population				Space	
	Existing	Zoning Approval	Planned	Existing	Zoning Approved	Alternative Vision	Potential Growth	GSF & DUs	GSF Allocation
Residential Units	194	156	161					200	
Residential	194,000	156,000	241,500	323	323	400	77	240,000	30%
Office	159,067	130,000	156,709	530	530	550	20	165,000	21%
Retail	0	21,500	0	0	48	50	50	22,500	3%
Industrial	0	0	0	0	-	-	-	-	0%
Institutional	0	0	0	0	-	-	-	-	0%
Hotel	330,397	345,000	375,501	1,101	1,150	1,200	99	360,000	46%
Non-Residential TOTAL:	489,464	496,500	532,210	1,632	1,728	1,800	168	547,500	70%
TOTAL:	683,464	652,500	773,710	1,955	2,051	2,200	245	787,500	
Sub--Unit acreage in sq ft	645,559	645,559	645,559					645,559	
FAR	1.06	1.01	1.20					1.22	
Residential:Non-Residential Population Ratio				0.20	0	0.22		0.44	

Sub-Unit F-3 (28.39 acres)				Population				Space	
	Existing	Zoning Approval	Planned	Existing	Zoning Approved	Alternative Vision	Potential Growth	GSF & DUs	GSF Allocation
Residential Units	0	0	0					200	
Residential	0	0	0	0	-	400	400	240,000	21%
Office	443,750	877,472	212,502	1,479	2,925	2,950	1,471	885,000	76%
Retail	0	35,997	0	0	80	100	100	45,000	4%
Industrial	0	0	0	0	-	-	-	-	0%
Institutional	0	0	0	0	-	-	-	-	0%
Hotel	0	0	218,507	0	-	-	-	-	0%
Non-Residential TOTAL:	443,750	913,469	431,009	1,479	3,005	3,050	1,571	930,000	79%
TOTAL:	443,750	913,469	431,009	1,479	3,005	3,450	1,971	1,170,000	
Sub--Unit acreage in sq ft	1,236,668	1,236,668	1,236,668					1,236,668	
FAR	0.36	0.74	0.35					0.95	
Residential:Non-Residential Population Ratio				0.00	-	0.13		0.26	