# VERSION 2 - WORKING DRAFT
# Fairfax County Comprehensive Plan Text
# RCA Reston 2020 Edits Incorporated

## Reston Tab

Draft revised based upon community comment & further staff input.

Sections included:

Introduction, Vision For Reston,
Community-wide Recommendations,
Reston Neighborhoods,
Reston Village Centers and
Other Reston Commercial Areas

Text reproduced from other sections of the Adopted Comprehensive Plan without modifications is displayed with a shade of grey.

Section headings include message boxes identifying if the section has been edited from the adopted Comp. Plan.

Any text changes to the Version 1 Working Draft is shown as underlined (added) or ~~strikethrough~~ (deleted).

Any comments on this draft or subsequent drafts can be emailed to restonmasterplanspecialstudy@fairfaxcounty.gov or delivered to

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**February 12, 2015**

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Reston will have its own tab in the Comp. Plan structure, rather than a planning sector.

**RESTON**

# INTRODUCTION

"Introduction" section is mostly new text.

The Reston Community includes all of the area within the planned community of Reston. It is mostly zoned Planned Residential Community (PRC). In addition, the Woodland Park mixed-use area and the Great Oak residential community to the west of Reston is included within this section because it is a part of the Herndon Transit Station Area.

The community of Reston was planned and has developed as one of the nation's mid-20th century landmark new towns. Until the early 1960s, Reston was largely farmland in a rural part of Fairfax County. In contrast to other suburban subdivisions being developed in the region at the same time, Reston was envisioned to be a complete community - centered around a new concentration of employment uses along the route between Washington DC and Washington Dulles International Airport, and also a place where the individual could meet day-to-day needs within a relatively compact area. And it was planned to have residential, commercial and institutional uses developed with open space integrated throughout the new community.

The development of Reston was guided by the Reston Master Plan, which served as the general blueprint for where various uses would be located within Reston. A principle design concept for Reston was the clustering of neighborhoods in such a way so that they could be served by a Village Center. The Village Centers were envisioned to provide community gathering spaces, neighborhood-serving retail, office and civic uses. Employment uses were planned for areas north and south of the Dulles Airport Access Road and Dulles Toll Road (DAAR, Route 267). Reston also has a centrally-located Town Center, which has been developed with an urban form and includes a vibrant public space at Fountain Square, high-density housing and offices, as well as a retail component with a regional draw. The Reston Master Plan was added to the adopted Fairfax County Comprehensive Plan. A key feature of the Reston Master Plan was and continues to be lower density residential development or open space buffers provided within Reston along its boundary so as to be compatible with adjacent low density neighborhoods that are not a part of Reston.

The Lake Anne Village Center and the Bowman Distillery/Wiehle Town Hall are significant heritage resources listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Upper Potomac Planning District Overview section, Figures 4, 5 and 6. Additional historic sites in this Plan are also included in the inventory. Bowman Distillery/Wiehle Town Hall is also listed in the Virginia Landmarks Register and the National Register of Historic Places. Lake Anne Village Center is protected by a county Historic Overlay District.

The above paragraph beginning "The Lake Anne…" is from current UP5 text.

LOCATION AND BOUNDARY

"Location and Boundary" section is new text.

Reston is located in the northwestern quadrant of Fairfax County, approximately 20 miles west of Washington DC, seven miles west of Tysons and six miles east of Washington Dulles International Airport. The community consists of approximately 8,400 acres and is bisected by the DAAR (see Figure 1 and Figure 2). It extends as far as Route 7 on the north and is bounded on the north, east and south by low density residential neighborhoods that are accessible from Route 7, Hunter Mill Road and Lawyers Road. Landmarks along Reston's boundary include Lake Fairfax Park and the Town of Herndon.

PLANNING HISTORY

"Planning History" section is new text.

The Reston Master Plan was initially adopted in July 1962 and updated periodically through 1989 by the various master developer entities that constructed areas of Reston over time. The Master Plan guided development for the areas that were rezoned to the Planned Residential Community (PRC) district as well as areas zoned for commercial and industrial uses along the DAAR, collectively known as the Reston Center for Industry and Government (RCIG). The Reston Master Plan was comprised of three maps - a Land Use Plan, a Community Facilities Plan and a Transportation Plan. The Land Use Plan specified locations for residential uses, a major employment center in the geographic center of the community as well as smaller commercial areas distributed throughout the community and a network of open space integrated throughout the community. The Community Facilities Map designated general locations for community and civic uses, including schools, recreation facilities, public facilities such as public safety buildings and a library, and churches. The Transportation Map laid out a network of the primary roads to serve the community. These maps were incorporated by reference into the Fairfax County Comprehensive Plan. Over time, additional written guidance was added to the Comprehensive Plan to augment the Reston Master Plan maps.

In 1991, the part of Reston along the DAAR was designated as a Suburban Center and guidance for future development in this area was added to the Fairfax County Comprehensive Plan. Additional planning history of the Suburban Center is found below in the Transit Station Areas section.

**Reston Master Plan Special Study**

In October 2009, the Fairfax County Board of Supervisors authorized the Reston Master Plan Special Study and directed County planning staff to review current plan guidance related to the community of Reston in the Fairfax County Comprehensive Plan and make recommendations to the Planning Commission and Board regarding appropriate changes to the Comprehensive Plan. The study boundary is shown in Figure 3. The study was conducted in two phases.

Phase I evaluated plan guidance for the areas around the three planned Metrorail Stations in Reston. A community task force, called the Reston Master Plan Special Study Task Force, was appointed to work with County staff during Phase I and provided input in developing recommendations for the Transit Station Areas. The Task Force included over 40 members and its membership comprised representatives from multiple community organizations, including the Reston Association, the Reston Citizens Association, the Reston Community Center, the Greater

Reston Chamber of Commerce, and the Reston Planning and Zoning Committee, as well as commercial property owners and residents. Phase II of the Special Study evaluated the Reston Master Plan Land Use Map and developed written guidance for Reston's residential neighborhoods and commercial areas located within the neighborhoods, including the Village Centers and the Convenience Centers.

## OVERVIEW OF THE RESTON PLAN TEXT

"Overview" section is new text.

The Plan text for Reston is organized into the following six sections:

- Vision for Reston
- Community-wide Recommendations
- Reston Neighborhoods
- Reston Village Centers
- Other Reston Commercial Areas
- Reston Transit Station Areas

The Vision for Reston and Community-wide Recommendations sections address the entire Reston community. The Reston Neighborhoods, Reston Village Centers, Other Reston Commercial Areas and the Reston Transit Station Areas sections address four specific geographic areas that, in accordance with this Master Plan, comprise Reston. The Plan guidance for the Reston Transit Station Areas was adopted in February 2014 as the final step in Phase I of the Reston Master Plan Special Study.

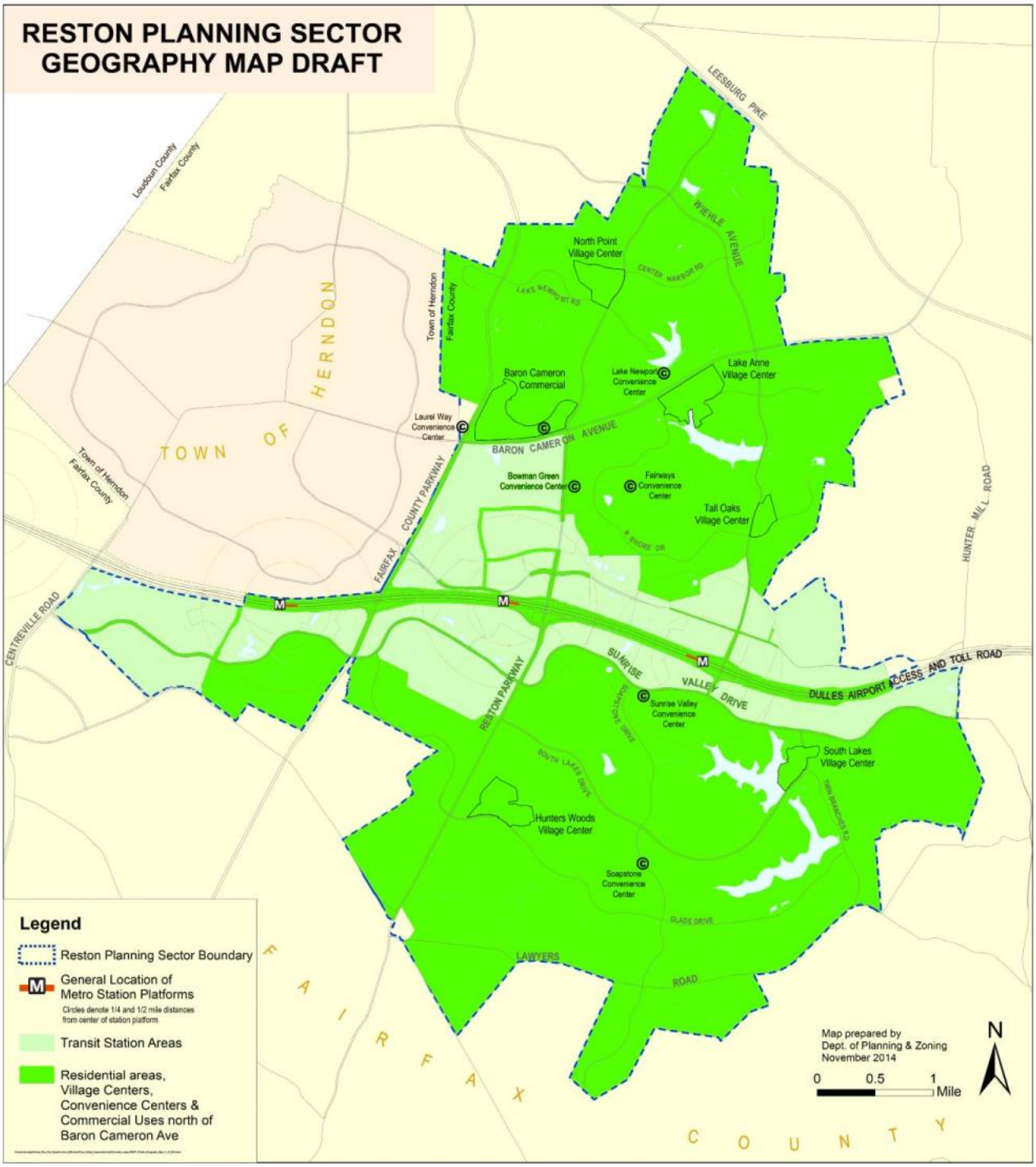



**FIGURE 1. RESTON PLANNING SECTOR GEOGRAPHY MAP**

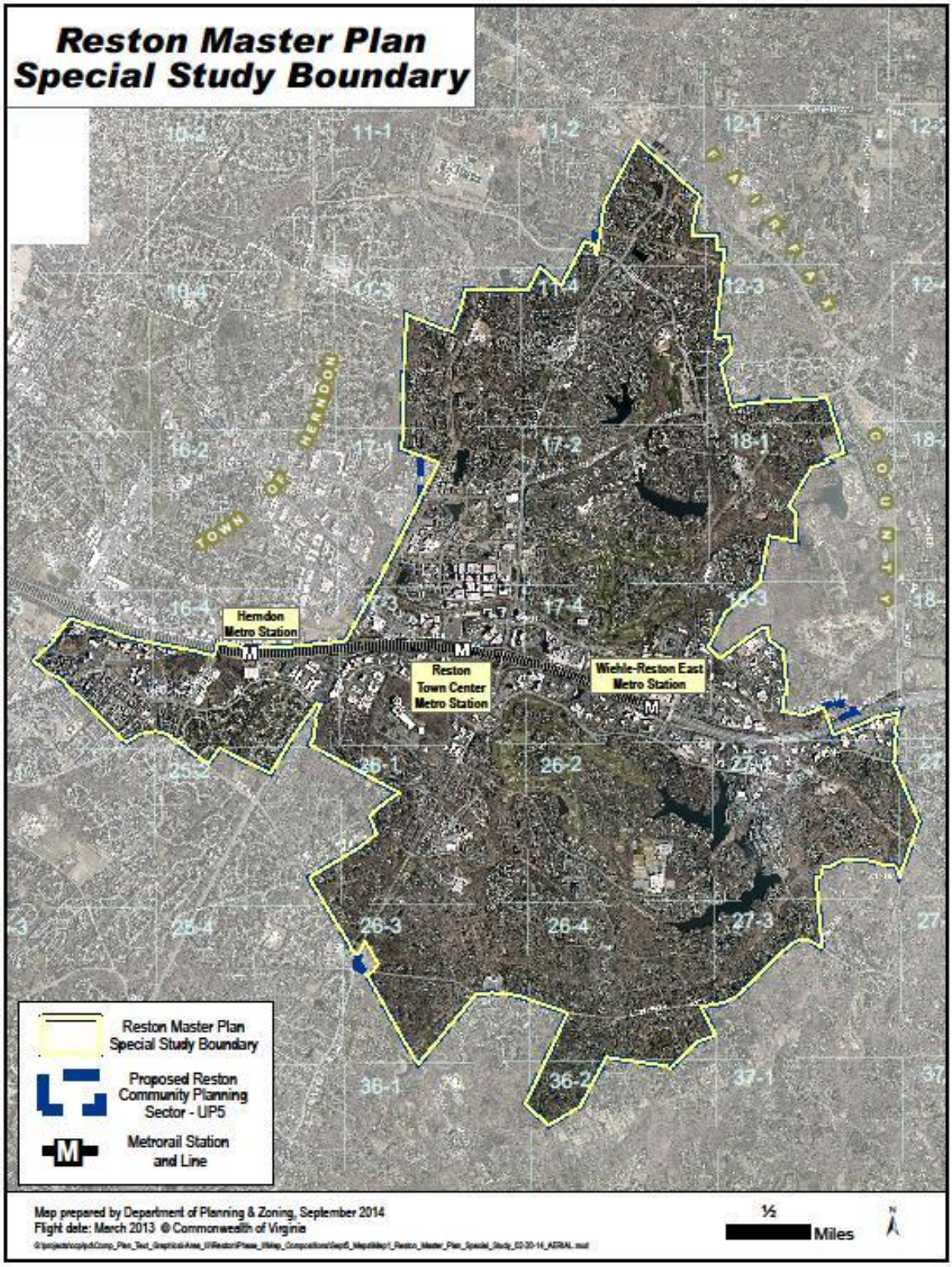



**FIGURE 2. RESTON MASTER PLAN SPECIAL STUDY AREA**

## VISION FOR RESTON

"Vision" section (the following 6 pages) is from current Reston Transit Station Area text.

Reston has since its inception been envisioned to be a place to live, work and play. It will continue to evolve over the next four or five decades into a community with an even greater variety of opportunities to do so. As Reston evolves, it is important to respect the characteristics that have helped to define Reston from its inception. A foundational characteristic is a commitment to encouraging a strong sense of community, through design as well as the provision of a wide variety of community amenities. The design character should be enhanced in the future by integrating gathering places of varying types and sizes throughout new development. In the Village Centers, a central plaza is planned to be a key feature of any future redevelopment. In the Wiehle-Reston East and Reston Town Center TSAs, at least one plaza should be provided on both the north and south side of the DAAR in close proximity to the transit station and with ground-level retail along the plaza, while in the Herndon TSA, a plaza should be provided on the south side of the DAAR at or near the transit station and with ground-level retail along the plaza.

Pedestrian bridge crossing over the Washington and Old Dominion Trail near Reston Town Center.

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
  - 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
  - Conservation of existing forest areas in accordance with the Fairfax County policies

Development within the TSAs can become better integrated into the fabric of the larger Reston community by providing future TSA residents and employee's 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 include these new developments in their associations.

Reston Town Square Park, Reston Town Center.

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.

The Memorial Garden is an environmental artwork designed and created by artists Richard Deutsch and Larry Kirkland for Congregation Shir Hadash, Los Gatos, CA.

From its beginning in 1964, the planned community of Reston has lacked a special place where one can go to remember and memorialize loved ones. A Memorial Garden of Reflection is a community facility that should be developed. A clear vision for such a facility has emerged through the work of the Initiative for Public Art – Reston (IPAR).

It should be a universal and inclusive place, where Restonians can remember and reflect upon the passing of loved ones. It should respect and support the many ways in which people choose to acknowledge the passing of life. And, its design should provide a setting for tranquil reflection, contemplation, meditation, inspiration and healing.

The selection of an appropriate site would be key to the success of a Memorial Garden. Candidate sites could include existing parks, open space, stream valleys or other available property owned by Fairfax County, Reston Association or other entities. Candidate sites could also be property that is currently owned by a developer, but acquired through a development agreement, land swap, proffer or other means. It could be clustered and integrated with other community uses. Efforts to develop a Memorial Garden of Reflection include facilitating community engagement, establishing design criteria, considering location opportunities and requirements, exploring governance options, and determining financing for its development and operations in accordance with the principles and processes described in the Reston Public Art Master Plan that is incorporated here by reference.

The Memorial Garden is an environmental artwork designed and created by artists Richard Deutsch and Larry Kirkland for Congregation Shir Hadash, Los Gatos, CA.

Finally, public art has been a component of the effort to achieve quality urban design in Reston since the community's inception. In order to continue to realize the goal of making Reston

a vibrant place to live, work and play, public art should be encouraged in future development in Reston. Additional guidance is provided in the Urban Design and Placemaking section and the Urban Parks Recreation Facilities and Cultural Facilities section.

One of the goals for the TSAs is to help achieve a better balance within Reston between the available jobs and the housing opportunities near those jobs. A benefit of an improved balance is a more efficient use of the overall transportation network and better functioning of the street network as compared to a community with a greater imbalance. Much of the future employment and residential growth is planned to occur in the three TSAs, with a significant proportion of the new growth planned for the TOD areas located within ½ mile of the transit station.

The Reston Master Plan Special Study Task Force prepared the following Vision statement and Planning Principles to articulate its approach in preparing recommendations to guide this future evolution.

VISION STATEMENT

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

- Planning will take full advantage of the Metrorail Silver Line Extension. Metrorail will connect to the Washington Metropolitan Region and Washington Dulles International Airport and will be complemented by 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 and employment opportunities.

- 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 the 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 should occur with development.

4. **Reston will continue to offer a mix of urban and suburban life styles.**
   The Metro Silver Line extension will add opportunities for 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 densities that step down from the Town Center to the other station areas. The station areas will also be the areas of 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, should include a plaza as a central element 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.

5. **The rail corridor will be transformed.**
   Over time it will become an area with robust, livable, 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

Herndon will be urban transit neighborhoods. Special consideration for higher educational uses should be encouraged for the Wiehle-Reston East station. At the Herndon station, a special focus should be placed on its central environmental (wetlands) feature. The highest densities will be concentrated within ¼ mile of the rail stations, tapering down somewhat within ½ 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 DAAR.

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 DAAR near the stations are a high priority to increase mobility on the existing road network. 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 spaces will be required.**
   Abundant 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 should include a variety of public spaces such as a large urban central park, recreational facilities, urban plazas and greens, 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 should be provided outside of the transit corridor.

Water feature in Reston Town Square Park, Reston Town Center.

10. **Public participation in planning and zoning will continue to be the community's foundation.**
    Local participation should 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 routinely assessed and evaluated.

## COMMUNITY-WIDE RECOMMENDATIONS

These Community-wide recommendations are designed to help achieve the future vision for Reston. They provide guidance on issues that apply to multiple areas within Reston and in some cases all of Reston. The recommendations focus on land use, housing, transportation, environmental stewardship, heritage resources, parks and recreation facilities, public art, and trails.

LAND USE

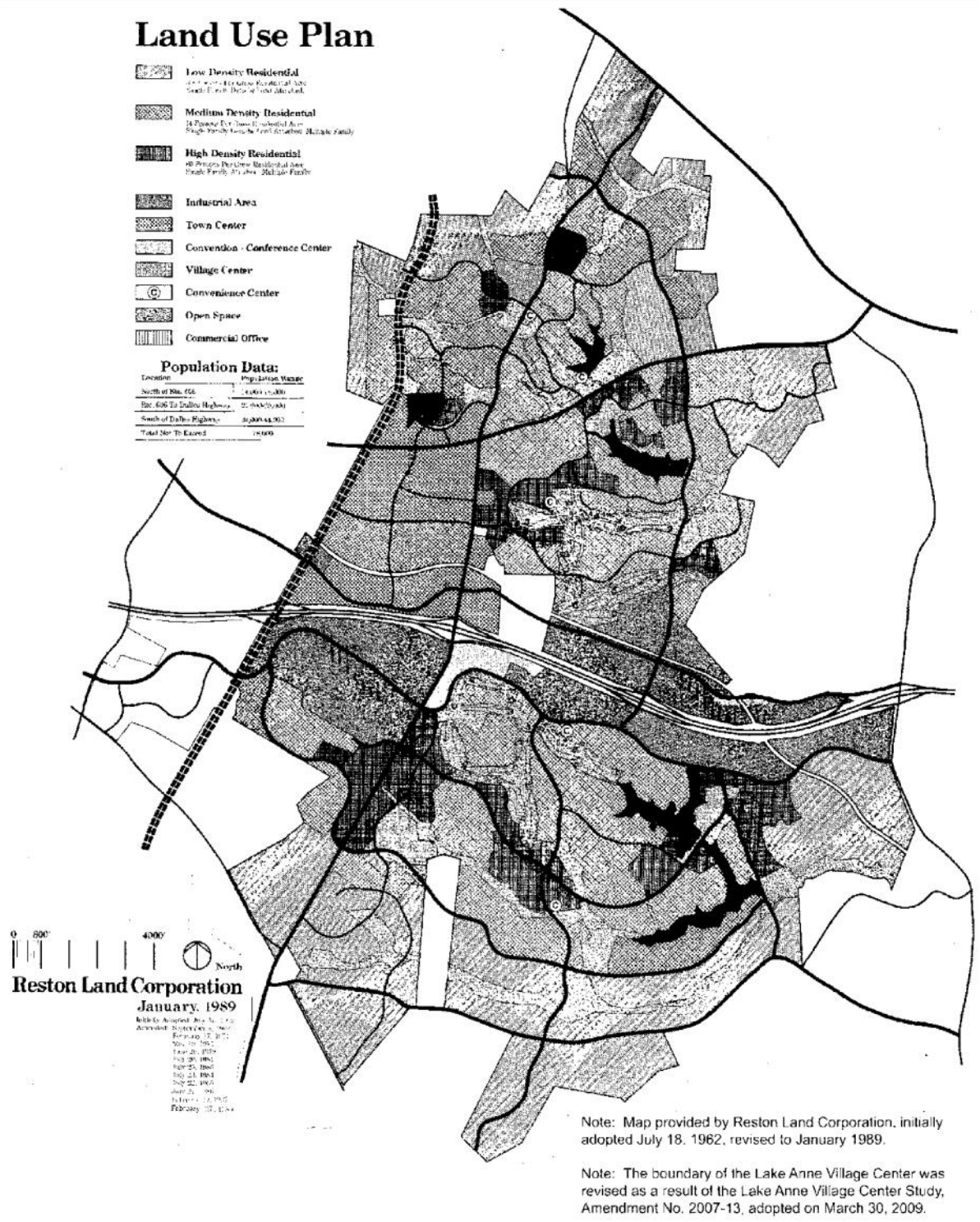
"Land Use" section is new text.

Reston was designed from its inception to have various land uses arranged within the community in a pattern that was different from most new American suburbs in the mid-20th century. Residential areas incorporated a variety of housing types so as to be attractive to households that were diverse in terms of age, family status (singles or couples without children, families with children, empty-nesters), and income. The Village Centers, designed to provide neighborhood shopping and other services, were located within residential areas rather than on the periphery so as to be easily accessible by walking or biking. Similarly, recreational uses, open space and natural areas were integrated into the residential neighborhoods.

In addition, Reston was planned to have an employment center located in the middle of the community that could accommodate a variety of businesses. One of the first major employers was the United States Geological Survey (USGS), which located its offices on an 85 acre site in the Reston Center for Industry and Government (RCIG). The resulting land use pattern provided the opportunity for residents to be less dependent on a car to accomplish one's daily activities. The original land use designations, as depicted on the 1989 Reston Master Plan Land Use map (Figure 3) consisted of residential, office, industrial, open space, convenience centers, village centers, convention/conference center and Town Center categories.

The Reston Land Use map (Figure 4) strategically focuses new population and employment growth in the Town Center along the transit corridor within the three Transit Station Areas. It protects existing neighborhoods by matching future land use recommendations to the existing character of neighborhoods. In addition, plan designations have been updated to include areas that are now considered a part of Reston that were not shown on the 1989 Reston Plan[1]. Lastly, the Reston Land Use map describes the Village Centers, Convenience Centers, Town Center, retail, and office areas with land use categories in accordance with current and future use.

[1] The 1989 Reston Land Use map only depicted the plan recommendation for the area designated by the Fairfax County Comprehensive Plan Land Use map as Residential Planned Community. This restriction resulted in the omission of land use information in areas of Reston, such as, the community of Polo Fields and communities to the north and south of Glade Drive, near Charterhouse Circle and Albot Road.




Note: Map provided by Reston Land Corporation, initially adopted July 18, 1962, revised to January 1989.

Note: The boundary of the Lake Anne Village Center was revised as a result of the Lake Anne Village Center Study, Amendment No. 2007-13, adopted on March 30, 2009.

**FIGURE 3. 1989 RESTON LAND USE MAP**

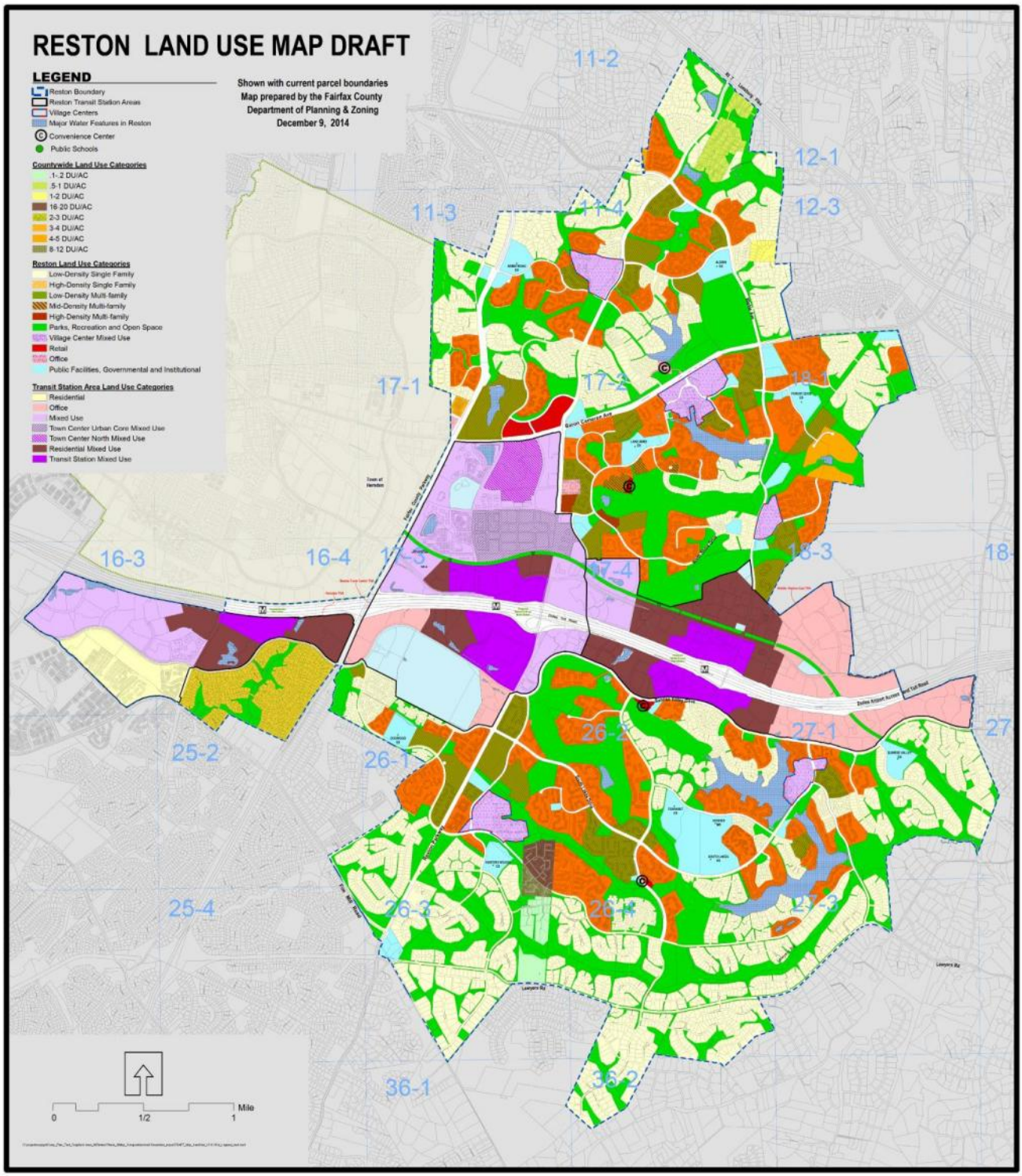



**FIGURE 4. RESTON LAND USE MAP**

**FIGURE 5. RESTON COMMUNITY PLANNING SECTOR LAND USE MAP NORTH SECTION – (Will be included in final version)**

**FIGURE 6. RESTON COMMUNITY PLANNING SECTOR LAND USE MAP**
**SOUTH SECTION (Will be included in final version)**

## Land Use Designations

The Reston Land Use map assigns land use designations to areas within Reston and areas on the fringes of Reston. The land use designation colors and patterns communicate what future development focus is intended for that area. The land use designations respect both the current conditions of development within Reston and the opportunities that exist in each area.

This section contains definitions of the land use designations for the neighborhoods and other areas outside of the Transit Station Areas (TSAs). The designations for the areas within the TSAs are located in the TSA section of this Plan. In the neighborhoods, the Reston Land Use map diversifies the residential categories by defining each residential category by residential dwelling type.[2]

In addition, mixed-use categories are added to communicate opportunities for the blending of residential, office, and retail uses within a single development or groupings of developments. Mixed-use categories are located within the Village Centers, Reston Town Center, and Reston Transit Station Areas. Lastly, some parcels that were excluded from the 1989 Land Use map but have developed functionally as part of Reston are now included in the Reston Land Use map.

Reston's neighborhoods, mixed-use and commercial areas, open space and natural areas, having been built out as a part of a planned community, were designed to function in an interrelated way. The land use categories help facilitate this relationship. Thoughtful application of land use ensures that redevelopment is carefully considered to ensure the successful integration of new development into the existing fabric of the planned community.

### *Residential*

Residential neighborhoods are the foundation of Reston. These areas are planned for residential uses, including single-family and multi-family housing.

The Reston Land Use map includes six categories of residential land uses:

- Low-density Single-family (0-5 du/ac) – Typically single-family detached structures that sit on their own lot without sharing any walls with another home or building. Typical lot size is about 1/4 to 1/3 acre; however larger lots up to 3 acres are dispersed throughout the area.
- Medium-density Single-family (5-12 du/ac) – Typically single-family attached structures containing a common wall like townhomes, rowhomes, and duplexes.
- Low-density Multi-family (13-20 du/ac) – Typically low-rise structures of one to four stories like garden style apartments or condominiums as well as more contemporary designs.

[2] Residential categories on the 1989 Reston Land Use plan designated residential land uses as low, medium, and high density areas that were defined as a certain number of persons per gross residential acre.

- Medium-density Multi-Family (21-50 du/ac) – Typically mid-rise structures of five to eight stories with structured parking.
- High-density Multi-family (greater than 50 du/ac) – Typically high-rise structures of nine or more stories with underground or below grade structured parking.
- Countywide Comprehensive Land Use categories - This category applies to parcels not designated as Residential Planned Community on the Countywide Comprehensive Land Use Plan Map. These parcels are designated solely by density categories expressed in DU/AC (dwelling unit per acre).

***Office***

These areas are planned for office uses.

***Retail***

These areas are planned for a full range of activities promoting the sale of goods, merchandise, commodities and services.

***Convenience Center***

These areas are planned for either local serving retail and service uses or office use, as indicated on the Reston Land Use Map.

***Village Center Mixed Use***

These areas are planned for a mix of uses including neighborhood serving retail and service uses, integrated with accessory office, institutional uses, and residential uses. Mixed land use enables a range of land to be co-located in an integrated way that supports public transit, walking and cycling, and increased neighborhood amenities.

***Public Facilities, Governmental and Institutional***

These areas are planned for public uses, such as a library, school, fire station, or government offices. In addition, they may be planned for private institutional uses such as hospitals, churches, or colleges or universities. The Reston Land Use plan identifies existing public or institutional uses in Reston.

***Parks, Recreation and Open Space***

These areas include public parks, private recreational uses and private open space. The Reston Land Use map identifies property owned by Reston Association, other cluster or condominium associations, other private owners, and Fairfax County. The Parks, Recreation and Open Space land use category may include:

- Green space (land that is partly or completely covered with grass, trees, shrubs, or other vegetation). Green space includes active or passive parks, community gardens, and cemeteries.
- Natural Areas (includes areas beyond the limits of clearing on the recorded plat or approved site plans for the property, areas left undisturbed by the builder, areas that have been allowed to grow and expand naturally and areas that have been managed for wildlife habitat, even if vegetation has been intentionally installed).
- Lakes and ponds
- Playgrounds
- Golf courses
- Public plazas

URBAN DESIGN AND PLACEMAKING

"Urban Design" section is new text.

Reston is a complete community with a distinct physical character in its neighborhoods and village centers. That character is largely defined by the clustering of homes and businesses in a manner that allows for ample open space and the integration of wooded areas into neighborhoods and around commercial development. The Transit Station Areas (TSAs), located along the central east-west spine of Reston, have more variety in their character. The existing Reston Town Center urban core, anchored by Fountain Plaza, has a truly urban form and design. Other areas are much more suburban in form, with surface parking lots and a development pattern can be challenging for pedestrian circulation. As development and redevelopment continues in Reston, an emphasis on blending new development with the predominant character of existing development in an area and on maintaining and improving the pedestrian environment is recommended.

Urban design is the discipline that guides the appearance, arrangement, and function of elements in the physical environment, with particular emphasis on public spaces. The physical environment is comprised of many components including streets, blocks, open spaces, pedestrian areas and buildings. The Reston community was developed according to a set of core principles that ensured integrated land uses, which were designed around the needs of everyday life, and established a development pattern that served as a key tool to preserve the community's founding ideals in the future. The urban design character of Reston established a new suburban form relying upon strong pedestrian connections, centrally-located public spaces, integration of the built environment with the landscape, and conservation of land and natural resources.

There are several existing entities and design review bodies in Reston that developers should submit plans to for review and local community input. The following design principles apply to the suburban areas of Reston. Urban design guidance for the Village Centers and the Transit Station Areas are provided in those sections that follow.

## Urban Design Principles

### *Complement the Existing Reston Character*

- Respect the existing building setbacks, scale, massing and architectural character of the surrounding community.

- Above-grade structured parking should be "wrapped' with active uses to the maximum extent possible and where exposed, should utilize architectural detailing, lighting and landscaping along the façade to minimize the visual impact of the structure.
- Promote the modern, sustainable, innovative design quality for which Reston is known.
- Integrate nature into the development, by using natural berming, screening, or plantings as a transition from the street to the building front.

***Prioritize Pedestrian Connections***

- Create new and safe pedestrian connections that allow access and movement through the community and connect to the larger pedestrian networks, and to adjacent locations.
- Use wide sidewalks and provide pedestrian amenities such as seating where possible.
- Provide pedestrian access to public transportation stops and hubs.
- Integrate connections to trail systems for recreational walkers.
- Minimize opportunities for conflicts between pedestrians and vehicles, prioritizing pedestrian movement, safety, and comfort.

***Conserving Land***

- Develop or redevelop sites in a manner that conserves land and prioritizes shared public space over private lawns.
- Respect the natural landscape to the greatest extent possible including significant trees, floodplains, and streambeds.
- Utilize the natural environment as an organizing feature and as an asset to and amenity for the new development.

***Enhance Local and Regional Identity***

- Advance Reston as Fairfax County's premiere planned community. Key Reston characteristics include the provision of community gathering spaces to provide opportunities for social interaction; integrating nature and public art into the built environment; and providing residents attractive and useful connections between their homes and the other parts of the community.

***Design Sustainable Buildings and Environments***

- Encourage sustainable neighborhoods, buildings and infrastructure that meets the community's present needs while preserving Reston's essential character and ensuring the ability of future generations to meet their needs.
- Incorporate innovative and environmentally sensitive stormwater design into all new development and redevelopment.
- Restore and stabilize existing streams.

HOUSING

"Housing" section is new text.

Reston will continue to ensure a variety of housing types for renters and owners of all income levels, ages and abilities. Diversity of housing for diverse population demographics are key ideas expressed by Robert Simon and articulated in his "Seven Goals" for Reston in 1962. Goal #2 specifically establishes the housing goals for Reston.

> "That it be possible for anyone to remain in a single neighborhood throughout his life, uprooting being neither inevitable nor always desirable. By providing the fullest range of housing styles and prices—from high rise efficiencies to six-bedroom townhouses and detached houses—housing needs can be met at a variety of income levels, and at different stages of family life. This kind of mixture permits residents to remain rooted in the community—if they so choose—as their particular housing needs change. As a byproduct, this also results in the heterogeneity that spells a lively and varied community." – Gulf Reston, Inc. (1970). *A Brief History of Reston, Virginia*

Housing diversity should continue to be available throughout Reston in an integrated fashion.

## Housing Diversity

Reston was envisioned as a place that incorporated the green space and lake amenities of county living with suburban density and townhouse convenience. In order to accomplish this place making goal, Reston developed with a variety of home types ranging from single family-detached houses to Modernist patio-homes, townhouses, and multi-family developments.

Golf Course Island Cluster
Architect Lois Sauer
Built 1966-1969
*Image provided by Reston Association*

Hickory Cluster
Architect Charles M. Goodman
Built 1968
*Image provided by Reston Association*

Old Westbury Cluster
New England Salt Box Design
Colonial Style
*Image provided by Reston Association*

Reston has lake front homes with private docks, homes within steps of golf courses, suburban style neighborhoods with curvilinear streets, cubist styled townhomes amidst heavily forested areas, high-rise multi-family in Lake Anne and the Reston Town Center, and multi-family communities of various sizes located throughout Reston. Residential developments from noted architects such as Charles Goodman, Cothiel Smith, and James Rosant are present within the diverse housing landscape of Reston.

## Housing Affordability

As Reston continues to attract new residents, there is likely to be continued upward pressure on housing prices. As prices increase, the number of families who pay more than 30 percent of their income for housing will increase[3]. An ample supply of affordable and permanent supportive housing that provides the opportunity to preserve an economically diverse community will be essential for continuing to fulfill the Vision of Reston.

Reston currently has assisted housing units as highlighted in Figure 3 of the Upper Potomac Planning District Overview, but to ensure the continued provision of affordable housing, future development should meet county policies on affordable housing. Specifically, the Fairfax County Comprehensive Plan provides guidance within the Land Use and Housing Sections of the Policy Plan that emphasis the expectations of increased affordable housing opportunities in conjunction with redevelopment of existing residential neighborhoods, revitalization areas, and development of high-density mixed-use projects.

Opportunities to include micro apartments, residential studio units, and workforce housing within development should be pursued along with cost-saving construction techniques for affordable housing[4]. Incentives should be used to sustain and grow the amount of available affordable housing.

All new development or redevelopment projects should contribute toward the creation of affordable housing as described below.

- Development proposals with a residential component should meet the provisions of the Affordable Dwelling Unit Ordinance (ADU), when applicable, and the Workforce Housing Policy.
- Proposals that include residential use in the Village Centers should meet the provisions of the County's Workforce Housing Policy.
- Proposals within the Transit Station Areas (TSA) should contribute towards affordable and workforce housing as described in the TSA Areawide Recommendations.

[3] US Department of Housing and Urban Development states that families who pay more than 30 percent of their income for housing are considered cost burdened and may have difficulty affording necessities such as food, clothing, transportation and medical care.

[4] The U.S. Department of Housing and Urban Development's Joint Venture for Affordable Housing (JVAH) program offers detailed information for builders who want to incorporate affordable housing techniques into land planning, development, and house and lot designs.

## Senior Housing

The Vision and Planning Principles of Reston promote increasing the amount of senior housing available to provide an opportunity for residents to age in place. The Land Use element of the Policy Plan also emphasizes the importance of locating senior housing within a short walking distance of community services, and public transportation. Infill development, new development and redevelopment should strive to ensure opportunities are provided for adequate senior housing designed to suit a range of age, income and health needs. Incentives should be used to sustain and grow the amount of available senior housing.

Lake Anne Fellowship House
First Housing for Senior Citizens in Reston
Opened 1971
*Image provided by Reston Association*

## Universally Designed Housing

As baby boomers age and life expectancy continues to increase, the County and Reston will continue to experience an increased need for housing to accommodate the physically disabled and handicapped. In furtherance of Countywide policies and the Reston Vision, proposals should increase the supply of townhouse and multifamily housing designed to accommodate these populations through the application of universal design. If incorporated into building designs, additional costs will be minimal, while community benefits will be substantial.

Development and redevelopment proposals with a residential component should commit to providing units designed specifically for these populations.

- Proposals located closer to transit and services and their associated higher development intensities (e.g. Village Centers and Transit Station Areas) should provide more units.
- The units may be either market rate or affordable.

## TRANSPORTATION

"Transportation" section taken from current Reston Transit Station Area Plan text, with minor modifications, as noted below.

The vision for Reston promotes a mix of land uses served by a multi-modal transportation system. Various planned transportation improvements will facilitate this vision while accommodating current and future commuters and residents. The improvements should 1) balance future land uses with supporting transportation infrastructure and services; 2) address the long term needs of the area, including significantly improving the infrastructure and facilities for transit, pedestrians and bicycles around the Transit Station Areas; and, 3) design a road network that accommodates all modes of transportation. The road network in the TSAs should include a grid of streets to improve connectivity to, from, and around the transit stations.

The following recommendations are intended to help improve circulation within, around, and through Reston. While many of the transportation recommendations focus on supporting the development near the Metrorail stations, these recommendations also will facilitate regional travel within Reston and between Reston and the surrounding area. Specific transportation recommendations for Reston are shown on Figures 9.

### Land Use/Transportation Balance

Maintaining a balance between the land uses in Reston, and the supporting transportation system is essential in order to preserve accessibility in and around Reston as development occurs over time. To maintain a balance, the increase in development should be coordinated with the provision of transportation infrastructure and specific programs to reduce vehicle trips.

Within the Reston TSAs, preference should be given to maintaining a high level of service for all modes including transit, vehicles, pedestrians, and bicyclists. To achieve this, consideration should be given to safety and security, direct pathways, topography, and the achievement of a balance between traffic delay and a pedestrian friendly environment. Impact studies should quantify the level of service (LOS) for all applicable modes by applying up-to-date standard techniques. It is the intent of these recommendations to maximize the future use of transit, bicycling and walking in these TSAs and Reston in the future. However, safe and efficient circulation for vehicles will still need to be provided within, through and around the TSAs and Reston.

### Pedestrian Mobility and Bicycle Facilities

Pedestrian Mobility & Bicycle Facilities section has received major modification as a result of community input.

As Reston continues to develop, a robust network of sidewalks, multi-use trails and bicycle facilities will be needed to connect the community of Reston to bus stops, schools, parks and recreation facilities, Metro Stations, the Transit Station Areas and Village Centers. Development proposals throughout Reston, including the Transit Station Areas, should improve pedestrian and bicycle facilities, both onsite and offsite. Offsite improvements may be small, such as filling in a short gap in the sidewalk network in a Reston neighborhood or improving an intersection for pedestrian and bicyclist safety and convenience. These improvements will help to augment the limited resources available for implementing bike and pedestrian improvements. Neighborhoods, Village Centers and Transit Stations are interrelated and depend upon the others to function well.

The Reston Metro Access Group's (RMAG) recommendations identify detailed pedestrian and bicycle improvements needed throughout the Transit Station Areas and in several adjoining residential areas. In addition, Reston Association's "Reston on Foot and Bicycle" publication identifies detailed improvements needed in the pedestrian and bicycle network, especially in the residential neighborhoods.

### *Pedestrian Mobility*

Pedestrian facilities are an integral part of Reston's transportation network. Wherever possible, missing connections in the pedestrian network should be rectified with new sidewalks or trails.

Sidewalks should be included in all new roadway construction and roadway reconstruction. Sidewalks along roadways are increasingly more popular as a way to access destinations due to their convenience as well as safety at night whereas multi-use trails through open space areas primarily serve a recreational function.

Pedestrian underpasses, located throughout Reston, are unique features serving as integral connections. They should be improved to enhance their function, especially those providing access to the Village Centers and parks and recreation facilities. Pedestrian underpasses providing access to Metro Stations and Town Center should be improved or added, as further described in the Transit Station Area's District recommendations.

Intersections should be given special consideration to enhance pedestrian safety and convenience. Safety treatments including marked crosswalks and signalized pedestrian crossings should be included at major intersections. Grade-separated crossings should be considered at intersections where there are frequent pedestrians crossings and/or where the width of the road is prohibitive to the ability to safely cross the roadway. For other intersections, safety treatments such as highly visible crosswalks, curb extensions, or signalized pedestrian crossings should be considered.

Improved lighting is needed throughout the community, to support various pedestrian and bicycle infrastructure. These improvements are especially needed within or adjacent to Village Centers, bus stops and parks and recreation facilities. Lighting improvements will need to be sensitive to the desire to minimize light pollution in residential areas.

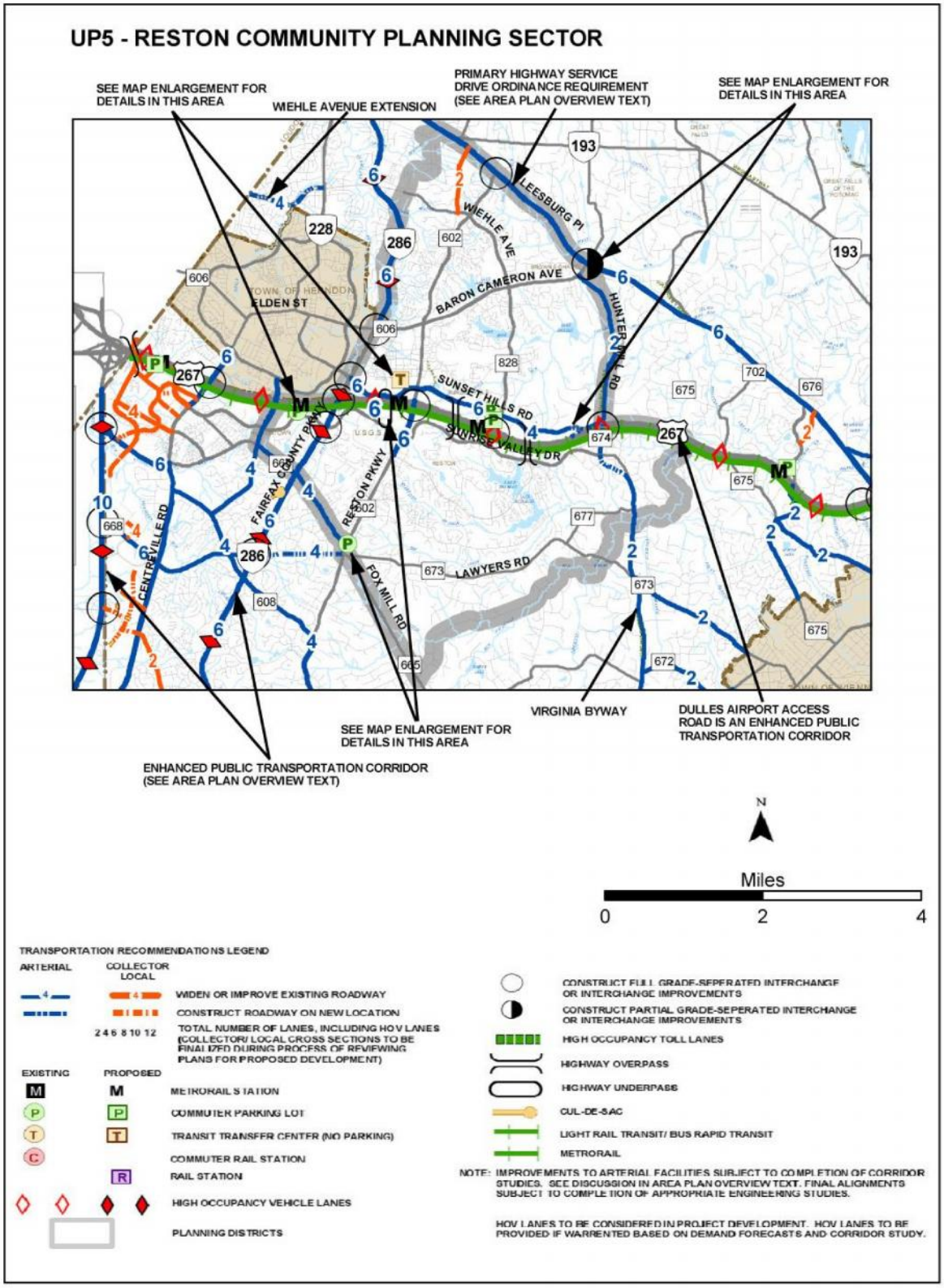



**FIGURE7. TRANSPORTATION RECOMMENDATIONS**

### *Bicycle Facilities*

Bicycle facilities planned for Reston can be found in the County Bike Master Plan. Bicycle facilities are an integral part of the transportation system in Reston. Consideration should be given to the safety of cyclists in new projects, including the separation of bike facilities from vehicular traffic where possible

## Public Transportation

### *Metrorail*

The introduction of Metrorail service along the Dulles Airport Access Road and Dulles Toll Road (DAAR, Route 267) has provided increased mobility and accessibility to the residents of, and those who work in Reston. Bus, bicycle, pedestrian and vehicle connections from the neighborhoods of Reston to the new Metrorail Stations provide residents with multiple transportation options. An enhanced parking facility is planned at the Herndon Station to support use of Metrorail service (See Figure 11).

### *Local Bus Service*

Fairfax Connector bus service currently serves both local riders and people commuting from the TSAs to other employment centers. These routes will be modified as needed to provide convenient and reliable feeder service from other parts of Reston as well as the outlying communities to the Metrorail stations. There will also be a need for effective service between the TSAs and between areas on both sides of the DAAR. The RIBS (Reston Internal Bus System) serves an important role in transporting Reston residents and should continue to be evaluated to better serve Reston when the Metro Stations open. The Countywide Transit Development Plan provides details regarding planned adjustments to existing routes and new routes to be added. High volume and frequently used bus stops should be improved to provide shelter, seating and lighting.

## Road Network and Circulation

### *Road Transportation Improvements*

The following list of roadway network improvements are recommended to achieve the vision for Reston and enhance connectivity through the TSAs by creating multiple and enhanced connections.

- Construct an enhanced street networking the TSAs (also referred to as a grid of streets) to increase connectivity
- Construct an overpass (4-lane bridge) across the DAAR from Sunset Hills Road to Sunrise Valley Drive approximately at Soapstone Drive (referred to as the Soapstone Overpass)

- Construct a Town Center Parkway Underpass (4-lane tunnel) from Town Center Parkway and Sunset Hills Road to Sunrise Valley Drive west of Edmund Halley Drive (See Figure 7)
- Install a grade-separated interchange at Fairfax County Parkway and Sunrise Valley Drive
- Construct an overpass (4-lane bridge) across the DAAR from Sunset Hills Road to Sunrise Valley Drive approximately at South Lakes Drive (referred to as the South Lakes Overpass)
- Improve Reston Parkway - 6 lanes from South Lakes Drive to the DAAR
- Improve Fox Mill Road - 4 lanes from Reston Parkway to Monroe Street
- Improve West Ox Road - 4 lanes from Lawyers Road to Centreville Road
- Improve Monroe Street - 4 lanes from West Ox Road to the Town of Herndon
- Extend Pinecrest Road from South Lakes Drive to Sunrise Valley Drive
- Improve Fairfax County Parkway - 6 lanes with High Occupancy Vehicle (HOV) lane(s)

These improvements are an integral part of the planned grid of streets in the three TSAs in Reston. For graphics and details on the enhanced grid of streets refer to the Transit Station Areas section below.

*Street Types*

Street types respond to the needs of traffic from transit, pedestrians, bicycles, as well as vehicles. Street types in Reston have been identified and an overview of the features within the curb (the road and median) for each street type is included according to each type's functional classification. The cross-section for each street type contains flexibility to be able to respond to particular needs in different locations. Streetscape diagrams are located in the Urban Design section.

The design guidelines for street types should be followed when providing new private or public roadway connections or when proposing improvements to the existing roadway network in Reston (to the extent consistent with applicable county standards). Minor Arterials primarily function as through traffic carriers. The collector streets collect traffic from the local streets and route them to arterials while the local streets allow internal circulation and connectivity within the area.

The existing and planned roadways in Reston and vicinity are categorized as follows according to the Fairfax County Guidelines for Functional Classification of Roadways. The guidance below is for roads associated with redevelopment or new development. Some of these characteristics may not be desirable due to the type of environment or be able to be implemented due to development constraints. Flexibility should be provided for roads that transition to existing roads. In addition, if new roads cross environmentally sensitive land there should be flexibility in road design. The Urban Design section includes the streetscape recommendations.

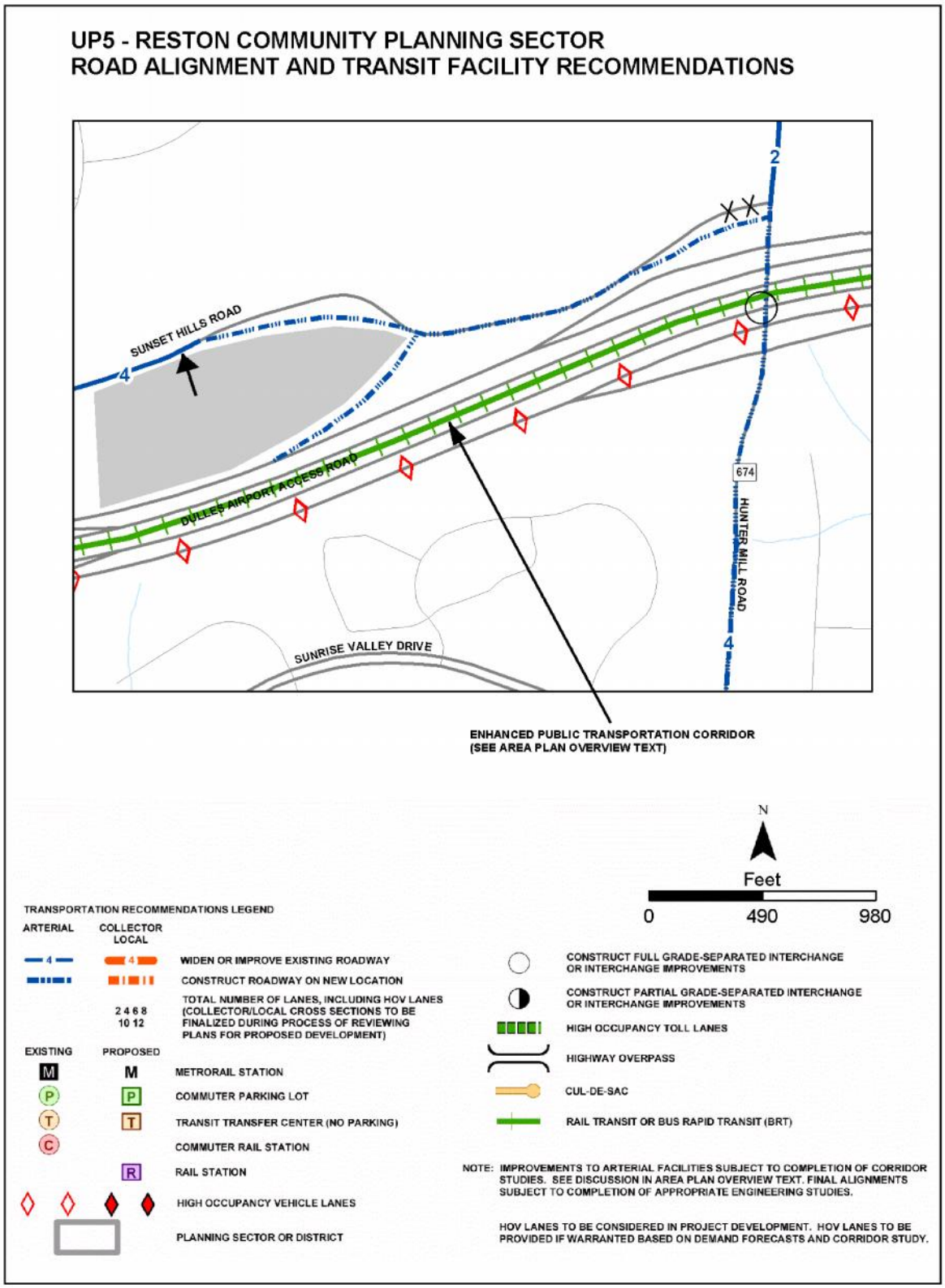



**FIGURE 8. TRANSIT FACILITY RECOMMENDATIONS**

**FIGURE 9 TRANSIT FACILITY RECOMMENDATIONS**

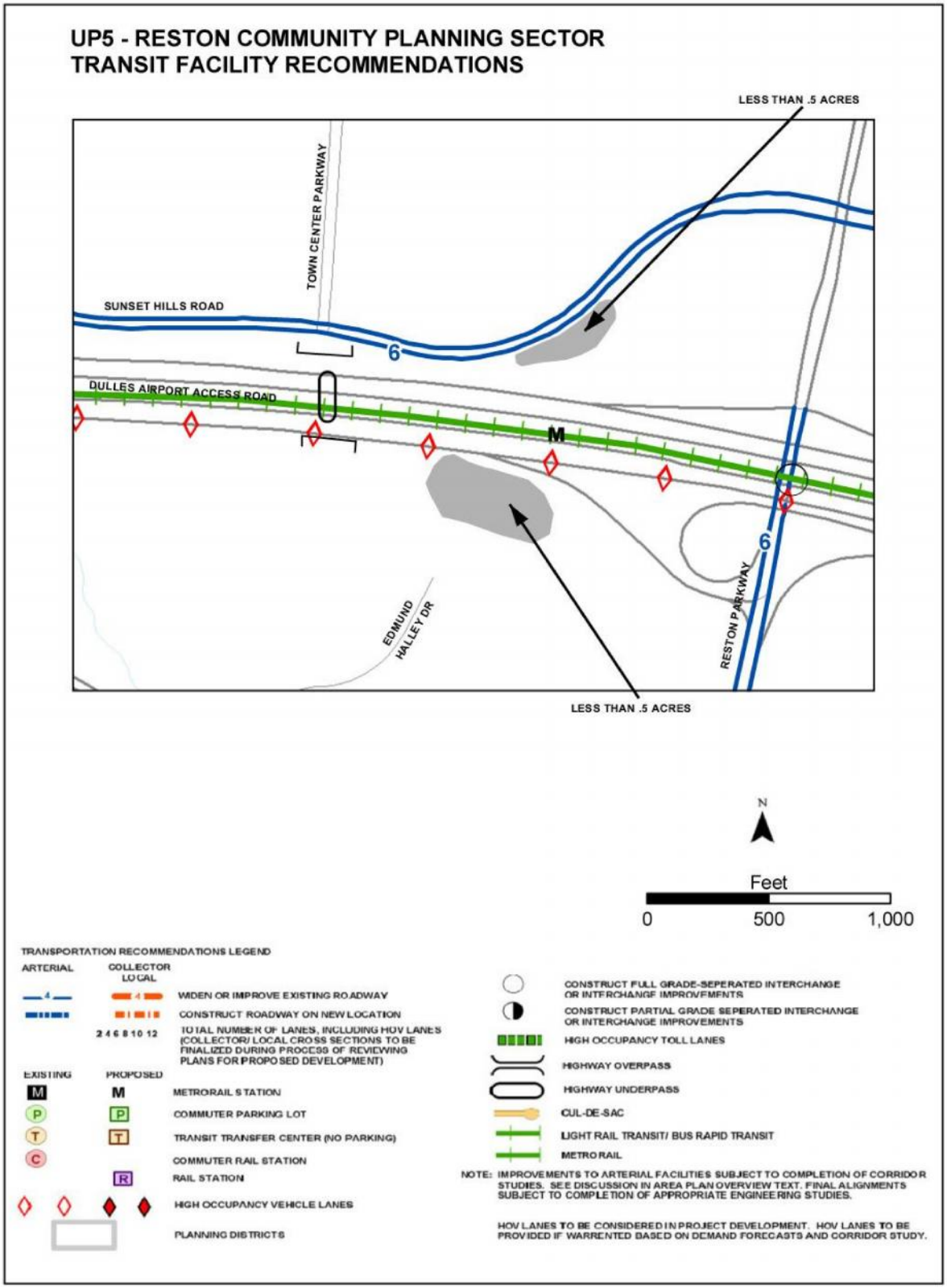



**FIGURE 10. TRANSIT FACILITY RECOMMENDATIONS**

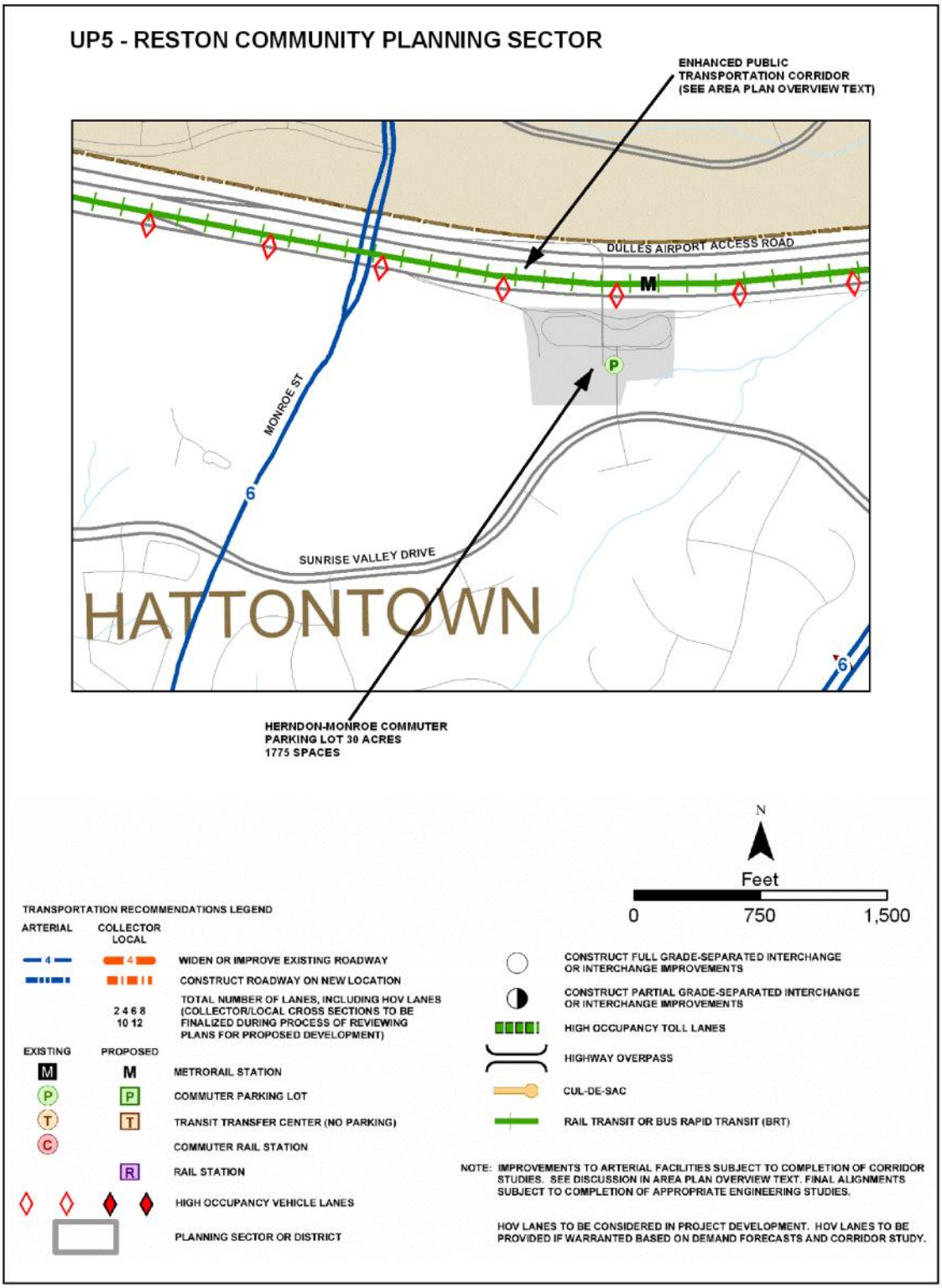



**FIGURE 11. TRANSIT FACILITY RECOMMENDATIONS**

***Minor Arterials–Type A***

Reston Parkway is an example of a Minor Arterial-Type A in Reston, primarily carrying the longer-distance through traffic from adjacent areas such as the Town of Herndon and Loudoun County.

Curb to Curb Area:

- Median width of approximately 8 to 22 feet (may be wider for areas with frequent and/or heavy pedestrian crossings)
- 2-3 travel lanes per direction (11 feet for each lane)
- 5-6 foot on-road bike lane per direction, if found desirable
  - If an on-road bike lane cannot be provided, and biking is anticipated to occur on the road, then one extra wide travel lane per direction may be desirable, adjacent to the curb, to accommodate bikes (14 feet)
  - If bike facilities are not desirable within the curb to curb area due to the nature of the road, then they should be accommodated on a shared-use path adjacent to the road
- A target posted speed of 30-35 miles per hour is desirable for Reston Parkway.

***Minor Arterials-Type B***

Sunrise Valley Drive, Sunset Hills Road and Wiehle Avenue are examples of Minor Arterials-Type B in Reston. These roadways carry shorter-distance through traffic, and carry less traffic volume than Principle Arterials (as defined in the Transportation section of the Policy Plan).

Curb to Curb Area:

- Median width of approximately 8 to 22 feet, if provided, to allow for safe pedestrian refuge
- 2 travel lanes per direction (11 feet for each lane)
  - 5-6 foot on-road bike lane per direction, OR as shown on the bicycle facilities map

    If an on-road bike lane is not provided, then one extra wide travel lane per direction may be desirable, adjacent to the curb, to accommodate bikes (14 feet). The lane should be marked or signs posted indicating that bikes are using the outside lane.
- 8 feet for on-street parallel parking if found desirable
- A target posted speed of 30 miles per hour is desirable for Sunset Hills Road, Sunrise Valley Drive and Wiehle Avenue.

***Collector Streets***

Town Center Parkway and New Dominion Parkway, as well as the future Soapstone Road, South Lakes Drive and Town Center Parkway extensions are examples of collectors in Reston. These roadways route traffic to major and minor arterials from the local streets.

Curb to Curb Area:

- A median is not preferred; however, if provided the width should be approximately 14 to 22 feet
- 1 to 2 travel lanes per direction (11 feet for each lane)
- 5-6 foot on-road bike lane, OR as shown on the bicycle facilities map
  - If an on-road bike lane is not provided, then one extra wide travel lane per direction may be desirable, adjacent to the curb, to accommodate bikes (14 feet). The lane should be marked or signs posted indicating that bikes are using the outside lane.
- 8 feet for on-street parallel parking per direction
- A target posted speed of 30 miles per hour is desirable for Collectors. In some cases, 25 miles per hour may be desirable for Collectors.

***Local Streets (Local)***

Local streets in this area include the internal circulation roads and the new planned streets which connect the land uses to collector roads and allow internal circulation.

Curb to Curb Area:

- Medians are not desirable and should only be required when they are part of the urban design concept and the landscape or open space plan
- 1-2 travel lanes per direction (10-11 feet for each lane)
  - The outside lane is a shared travel lane between bicycles and vehicles. Local streets are low speed facilities that normally may not require bike lanes.
- 7-8 feet for on-street parking*
- A target posted speed of 25 miles per hour is desirable for Local Streets

* 7 feet for residential areas; 8 feet for mixed-use commercial areas.

TRAILS

~~"Trails" section includes new text in first paragraph and current text from UP5 in second paragraph.~~

Multi-use trails are an important, and the most used, recreational resource in Reston. Over 55 miles of paved and natural multi-use trails extend throughout the community. The Washington and Old Dominion Trail (W&OD), a significant multi-use regional trail, complements Reston's trail network as it passes through the community along its 44.8 mile expanse from Shirlington, in Arlington County to Purcellville, Virginia.

Trails also serve as transportation by allowing commuters to walk or bike for some or all of their daily needs. Trails and sidewalks within Reston are owned and maintained by a variety of entities including Reston Association, townhome clusters and condominium associations, Fairfax County, Virginia Department of Transportation and the Northern Virginia Regional Park Authority, which owns the W&OD Trail.

The original design of Reston's trail network went to great lengths to separate pedestrians and cyclists from vehicles, including the incorporation of 26 underpasses and an overpass. A planned grade separated crossing at the intersection of Wiehle Avenue and the W&OD Trail will facilitate the crossing of this busy roadway by trail users.

With the popularity of walking and cycling for health, recreation and transportation, new development or redevelopment should enhance the existing network of trails and sidewalks to improve safety and connectivity within or between neighborhoods~~,~~ and to convenience centers, the Village Centers, recreational facilities and Transit Station Areas.

Additional safety provisions should also include multi-use trail or sidewalk facilities along any road frontage to provide alternative routes to multiple destinations. Lighting should be a consideration within one-quarter mile of Village Centers and Transit Station Areas, and other high usage sections as identified by the community.

Trails currently planned for the Reston Plan are delineated on Figure 12 and on the 1":4,000' Countywide Trails Plan Map which is referenced as Figure 2 in the Transportation element of the Policy Plan and is available from the Department of Planning and Zoning. Trails in Reston are an integral part of the overall county system. While some of the segments have already been constructed, the Countywide Trails Plan Map portrays the ultimate system for Reston and the county at large. In addition, the map specifies a classification for each segment, which represents the desired ultimate function and surface type of the trail. Specific construction requirements are detailed in the Public Facilities Manual.

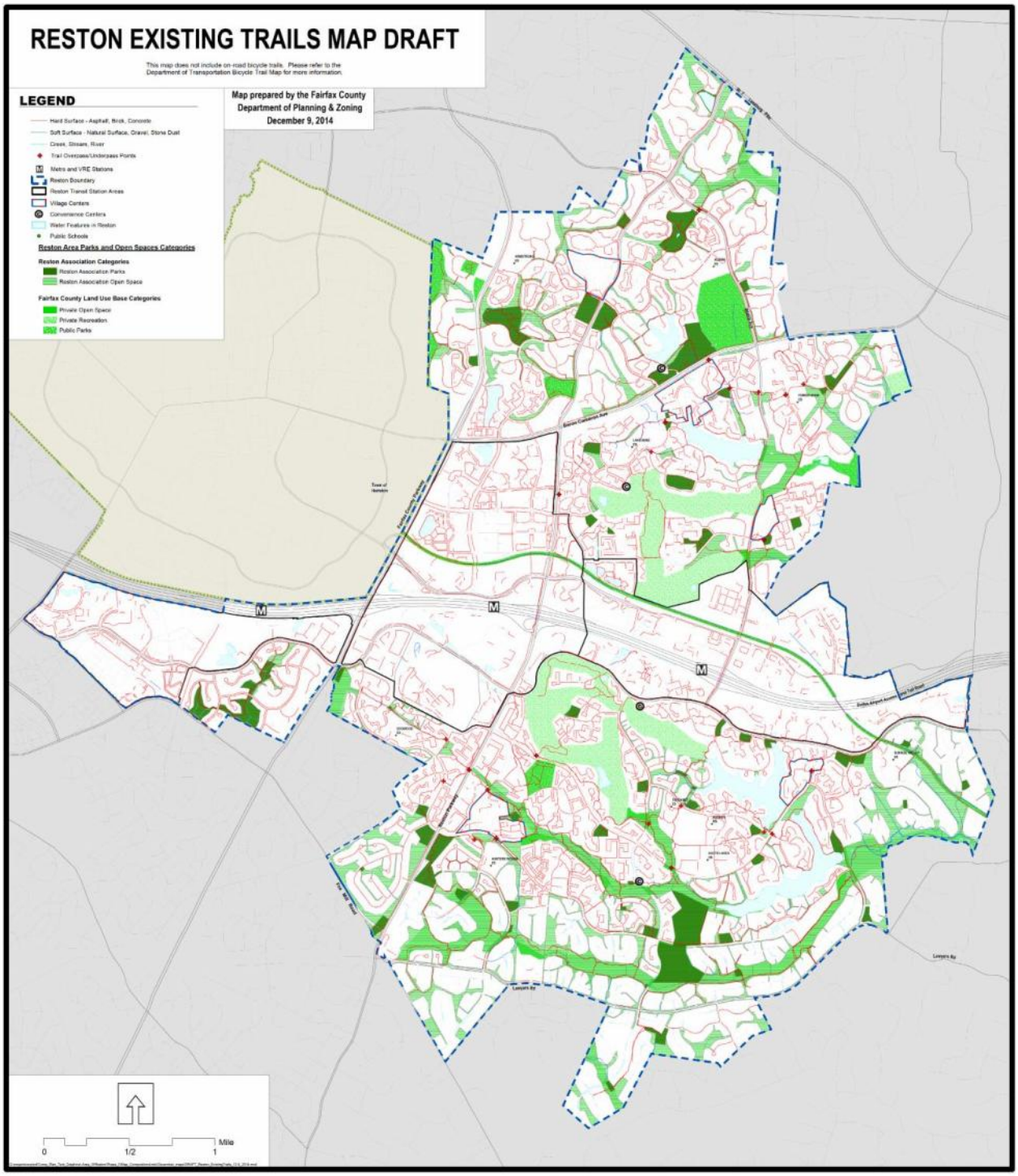



**FIGURE 12. TRAILS MAP**

"Parks and Recreation" section taken from current UP5 and Reston Transit Station Area Plan text, with minor modifications.

## PARKS AND RECREATION

Several public, quasi-public, non-profit, and private organizations currently provide park, recreation and cultural facilities and amenities to the Reston area. These include Fairfax County Park Authority (FCPA), Reston Association (RA), Reston Community Center (RCC), Northern Virginia Regional Park Authority (NVRPA), Town of Herndon, YMCA Fairfax County Reston, as well as others. This variety of providers offers a broad range of public benefits but it also requires a continued commitment to collaborative planning and implementation. As growth occurs in Reston and park and recreation needs and trends evolve, additional parks and recreation facilities will be required.

Public parks in Reston are shown on Figure 13. The map shows public park classifications, as described in the Policy Plan, which indicate the general park size ranges, typical facility types, extent of development, and typical user experience. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation.

Recommendations for specific County parks in Reston are as follows:

- Reston Town Green – develop and implement a master plan for the park. Site may be consolidated or swapped for more desirable land within the Reston North area. Design of the park should be consistent with the Urban Parks Framework to reflect the urban nature of future Reston North development. Athletic facilities should be included as appropriate.
- Reston North – complete development in accordance with approved FCPA master plan.
- Baron Cameron – complete development in accordance with approved FCPA master plan.

A goal of adding capacity equivalent to twelve athletic fields serving Reston should be achieved through development contributions of land and/or facilities to meet the needs generated by planned Transit Station Area redevelopment. In addition to provision of new park and school fields within the TSA corridor, enhancements to and redesign of Public Park, school and Reston Association fields outside the TSA corridor will be necessary to increase capacity to serve increased athletic field needs in Reston.

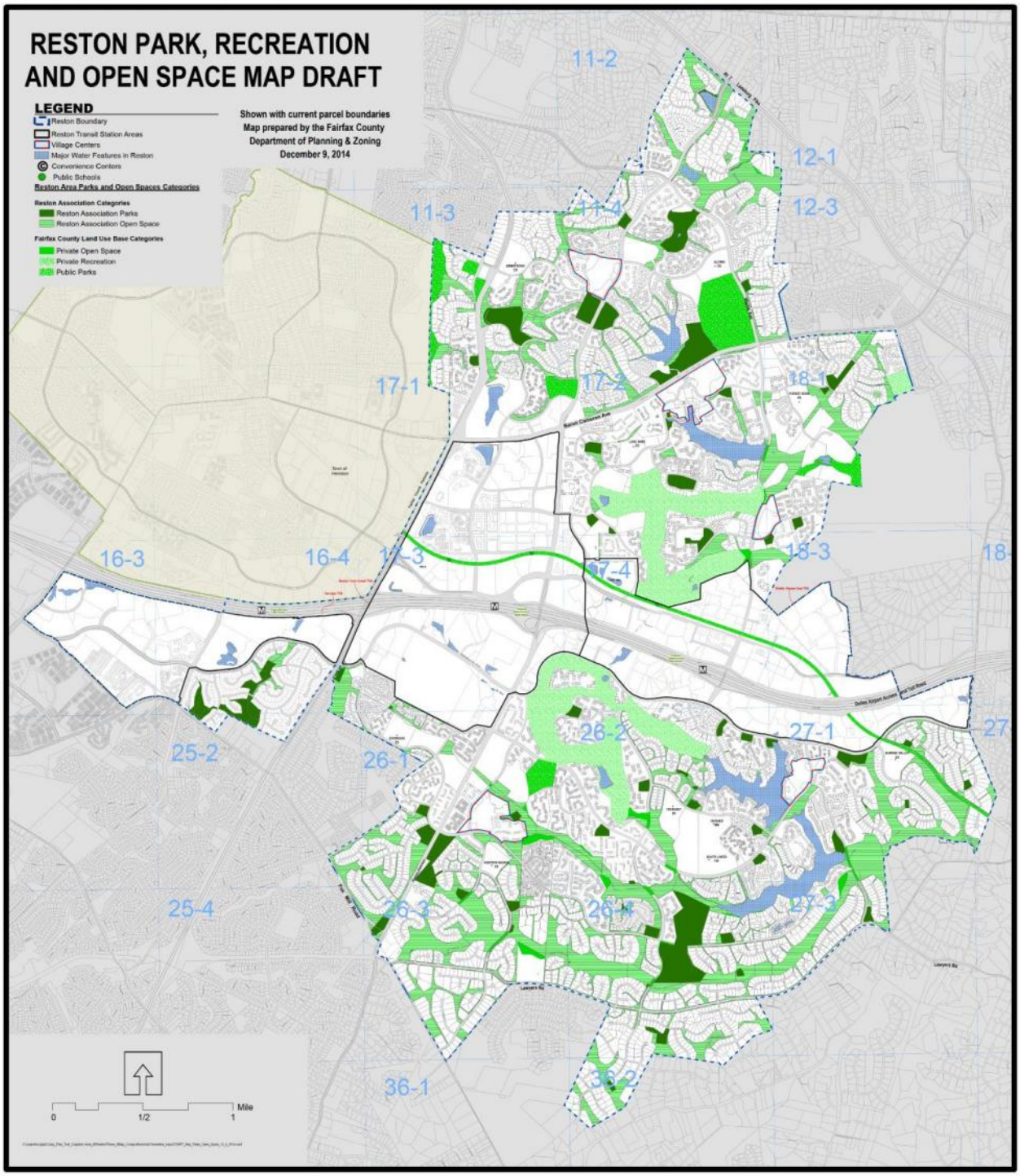



**FIGURE 13. PARKS AND RECREATION**

## ENVIRONMENTAL STEWARDSHIP

"Environmental" section taken from current Reston Transit Station Areas text.

Reston is a community founded on the integration of nature with developed areas and the stewardship of its wetlands, streams, lakes, forests, and other natural areas. Protecting, restoring and enhancing Reston's diverse natural areas will remain a central planning principle and activity. Reston Association (RA), the Reston Town Center Association (RTCA), the Northern Virginia Regional Park Authority (NVRPA), Fairfax County, homeowner associations, and individual property owners will plan and manage Reston's natural resources with the following environmental stewardship planning goals in order to keep natural areas healthy and resilient:

- Protect the headwater areas and other environmentally sensitive areas through the implementation of innovative stormwater management practices.
- Restore and enhance the mature tree canopy and other natural areas.
- Establish high expectations regarding use of green technology and low impact development techniques for all buildings and neighborhoods.
- Provide noise attenuation measures as appropriate.

### Stormwater Management

Future development offers considerable opportunities to improve upon past stormwater management practices in furtherance of efforts to protect and restore local streams and to reduce pollutant loads entering the Potomac River and Chesapeake Bay. Low impact development (LID) techniques of stormwater management can serve to reduce runoff volumes entering local streams and can more easily be incorporated within densely developed areas than more traditional detention and retention ponds. These LID practices can include, but are not limited to, bioretention or biofiltration facilities (commonly known as rain gardens), vegetated swales, porous pavement, vegetated roofs, tree box filters and the collection and reuse of stormwater runoff.

Environmentally-friendly stormwater design should be an integral design principle that will be part of the conceptual stage of site development for all future development, recognizing that stormwater management measures may be phased with development. The stormwater design should first seek to minimize the effect of impervious cover, followed by the application of stormwater reuse, retention, detention, extended filtration and, where soils and infrastructure allow, infiltration to improve downstream waters. The incorporation of stormwater management strategies in parks and other open space areas may support this approach while providing recreational amenities, and there may be opportunities to incorporate LID practices within other open space areas.

Coordination of stormwater management controls among multiple development sites may also be effective in achieving stormwater management goals in an efficient manner. Stormwater management and water quality controls should be optimized for all future development projects consistent with the scale of such projects.

Stormwater quantity and quality control measures should be provided with the goal of reducing the total runoff volume or significantly delaying its entry into the stream system. In

furtherance of stream protection and/or restoration through replication of natural hydrologic conditions, the emphasis should be on LID techniques that evapotranspire water, filter water through vegetation and/or soil, return water into the ground or reuse it.

LID techniques of stormwater management should also be incorporated into new and redesigned streets where allowed and practicable.

In addition, at a minimum the following guidelines should be followed for any application for which a floor area ratio (FAR) of 1.0 or more is proposed. Any development proposals in the TSAs should be reviewed on a case-by-case basis for the appropriate optimization of stormwater management and water quality controls, allowing for flexibility in specific approaches taken to achieve these guidelines.

1. For sites that have greater than 50 percent impervious cover in the existing condition, the total volume of runoff released from the site in the post-developed condition for the 2-year, 24-hour storm should be at least 25 percent less than the total volume of runoff released in the existing condition for the same storm. Furthermore, the peak runoff rate for the 2-year, 24-hour storm in the post-developed condition should be at least 25 percent less than the existing condition peak runoff rate for the same storm.
2. For sites that have 50 percent or less impervious cover in the existing condition, the total volume of runoff released as well as the peak release rate for the 1- and 2-year, 24-hour storm in the post-developed condition should be equal to or less than the total runoff volume and peak release rate in the existing condition for the same storm.
3. In addition to item 1 or 2 above, stormwater runoff associated with the development should be controlled such that either: (a) the total phosphorus load for the property is no greater than what would be required for new development pursuant to Virginia's Stormwater Regulations/ the County's Stormwater Management Ordinance; or (b) an equivalent level of water quality control is provided.

As an alternative to items 1, 2 and 3 above, stormwater management measures may be provided that are sufficient to attain the Rainwater Management credit of the most current version of Leadership in Energy and Environmental Design-New Construction (LEED-NC) or LEED-CS (Core & Shell) rating system (or equivalent of this/these credit(s)).

As an alternative to the minimum guidelines above, stormwater management measures and/or downstream improvements may be pursued to optimize site-specific stormwater management and/or stream protection/restoration efforts, consistent with the adopted watershed management plan(s) that is/are applicable to the site. Such efforts should be designed to protect downstream receiving waters by reducing stormwater runoff volumes and peak flows from existing and proposed impervious surfaces to the maximum extent practicable, consistent with watershed plan goals.

**Natural Resources Management**

Protection, enhancement and management of natural resources in the existing wetlands and streams in Reston are critical to the long term viability of those habitats.

### *Wetlands*

Wetlands filter water and provide important habitat for native plants and animals. One notable wetlands habitat is the Sunrise Valley Wetlands Nature Park, which lies within ¼ mile of the Herndon Station. This privately owned land is a federally-mandated mitigation site established by Reston Land Corporation through a Conservation Covenant in July 1994. This site provides multiple ecosystems, including open water, marsh and upland forest that attract a wide range of wildlife. Recreational uses that are compatible with the environmental, public accessibility and educational objectives of the wetlands should be encouraged.

### *Streams and Buffer Areas*

The Reston Association (RA) manages many of the stream valleys and lakes within Reston as part of its water resource program. Various tributaries have been negatively impacted by years of unchecked stormwater runoff, consumption of understory plants by deer, and encroachment by non-native invasive plant species. Generally, these streams suffer from numerous exposed utilities, particularly sewers; areas of severe stream bank erosion and many fallen trees; and a significant number of large sediment deposits. RA is implementing a long-term action plan for a Watershed Master Plan to restore the Glade, Snakeden Branch, and tributaries to Colvin Run in Reston.

### *Lakes and Ponds*

Four constructed lakes, (Lake Anne, Thoreau, Audubon and Newport), cover 125 acres, provide valuable habitat for fish and aquatic plants, serve as visual amenities, and create recreation opportunities while also functioning as stormwater management facilities. These lakes are actively managed by RA for aquatic health, sediment, algae, and shoreline stabilization. In addition, Lake Fairfax, owned by the Fairfax County Park Authority, is located adjacent to Reston and also provides stormwater management and recreation. Smaller ponds provide stormwater management and have become important features of the Reston area. Additional tree canopy and shoreline stabilization should be considered to enhance these important features.

### *Environmental Enhancement*

Environmental enhancement efforts should be encouraged and should include endeavors such as the planting of native species of vegetation in degraded open space areas, invasive plant control, deer management, stream restoration, and creating new natural areas where disturbed areas currently exist. These expanded natural areas could build on the stream valley parks, adding land that increases riparian buffers and enhances stream valley corridors. Natural areas outside of Resource Protection Areas could serve as nodes for human activity and greatly improve quality of life while relieving stress on existing riparian areas. Stream valley park expansions should not include large hardscape areas (other than trails) and resources management should drive park design.

## Tree Canopy Goals

Trees provide numerous environmental and human health benefits and should be considered an essential element in the vision for development and redevelopment within Reston. Environmental benefits include stormwater management, energy conservation, and mitigation of ozone and carbon in the air. When clustered together, as in a park setting, trees provide habitat areas for wildlife. From an urban design perspective, street trees enhance aesthetics, provide shade and relief from the sun and other elements, and create a sense of safety and protection from street traffic and noise.

The recommendations to protect, restore and enhance the tree canopy include the following:

- Follow guidelines established in the Tree Action Plan: a 20-Year Strategic Plan to Conserve and Manage Fairfax County's Urban Forest
- Consult Reston Association's list of "banned" plants and "preferred" native plantings when selecting trees and other plants for landscaping.
- Avoid the overuse of one tree species along streets
- Replace existing trees preferably in the same watershed
- Expand the eradication program for invasive species
- Expand the planting program for native trees, seedlings, and shrubs and wildflowers to ensure regeneration and resilience of natural areas

## Green Buildings Practices

The Policy Plan's Environment section provides guidance for green building practices. Non-residential development in the TSAs should achieve LEED Silver certification or the equivalent, at a minimum, in light of the level of redevelopment potential proposed for the TSAs. Achievement of higher levels of LEED certification is also encouraged.

Residential development should be guided by the Policy Plan objectives on Resource Conservation and Green Building Practices.

A broad range of practices can be pursued in support of or in addition to green building certification.

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

- Provision of green (vegetated) roofs
- Use of site and building design and orientation for passive solar heating and daylighting
- Use of thermal and/or photovoltaic solar energy systems
- Incorporation of passive cooling through proper shading and ventilation
- Use of ground source heat pump heating and cooling systems for space conditioning and hot water requirements

- Reduction of water consumption, including the re-use of gray water where allowed
- Use of radiant floor heating
- Provision of roof-mounted wind turbines as an energy source
- Recycling of building materials and maximizing the use of locally produced materials
- Use of light reflecting roof surfaces
- Use of outside light shades that provide shading for glass while also directing sunlight deep into interior building spaces
- Provision of or readiness for charging stations and related infrastructure for electric vehicles, particularly for multifamily residential where opportunities may be limited.

## HERITAGE RESOURCES

"Heritage" section taken from current UP5 text with minor modifications.

Lake Anne Village Center Historic Overlay District lies within Reston. The Lake Anne Village Center Historic Overlay District regulations are found in Appendix 1, A1-1100 of the Zoning Ordinance. The intent is that the original mixture of residential and commercial space be maintained and that the pattern of commercial frontage on the lake and restrictions to pedestrian access be strictly followed. Improvements and alterations must be reviewed by the Architectural Review Board as stipulated in the Zoning Ordinance.

A formal survey of historic architectural resources has never been completed in Reston. Therefore, there is a potential for unidentified existing heritage resources. The open spaces and residential areas of Reston are particularly likely to yield heritage resources, especially from the 1960s when Reston was first developed. Development in the area of the site of the Civil War Battle of Dranesville (in the vicinity of Reston Avenue and Leesburg Pike) should be sensitive to any heritage resources associated with that event. Among these resources should be those listed on the County's Inventory of Historic Sites:

- Bowman, A. Smith, Distillery/ Wiehle Town Hall N, V 1890 Old Reston Avenue
- Brown's Chapel 1525 Browns Chapel Road
- Lake Anne Village Center H Washington Plaza and Chimney House Rd
- Sunset Hills 1856 Old Reston Avenue
- Robert Wiehle House 1830 Old Reston Avenue

The Hunt Club area, including its Civil War era cemetery, should also be retained as a heritage resource with the non-cemetery acreage serving as a memorial park of remembrance managed by the Fairfax County Park Authority

Any development or ground disturbance in Reston, both on private and public land, should be preceded by heritage resource studies, and alternatives should be explored for the avoidance, preservation or recovery of significant heritage resources that are found. In those areas where significant heritage resources have been recorded, an effort should be made to preserve them. If preservation is not feasible, then, in accordance with countywide objectives and policies as cited in the Heritage Resources section of the Policy Plan, the threatened resource should be thoroughly recorded and in the case of archaeological resources, the artifacts recovered.

## PUBLIC FACILITIES

"Public Facilities" section taken from current Reston Transit Station Area text with minor modifications.

As noted above, virtually all future growth planned in Reston should be focused in the three Transit Station Areas (TSAs) and for the Village Centers. During Phase I of the Reston Master Plan Special Study, the projected impacts on public facilities resulting from the planned growth in the TSAs were identified. Providing adequate public facilities to serve that planned growth will require the expansion or modification of existing facilities in some cases and the development of new facilities in other cases. The existing and future public facilities in the TSAs are described below. At such time as redevelopment is proposed for each Village Center, additional analysis will be conducted to determine the impacts of the additional development on existing facilities and identify what new facilities, if any, would be needed to accommodate the new development. The provision of future facilities will need to be coordinated with the rate at which planned development occurs in these TSAs as well as in the rest of the Reston community.

**Schools**

Reston is currently served by a total of 10 public schools. These include 6 elementary schools: Coates, Dogwood, Lake Anne, McNair, Sunrise Valley and Terraset. The community is also served by two middle schools, Carson and Hughes, and two high schools, South Lakes and Westfield.

The growth envisioned in Reston over the next 20-30 years is projected to result in over 1,600 new elementary school students, 425 new middle school students and 880 new high school students living in these areas once all of the planned housing is built. Based on current planning approaches, this projected enrollment would result in a need for at least two new elementary school sites, together with capacity enhancements at existing facilities. In addition, the growth in Reston plus additional growth at the Innovation Center Transit Station Area to the west are projected to significantly exceed the available capacity for middle school and high school students. As a result, one new middle school and one new high school, as well as capacity enhancements at existing facilities, will be needed to accommodate the projected increases in enrollment. A middle school and a high school located to the west of Reston, potentially in the Innovation Center area, would be well located to relieve overcrowding in existing schools as well as serve planned growth. Similarly, an elementary school located in the Town Center North District and a second elementary school in the Central Sunrise Valley District would be appropriately located to accommodate planned growth.

During the development review process, developers should provide for additional school capacity to mitigate the impacts of new development. These contributions could be more traditional in nature, such as dedication of a school site, or may include more innovative urban solutions such as co-locating school facilities with parks or within mixed-use buildings.

**Fire & Rescue**

Reston is currently served by five Fire and Rescue stations. The Reston Fire and Rescue Station 25, located at 1820 Wiehle Avenue, serves virtually all of the Wiehle-Reston East TSA and the part of the Reston Town Center TSA located north of the DAAR. The south side of the Wiehle-Reston East TSA immediately along the DAAR is served by the Fox Mill Fire and Rescue Station 31, located at 2610 Reston Parkway. This station also serves all of the Reston Town Center Transit Station Area south of the DAAR as well as the southeastern portion of the Herndon Transit Station Area. The Frying Pan Fire and Rescue Station 36, located at 2660 West Ox Road, serves the southwestern portion of the Herndon TSA. The Herndon Fire and Rescue

Station 4, located at 680 Spring Street, serves the northwest corner of the Reston Town Center TSA. Lastly, the North Point Fire and Rescue Station 39, located at 1117 Reston Avenue, is adjacent to the Reston community but serves areas in northern Reston.

The planned increases in residential dwelling units and non-residential uses in Reston could result in excessive workloads of several of the existing stations. In order to maintain acceptable levels of service to the community, several of these facilities will need to be upgraded and a second Reston station will be needed in the future. A new station located in the North Town Center District would enable the Reston, Herndon and Fox Mill Fire and Rescue Stations to maintain acceptable levels of service to the community, even with the additional planned growth. The station is recommended to be the Fire and Rescue Department's standard size of 14,500 square feet with a minimum of three apparatus bays to accommodate an engine, a transport unit, and a specialty unit. The new station should be designed and constructed as an urban facility located at the base of a government, commercial, residential building or parking structure.

An urban fire station would be anticipated to be two levels with the ground level dedicated to the apparatus bays for access to the road network and the second level dedicated to living accommodations. Secure on-site parking for operational personnel to support two 24-hour shifts should also be provided. The provision of this new station should be based on the projected needs as planned development occurs over time.

Finally, the Herndon Station is approved for expansion to add two additional units, an engine and medic by 2015. The Reston Station currently only has vehicular access from Wiehle Avenue, which requires backing the units up into the site. To improve safety and traffic flow, future development should provide for unit access to the rear of the station. Subject to ongoing analysis, a second medic unit may be needed at Frying Pan Station in the future.

**Library**

Reston is served by the Reston Regional library, located at 11925 Bowman Towne Drive. This library facility is one of the most heavily used in the library system in terms of number of visits per year. Options are currently being evaluated to renovate and expand the library. Such a renovation and expansion will be planned to accommodate the future growth in Reston. As an alternative to renovation and expansion, a new library can be incorporated into a mixed-use development within the Reston Town Center North Area.

"Public Art" section taken from current UP5 text.

PUBLIC ART

Public art has been a component of the effort to achieve quality urban design in Reston since the community's inception. In order to continue to realize the goal of making Reston a vibrant place to live, work and play, public art should be encouraged in future development in Reston.

The Visual and Performing Arts element of the Policy Plan provides guidance for encouraging a dynamic and diverse arts presence by investing in existing and new arts facilities as well as supporting opportunities to display art in public places, private development, and public-private ventures.

The Reston community under the leadership of the Initiative for Public Art in Reston (IPAR), developed a Public Art Master Plan which establishes a process for planning and commissioning public art including community roles as well as collection management. The Plan also suggests working zones on where to focus efforts. The IPAR Plan should be used as a guide for public art efforts in the establishment of public art and as a resource for the review of new development and redevelopment

proposals within the Master Plan area.

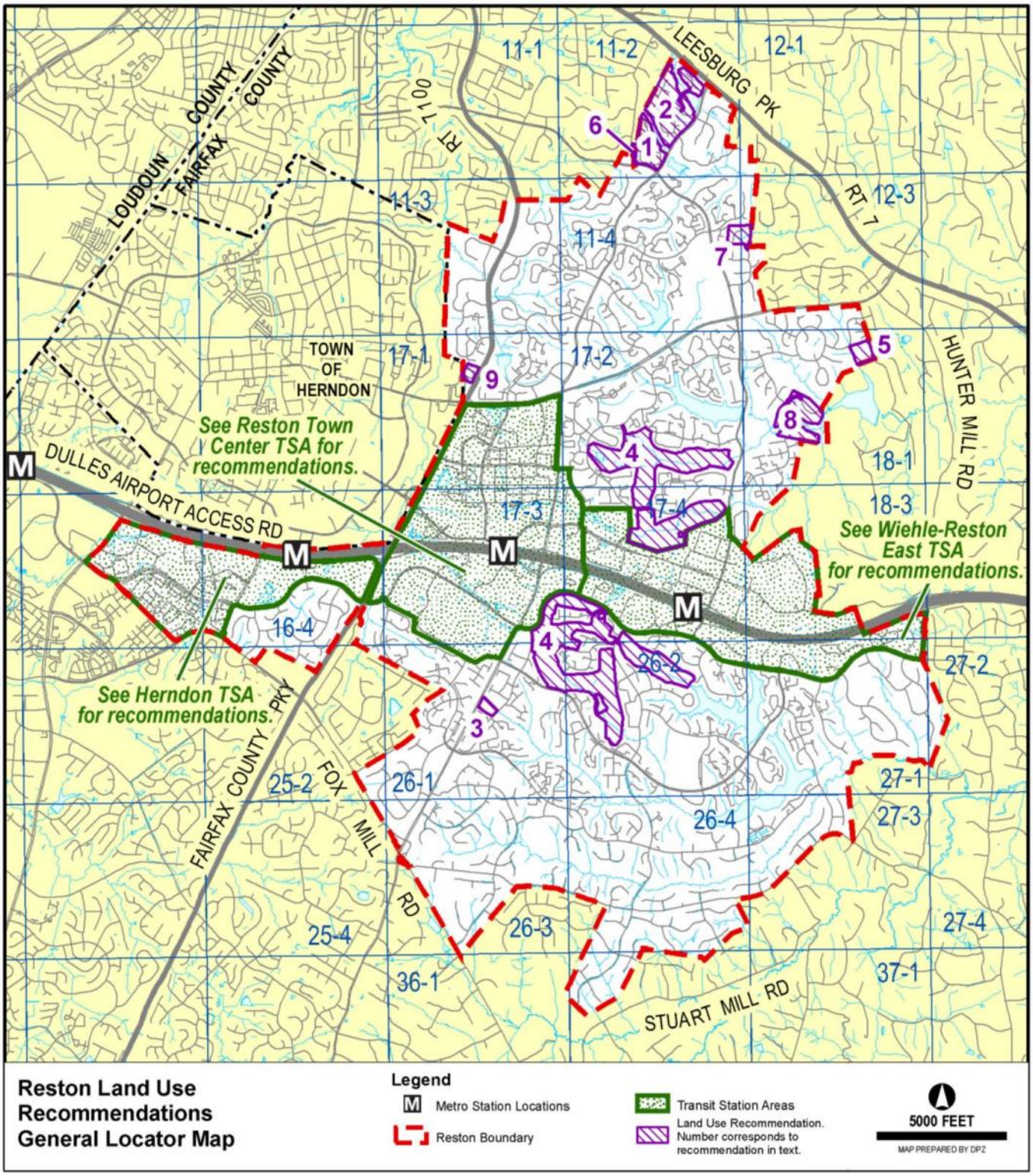



**FIGURE 14. RESTON LAND USE RECOMMENDATIONS LOCATOR MAP**

## RESTON NEIGHBORHOODS

The majority of Reston is comprised of residential neighborhoods. These neighborhoods contain a wide range of residential densities, architectural styles and unit types, including single family detached houses, townhouse clusters and multi-family communities. Numerous parks and open spaces of varying sizes are located throughout the community, especially within or adjacent to Reston's numerous stream valleys. The neighborhoods also contain several large lakes and ponds. Development is generally clustered in order to provide more communal open space, with thickly vegetated natural areas buffering land uses from each other and from major streets.

As a land use planning policy, Fairfax County views these neighborhoods in Reston, as well as suburban residential neighborhoods throughout the county, as the foundation of community structure. The Reston neighborhoods are stable areas planned for little or no change. Public facilities and institutional uses may be appropriate, provided that the proposed intensities and character are compatible with the surrounding communities.

The Reston Land Use Plan map encourages a land use pattern that maintains the established residential neighborhoods of Reston. To supplement the plan map, the following provisions apply:

- Protect and enhance existing neighborhoods by ensuring that infill development is in harmony with the character of surrounding development and that any negative impacts on public facility and transportation systems, the environment and the surrounding community will be mitigated.
    - Larger lot single family detached residential neighborhoods should maintain their large lot sizes as they provide an effective transition to low density residential communities on the periphery of Reston.
- Discourage the consolidation of residential neighborhoods for redevelopment that is incompatible with the Reston Land Use map.

In addition to the above guidance, the following recommendations whose geographies are indicated in Figure 14, apply to selected parcels in Reston.

1. The Hawthorne and Vintage Place clusters should maintain a vegetated buffer between the clusters and the low density single-family detached residential uses to the west along Reston Avenue.
2. The land within Reston, north of Hawthorne cluster and west of Reston Parkway is planned for single-family detached residential units at an overall density of one dwelling unit per acre.
3. An amendment to the Comprehensive Plan in 2007 added a parcel-specific recommendation for the redevelopment of an existing church on Colts Neck Road, Parcel 26-1((13)) 1. Due in part to the convenient public transportation and nearby community services, as an option, the parcel may be redeveloped as elderly housing, age 62 and over, subject to the following:
    - The development should be designed to functionally relate to existing residential uses in the area;

- A minimum 65 foot wide buffer should be provided from existing edge of pavement of Reston Parkway. A substantial vegetated buffer should be provided to serve as a transition to adjacent multifamily residential uses. Existing vegetation should be preserved as deemed appropriate by the Urban Forest Management Division and Reston Association;
- Affordable housing at a minimum of 20 percent of the total number of units should be provided;
- Restoration and enhancement of the impaired Snakeden Stream Valley that is located in the northern portion of the parcel should coincide with redevelopment; and
- Pedestrian access from the site to the Snakeden Stream Valley trail, the abutting multifamily housing development to the south, the Village Center to the east, and Colts Neck Road should be provided.

4. The Reston National (Tax Maps 17-4((11) 4A, 26-2 ((2)) 8, 26-2 ((5)) 4) and Hidden Creek Country Club (Tax Maps 17-2 ((24)) 1 and 17-4 ((10)) 2) golf courses are planned for private recreation use, more specifically to remain as golf courses. For further guidance, see the Parks and Recreation section.

This planning area also includes land that is not part of the Residential Planned Community (RPC) of Reston (as shown on the Fairfax County Comprehensive Plan map). These parcels are included in this section due to either their location relative to the land that is designated as RPC (e.g. the parcels are surrounded by RPC land), the way that the parcels function as a part of Reston or the fact that the residents of homes on the parcels are members of Reston Association. These areas are planned as shown on the Reston Land Use map. In addition, for selected parcels as described below, the following additional guidance also applies:

5. 1321 Lake Fairfax Drive (Tax Map parcel 18-1 ((1)) 2) is planned for private recreation use. A log building associated with the Fairfax Hunt Club and an unnamed cemetery are located on the property. The Fairfax Hunt Club clubhouse is eligible for listing in the Fairfax County Inventory of Historic Sites and should be retained and preserved. In addition, the Cultural Resource Management and Protection Branch of the Park Authority should be consulted about required surveys and studies for the cemetery. If graves are identified, the cemetery should be preserved and state policies and procedures must be followed. As an option to the current private recreation use, the parcel may develop as residential use at 0.5-1 dwelling units per acre. A lot size of one acre or larger is recommended for the Fairfax Hunt Club clubhouse to retain enough of its cultural landscape in relation to its rural history. In the event this parcel is redeveloped for residential use, then the new residential neighborhood should be incorporated into the planned community of Reston, if possible.
6. The Vintage Place II subdivision (Tax Map 11-2((6))1-5 and A) is a member of Reston Association and is planned for and developed with residential townhouse units at 3 to 4 units per acre.
7. An area located adjacent to the Reston Planned Residential Community near Center Harbor Road (Tax Map 12-3((12))1-18) is planned for and developed with residential use at 1-2 dwelling units per acre. The land is not part of the Residential Planned Community of Reston but is developed as a functionally integral part of Reston.

8. An area adjacent to the western edge of Lake Fairfax Park on Colvin Run is planned for residential use at 4-5 dwelling units per acre.
9. The land west of Stuart Road, south of Reston (Tax Map 17-1((24))A, 1-38) is planned for development at 3-4 dwelling units per acre. As an option, this area may be developed at 7-9 dwelling units per acre, contingent upon the following conditions:
   - Complete consolidation of all parcels, including the commercially-zoned parcels immediately north of Laurel Way;
   - Provision of a minimum 50-foot landscaped buffer including preservation of mature vegetation supplemented by evergreen and deciduous trees and shrubs (which includes the right-of-way located along the northern boundary) to provide substantial buffering and screening to the single-family detached residential community to the north;
   - Provision of a substantial landscaped buffer along the Fairfax County Parkway, maintaining mature vegetation and supplemented with at a minimum 6-foot evergreen trees;
   - Provision of a minimum 35-foot landscaped buffer (supplemented with deciduous and evergreen trees) or a minimum 7-foot barrier wall and 15-foot landscaped buffer including shade and ornamental trees with underplantings along the southern and western boundary;
   - Provision of a pedestrian system that links new Laurel Way to the residential area on the north:
   - Provision of recreational amenities such as a tot lot, picnic area, etc.;
   - Noise attenuation measures (which may include noise barriers), as may be determined appropriate by the county.

GUIDELINES FOR SINGLE FAMILY REDEVELOPMENT

"Redevelopment" sections are new text.

Reston's clusters and neighborhoods should be protected from pressure to redevelop, which may be caused by growth and redevelopment elsewhere in Reston. However, it is recognized by the Board of Supervisors that, in some instances, circumstances may arise that merit consideration of the redevelopment of an existing cluster or neighborhood, such as if a cluster should become blighted. Under such circumstances, the Board of Supervisors may consider proposals to amend the Comprehensive Plan and/or to rezone in conformance to the Comprehensive Plan to allow for the consolidation and redevelopment of such clusters or neighborhoods. Such proposals should be in accordance with the Policy Plan's Guidelines for Neighborhood Redevelopment and the following criteria:

1. The cluster or neighborhood wishing to pursue consolidation must submit a proposal which includes a petition bearing the signatures of a minimum of 85 percent or more of the owners and must at a minimum account for 85 percent of the land area being proposed for replanning. For clusters or neighborhoods with fewer than 15 residences, the petition should include the signatures of 100 percent of the owners, accounting for 100 percent of the land area being proposed for replanning.

2. Proposals for the redevelopment of clusters or neighborhoods may propose residential uses only and in density and unit types consistent with the Community-wide land use designations.
3. Maintain, at a minimum, the existing amount of natural areas, except for minor encroachments that advance other planning objectives.
4. Maintain the existing mature tree canopy to the maximum extent possible.

GUIDELINES FOR MULTIFAMILY REDEVELOPMENT

Reston's multifamily developments are an integral part of the community. These areas are planned to retain existing densities and unit types. However, it is recognized by the Board of Supervisors that, in some instances, circumstances may arise that merit the consideration of the redevelopment of multifamily community. Under such circumstances, the Board of Supervisors may consider proposals to amend the Comprehensive Plan and/or past zoning actions in conformance with the Comprehensive Plan to allow for the redevelopment of an apartment or condominium community. Such proposals should be in accordance with the Policy Plan's Guidelines for Neighborhood Redevelopment and the following criteria:

1. The proposal must be consistent with the Reston Planning Principles and demonstrate that it furthers relevant County goals and objectives as set forth in the Comprehensive Plan.
2. The proposal should demonstrate that the scale and intensity of development anticipated with the re-planning is compatible with adjacent land uses and/or clusters or neighborhoods, and that it will not create an adverse, long-term land use precedent for change on the nearby properties. (*Comment: Re-inserted non-redundant text in Vers. 1A)*

3. The proposal should preserve any current affordable housing and contribute additional affordable housing as described in the Communitywide section.

## RESTON VILLAGE CENTERS

"Reston Village Centers" section is new text, except as noted.

Reston was planned with Village Centers serving as the focal point of activity for the surrounding neighborhoods. The five existing Village Centers – Lake Anne, Tall Oaks, Hunters Woods, South Lakes and North Point - are planned to continue to serve this purpose in the future. This Plan maintains their currently approved intensities and densities, expressed as baseline recommendations, but envisions future planning efforts to allow redevelopment to fully achieve the goal of becoming vibrant community gathering spaces. A planning process took place from 2007-2009 for the Lake Anne Village Center which resulted in detailed recommendations for redevelopment and is appended to this section. This section addresses the redevelopment vision for the four remaining village centers.

The Reston Village Center section includes:

- A general vision applicable to all the Village Centers
- Guidelines for Village Center redevelopment, including a process and planning objectives:
  - Land use objectives
  - Urban design objectives
  - Transportation objectives
- Individual Village Center recommendations

GENERAL VISION

The general vision for Reston's Village Centers addresses the fundamental elements necessary for any Village Center to achieve the desired goal of becoming a vibrant community gathering space. The Village Center general vision is an elaboration of Reston's Vision and its related Planning Principles. Recognizing that each Village Center faces unique circumstances, redevelopment proposals should take advantage of this to creatively interpret the general vision to provide a unique, vibrant community gathering space.

- Enhance Village Centers as vibrant neighborhood gathering places.
- Advance excellence in site design and architecture.
- Strengthen connectivity and mobility.
- Protect and respect the surrounding residential neighborhoods.

GUIDELINES FOR VILLAGE CENTER REDEVELOPMENT

Each of the Village Centers consists of a non-residential mixed-use area and adjacent residential uses. The focus of redevelopment should be limited to the non-residential mixed-use area, excepting the established plan for Lake Anne. For Hunters Woods, North Point, South Lakes and Tall Oaks Village Centers, at such time as the property owners are contemplating redevelopment, they will need to work with the community and Fairfax County to create a detailed plan for the property, as specified below.

In order to establish clear expectations for all residents, landowners and businesses, any proposal for redevelopment of Reston's Village Centers should generally follow the process outlined below. In addition, the proposal should demonstrate achievement of the planning objectives.

**Process**

- If the Village Center lacks a redevelopment option in the Comprehensive Plan, a Plan Amendment is necessary.
- Demonstrate how the proposal achieves the general vision and planning objectives (explained below) established for Reston's Village Centers, in addition to all other relevant Plan guidance.
- Involve residents and businesses of the Village Center, cluster and condominium associations and the residents surrounding the Village Center, as well as the larger Reston community in determining the views and desires of all stakeholders. Design charrettes or other intensive activities designed to gather stakeholder input, especially from the neighborhood served by the village center. The results of these efforts should be the driving force in shaping the redevelopment proposal. Prior to seeking Planning Commission review, developers should present their development proposals to the relevant Reston entities, including the Reston Planning and Zoning Committee (Reston P&Z) and the Reston Association Design Review Board (RA DRB) for formal review and approval.
- Conduct a market analysis to provide information on the existing and proposed development and the viability of the mix of uses proposed.
- Conduct transportation analysis on existing and proposed development.

**Planning Objectives**

***Land Use in the Mixed-Use Areas***

- The mix of uses should include neighborhood serving retail and service uses for neighborhood convenience and recreational use after work hours.
- The mix of uses should also include community uses developed on a neighborhood scale. They should include public meeting spaces. The mix of uses may also include neighborhood serving office space.
- The mix of uses should include residential uses to support the retail and service uses, offer additional housing options, as well as enliven the area.
    - Residential uses should provide for a variety of housing types as well as affordable housing.
    - Senior housing is encouraged due to the proximity and convenience of retail and other service uses, as well as transit accessibility.
    - Encourage residents to walk to the other uses and linger, through exceptionally integrated design.
- Plazas or other types of public gathering spaces are a key element. These spaces should be programmable for community events.
- To retain their neighborhood serving character, redevelopment of mixed use areas should not exceed a density of 1.0 FAR.

***Land Use in the Residential Areas***

- Residential areas within a village center should remain "as built" unless they are blighted.

***Urban Design and Placemaking***

The dignity and importance of the individual were at the forefront in the design of Reston from the beginning. The early design concept was centered around how a person lives his or her life day to day, with a focus on building a community. The village concept and village centers were key to that vision. The village centers were conceived of as the places that would draw people together from neighborhoods, with a public plaza or park for gatherings of all types, formal and informal, as well as a grocery store, churches or other community uses, restaurants and local services (e.g. dry cleaners, day care providers, etc.). Lake Anne and Hunters Woods Village Centers developed according to this model. However, over time retail trends changed and later village centers were designed in a more typical suburban fashion, with an emphasis on retail uses and restaurants, without community uses and the stores surrounding a large surface parking lot. This form reduced the ability of the later village centers to function as the neighborhood gathering places they were intended to be.

In the future, the village centers should be encouraged to transform to include a central gathering space, preferably a plaza or park, a horizontal mix of uses, anchored by civic uses and ground floor retail, and some traditional main street elements such as wide sidewalks and shade trees. Any transformation will have to reflect the existing Reston character while responding to current market demands and site constraints.

*Village Center Urban Design Principles*

In addition to the Community-wide urban design principles, the following principles apply in the Village Centers.

***Focus on a Central Public Gathering Space***

- Highlight the Village Centers as neighborhood scale gathering places, in contrast to the regional scale gathering places in Town Center or the community scale gathering places at the other TSAs.
- Organize active uses adjacent to and facing the central space.
- Create a space that is flexible and adaptable to different uses, during each season, for groups of varying sizes.

***Transform the Parking Lots***

- Use parking structures as a multi-use space for public events, recreation, and gathering through the inclusion of green roofs, temporary, creative paving materials, pavement markings and access control strategies.
- Capitalize on the parking areas as key elements in the sustainability plan through the use of low impact development tools consistent with their purpose and surround them with large tree beds and shade trees.
- Emphasize pedestrian safety and comfort in the parking areas.

***Acknowledge the Adjacent Roadways***

- Consider access and visibility from the roadway to the central space or commercial core.
- Use natural elements or screening, as appropriate, to transition from the roadway.
- Highlight pedestrian access from the adjacent roadways as the primary pedestrian access to the site.

***Transition to Existing Uses***

- Utilize shifts in scale and massing to appropriately transition from new higher density and intensity uses to existing residential neighborhoods within and beyond the village center. Preserve existing buffers and screening between Village Centers and adjoining residential neighborhoods. Scale, massing and buffers are particularly important when Village Centers are higher elevation than adjoining residential properties. • Plan for phased redevelopment by incorporating temporary uses and ensuring that existing structures are included in the overall plan vision.
- Maintain both existing boundaries between mixed use and residential areas within Village centers, and existing boundaries between Village Centers and adjoining residential neighborhoods.

***Transportation***

Future development in the Village Centers should be balanced with supporting transportation improvements and services.

To ensure that potential transportation impacts are sufficiently mitigated, the following conditions should be met:

- Transportation improvements should be appropriately phased with development, and development proposals should only be approved following additional transportation analysis and the provision of appropriate transportation mitigation measures
- Transportation issues associated with any development, particularly those associated with access, will need to be adequately addressed through appropriate traffic impact analyses. Development plans should identify specific improvements needed to support the applications and should include acceptable plans for ingress/egress and vehicular circulation. Parcel and access consolidation, inter-parcel access, pedestrian circulation, safety, Transportation Demand Management measures, and transit improvements should be addressed. Dedication of right-of-way for trails and roadway improvements and associated easements may be required
- Use of public transportation should be enhanced if/when Village Centers redevelop in order to maximize accessibility. Examples of such measures include:
    1. Private subsidization of internal circulating transit services, which may also connect to transit service outside of the Village Center;
    2. Construction of bus shelters and/or other transit supportive facilities; and
    3. Monetary contributions toward enhancement of existing transit service;

- Safe pedestrian circulation should be ensured through an adequate and appropriate sidewalk/trail system, and separate bicycle lanes or trails should be considered and provided where appropriate.
- A combination of public and private sector funding may be necessary to provide for the larger transportation improvements required to serve the general Village Center area;
- Adequate funding for necessary transportation improvements to maintain aLevel of Service (LOS) "C"should be provided. Roadway and circulation improvements should address needed improvements to the arterial roadway network, collector and local streets, and the pedestrian and bicycle system. Collector and local street improvements should be provided in conjunction with development proposals.

*Pedestrian Mobility and Bicycle Facilities*

Reston's Village Centers are connected to other parts of Reston through an extensive trail system. The Village Centers' pedestrian orientation should be enhanced with many highly accessible pedestrian linkages within the Village Centers and connections to existing trail networks at the periphery of the Village Centers. Future development and redevelopment in the Village Center should address the following recommendations:

- Bicycling should be encouraged as an alternative to the use of single occupancy vehicles by providing bicycle storage facilities and bike racks. Showering and changing facilities should be provided in buildings with office uses;
- Pedestrian connectivity and safety is a critical factor in designing pedestrian links. Auto and pedestrian traffic should be separated to the greatest extent possible.
- Village centers should be served by regular bus service.
- Pedestrians should be provided with safe and convenient access to bus stops.
- Signage should contribute to easy pedestrian way-finding throughout the Village Center.

RECOMMENDATIONS

Reston's Village Centers should serve as the focal point of activity for the surrounding neighborhoods. Each Village Center faces unique circumstances and should develop in response with unique vibrant community gathering spaces. Below is a baseline recommendation applicable to all five Village Centers, a redevelopment recommendation applicable to the four Village Centers, followed by brief descriptions of each of the four Village Centers. Further below is a detailed redevelopment recommendation for Lake Anne Village Center.

***Baseline Recommendation***

The Village Centers are planned for neighborhood serving retail and service uses up to .25 FAR, integrated with accessory office, institutional uses, and residential development.

***Redevelopment Recommendation***

As an option, the Village Centers excluding Lake Anne, as shown in Figures X - Y, are planned for mixed-use development, with redevelopment limited to the non-residential areas.

The mixed-use is to include neighborhood serving retail and service uses, accessory office, institutional uses, and residential development. The specific amount of additional density that will be appropriate for future redevelopment within the mixed use area, not to exceed a 1.0 FAR, will be determined as a part of a community-engagement process as described in the Guidelines for Village Center Redevelopment. The Lake Anne Village Center underwent an extensive replanning process from 2007-2009 which resulted in detailed recommendations for redevelopment, as detailed below.

***Hunters Woods Village Center***

Hunters Woods Village Center, as shown in Figure X below, is almost 34 acres, with approximately 16 acres of residential uses and 18 acres of non-residential uses. Residential uses include low-rise multifamily units and Hunters Woods Fellowship House, a high-rise multifamily apartment providing independent living for low income seniors. The non-residential uses include the Reston Community Center facility and a church, along with neighborhood serving retail uses. Vehicular access and visibility are provided via Glade Drive and Colts Neck Road.

*Hunters Woods Figure X to be inserted.*

***South Lakes Village Center***

South Lakes Village Center, as shown in Figure X below, is located along Lake Thoreau and is more than 19 acres, with approximately 8 acres of residential uses and 11 acres of non-residential uses. Residential uses include low-rise multifamily units and mid-rise multifamily units reserved for seniors. The non-residential uses include neighborhood serving retail uses, some of which are located with direct access to Lake Thoreau. Vehicular access and visibility are provided via South Lakes Drive.

*South Lakes Figure X to be inserted.*

***Tall Oaks Village Center***

Tall Oaks Village Center, as shown in Figure X below, is the smallest Village Center at almost 18 acres, with approximately 8 acres of residential uses and 10 acres of non-residential uses. The residential use includes a mid-rise multifamily apartment providing assisted living for seniors. The non-residential uses include neighborhood serving retail uses and office use. Reston Association owns heavily wooded land within the Village Center along Wiehle Avenue. Topography of the site and nearby areas is rough, with steep slopes and rolling hills. Vehicular access and visibility are provided via North Shore Drive, which ends in a cul-de-sac east of Tall Oaks.

*Tall Oaks Figure X to be inserted.*

***North Point Village Center***

North Point Village Center, as shown in Figure X below, is more than 27 acres, with approximately 10 acres of residential uses and 17 acres of non-residential uses. Residential

uses include low-rise multifamily units, some of which provide low income housing. The non- residential uses include neighborhood serving retail uses. Vehicular access and visibility are provided via Reston Parkway and Lake Newport Road. Directly adjoining the Village Center are parks and recreational facilities, including baseball and soccer fields, basketball and volleyball courts and a 50-meter outdoor pool. North Point Village Center is the only Village Center that shares a property line with single-family detached home lots.

*North Point Figure X to be inserted.*

***Lake Anne Village Center***

An extensive replanning process for Lake Anne Village Center took place in 2007-2009 and resulted in recommendations for redevelopment detailed below.

The Lake Anne Village Center is located in the northeastern quadrant of Reston and is bounded generally by Baron Cameron on the north, Lake Anne on the south, and North Shore Drive to the west. The boundary of the Lake Anne Village Center is shown on Figure 16. The Lake Anne Village Center Commercial Revitalization Area encompasses the entire boundary of the Lake Anne Village Center.

The Village Center was the first part of Reston to be developed and is centered on Washington Plaza, which is adjacent to Lake Anne at its northern end. The area surrounding Washington Plaza was designated as the Lake Anne Village Center Historic Overlay District in
1984 in recognition of its significance in the community as Reston's original Village Center and to ensure the preservation of this historic and architectural landmark. The Board of Supervisors designated Lake Anne as a Commercial Revitalization Area in 1998 with the intent of stimulating reinvestment in existing businesses and encouraging redevelopment as appropriate.

The goals for the Lake Anne Village Center are to create opportunities to: 1) foster residential, office and community-enhancing retail and entertainment uses that will provide a more vital village center environment; 2) support the long-term economic viability of the business community; and, 3) protect and enhance the historic and architectural quality of Washington Plaza and retain the village character of an expanded village center. Proposals for development in the Lake Anne Village Center will be evaluated based on the degree to which these goals are met.

Specific planning objectives to help achieve these goals in the Village Center include:

- Bring more residents and day-time employees to Lake Anne to promote a vibrant community where people can live, work and play;
- Encourage development that complements, rather than competes with, existing development on Washington Plaza;
- Encourage high-quality development in terms of site design, building design and materials, and appropriately sited open space amenities;
- Ensure that diverse housing options exist in Lake Anne, including senior, workforce, and affordable housing;

- Enhance pedestrian and bicycle connections throughout the Village Center as redevelopment occurs;
- Improve the visibility of the Lake Anne Village Center and Washington Plaza from Village Road and Baron Cameron Avenue;
- Encourage the creation of expanded or additional urban open spaces, such as an extended plaza, to accommodate successful community events such as the Lake Anne Farmers' Market;
- Preserve attractive and usable green open spaces where possible and introduce new green spaces, including living green roofs, to provide natural and recreation areas; and

- Limit the visibility of parking throughout the Village Center.

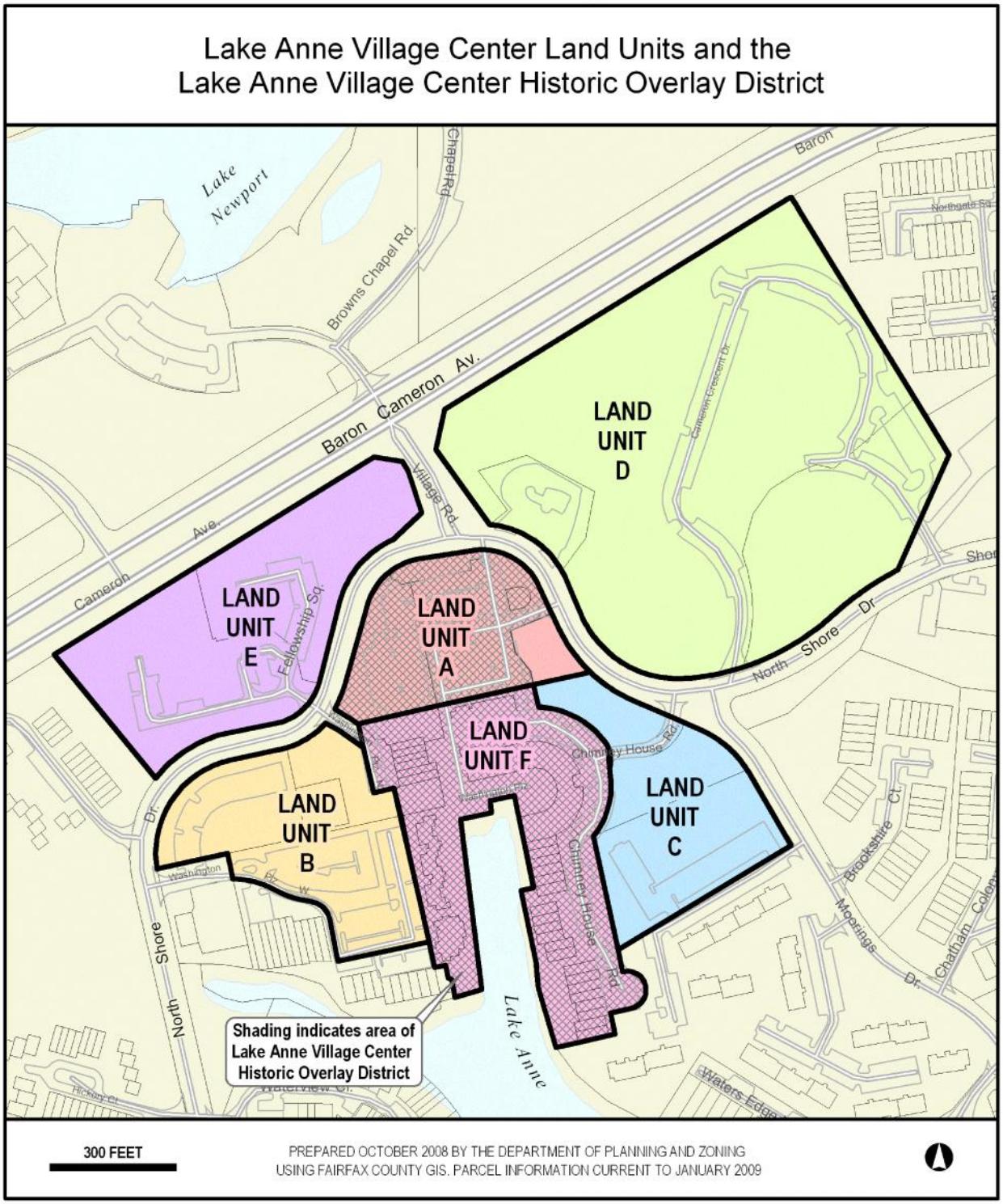



**FIGURE 15. LAKE ANNE VILLAGE CENTER LAND UNITS AND HISTORIC OVVERLAY DISTRICTS**

The parcels comprising the Lake Anne Village Center are divided into six land units (as shown in Figure 16). For Land Units A, B, C, D, and E, a description of its location and character is given and recommendations are provided that articulate the development planned, both in terms of density and intensity, under a baseline recommendation, a redevelopment option for individual land units, and a consolidation option for Land Units A, D, and E.

Land Unit F (which consists of the residential and commercial uses along Washington Plaza, including the residences along Chimney House Road) contains the majority of the Lake Anne Village Center Historic Overlay District and is not part of any redevelopment option. The balance of the historic overlay district is in Land Unit A.

Nonresidential uses, particularly retail and other uses requiring public access, should be concentrated in Land Units A and F to help promote the viability of existing and future nonresidential uses in the core area of Lake Anne.

***Parcel Consolidation*** - The preferred approach to redevelopment in the Lake Anne Village Center is through the coordinated redevelopment of Land Units A, D, and E. This would include consolidation of the Washington Plaza surface parking lot (Land Unit A), the Crescent Apartment property and the gas station (Land Unit D), and the Fellowship House property (Land Unit E). In addition, parcels in Land Units B and C may be considered for inclusion in a consolidation effort. If complete consolidation occurs, the *Full Consolidation Option* level of development can be achieved as described in the Land Unit Recommendations for Land Units A, D, and E.

Consolidation of these land units would allow for redevelopment to occur in a well-designed, integrated and efficient manner. Pedestrian access through and among parcels could be more easily designed and roads could be more readily realigned to improve their safety and functionality. The Full Consolidation Option would also provide an opportunity to improve the visibility of Washington Plaza and below-grade parking could more readily be constructed in strategic locations. The Land Unit Recommendations specify the desired mix of uses and levels of development intensity by individual land unit. However, under the Full Consolidation Option, flexibility may be provided in locating uses and intensity in order to achieve the goals and objectives stated above, as well as to meet the Area-wide Recommendations and the conditions in the Land Unit Recommendations.

***Coordinated Development Plans*** – Coordinated development plans may be an alternative to parcel consolidation. Coordinated development plans refer to two or more concurrent and contiguous development applications that demonstrate coordinated site design, including coordination of building locations, urban design, open space amenities and signage, inter-parcel pedestrian access and vehicular access where appropriate, roadway realignment or improvements, and parking facilities. When coordinated development plans are submitted, the *Full Consolidation Option* recommendations may be considered.

Any subsequent applications should have compatible architectural character and materials to those of the earlier approved coordinated development plans and should provide connections to established locations for inter-parcel pedestrian access and vehicular access where appropriate, and road improvements and parking facilities, if appropriate.

***Heritage Resources*** – The Lake Anne Village Center Historic Overlay District was created to protect against destruction of the historic and architectural quality of the landmark to encourage uses which will lead to it continuance, conservation, and improvement; and to assure that new uses within the district will be in keeping with the character to be preserved and enhanced. The Lake Anne Village Center Historic Overlay District regulations are found in Appendix 1, A1-1100 of the Zoning Ordinance. All structures located in Land Units A and F are within the boundary of the historic overlay district. The Fairfax County Architectural Review Board must review improvements and alterations in the Historic Overlay District as stipulated by the Zoning Ordinance. In June 2011, Lake Anne Village Center was determined eligible for listing in the National Register of Historic Places.

***Housing Affordability and Diversity*** – Fairfax County housing policies include promoting the development of multifamily housing in mixed-use centers in an effort to diversify the county's housing stock and to encourage lower cost housing options near employment opportunities. In addition, Fairfax County policy encourages the use of Universal Design principles to provide housing that accommodates the needs of a full range of potential residents. Existing residential development in the Lake Anne Village Center includes age-restricted affordable housing (Senior Independent Living) at the Fellowship House (Land Unit E) and workforce housing at the Crescent Apartments (Land Unit D). To preserve the diversity of housing options within Lake Anne and ensure consistency with county policies, the following conditions should be met:

- Any new residential development in Lake Anne Village Center should include at a minimum 12 percent of the total number of units as affordable housing pursuant to the Affordable Dwelling Unit (ADU) provisions of the Fairfax County Zoning Ordinance and the county's policy regarding workforce housing;
- Any residential redevelopment should replace any affordable housing that currently exists but is lost in redevelopment. This should be viewed as a collective responsibility that can be addressed through parcel consolidation and property owner cooperation;
- Redevelopment within Lake Anne should include residential units designed according to Universal Design principles; and
- The maximum density specified under these guidelines is the total amount allowed, and the total number of units specified is inclusive of density bonuses provided for affordable housing.

***Transportation*** – Future redevelopment in the Lake Anne Village Center area should be balanced with supporting transportation infrastructure improvements and services. To ensure that potential transportation impacts are sufficiently mitigated, the following conditions should be met:

- Transportation improvements should be appropriately phased with development, and development proposals should only be approved following additional transportation analysis and the provision of appropriate transportation mitigation measures;
- Transportation issues associated with any development, particularly those associated with access, will need to be adequately addressed through appropriate traffic impact analyses. Development plans should identify specific improvements needed to support the applications and should include acceptable plans for ingress/egress and vehicular circulation. Parcel and access consolidation, pedestrian circulation, safety, Transportation Demand Management measures, and transit improvements should be addressed. Dedication of right-of-way for trails and roadway improvements and associated easements may be required;
- Use of public transportation to serve travel demand should be optimized in order to maximize the reduction in travel by private vehicles. Examples of such measures include:
    1. Private subsidization of internal circulating transit services, which may also connect to transit service outside of the Village Center;
    2. Construction of bus shelters; and
    3. Monetary contributions toward enhancement of existing transit service;
- Safe pedestrian circulation should be ensured through an adequate and appropriate sidewalk/trail system, and separate bicycle lanes or trails should be considered and provided where appropriate. A combination of public and private sector funding may be necessary to provide for the larger transportation improvements required to serve the general Lake Anne Village Center area;
- An acceptable Level-of-Service (LOS) should be maintained on the roadway system. A LOS D standard should be applied, in general, to determine mitigation needed at critical approach intersections. Development applications should include analyses that demonstrate that the proposals can maintain a LOS D or better standard, and provide commitments to mitigate traffic in instances where they cannot. Future detailed traffic analyses must ensure that traffic queues at Lake Anne Village Center intersections will not adversely affect other nearby intersections;
- Adequate funding for necessary transportation improvements to maintain an acceptable LOS should be provided. Roadway and circulation improvements should address needed improvements to the arterial roadway network, collector and local streets, and the pedestrian system. Collector and local street improvements should be provided in conjunction with development proposals;
- At a minimum, improvements are necessary at the current intersection of Village Road and North Shore Drive. This intersection has current operational deficiencies that need to be corrected before any density increases in the Washington Plaza area can be accommodated. Other potential improvements to mitigate traffic will need to be analyzed as well, such as additional turning lanes at intersections. For example, while additional right-of-way might be required, adding a turn lane to North Shore Drive at

both west and eastbound approaches to Wiehle Avenue could measurably decrease intersection delays; and

- To facilitate improvements and traffic flow at the intersection of Village Road and North Shore Drive, the following options should be considered:

1. The realignment of Village Road to the west to correct operational deficiencies, and to align with and provide a view into an extended Washington Plaza;
2. The slight realignment of North Shore Drive, to the east of Village Road on Land Unit D, to smooth out the horizontal curve, enhance sight distance, and improve vehicular and pedestrian safety; and
3. The construction of a roundabout on North Shore Drive at the intersection of a realigned Village Road and North Shore Drive pending detailed additional analysis that compares the benefits of a roundabout versus other congestion mitigation measures.

***Pedestrian Network/Bicycle Facilities***

Lake Anne Village Center is connected to other parts of Reston through an extensive trail system. The Village Center's pedestrian orientation should be enhanced with numerous highly accessible pedestrian linkages within the Village Center and connections to existing trail networks at the periphery of the Village Center. Future development and redevelopment in the Village Center should address the following recommendations:

- Bicycling should be encouraged as an alternative to the use of single occupancy vehicles by providing bicycle storage facilities and bike racks. Showering and changing facilities should be provided in buildings with office uses;
- A direct pedestrian connection between Northgate Square Cluster and Land Unit A through Land Unit D is a high priority. Site designs should ensure that no structures obstruct this direct linkage;
- Pedestrian connectivity and safety is a critical factor in designing pedestrian links. Auto and pedestrian traffic should be separated to the greatest extent possible. In keeping with the original Master Plan concept for Reston regarding the separation of pedestrians and vehicular traffic, the addition of pedestrian bridges and/or underpasses connecting Land Units D and E with Land Unit A should be considered in order to separate pedestrians from automobile traffic on North Shore Drive;
- Pedestrians should be provided with safe and convenient access to bus stops;
- Adequate lighting consistent with Reston standards should be provided. Site design should ensure that landscaping does not impede visibility or create unsafe conditions; and
- Signage should contribute to easy pedestrian way-finding throughout the Village Center. Signage should be compatible with existing signage at Washington Plaza in terms of scale, design, color, materials and placement to create a unified identity for the Village Center.

***Complementary Non-residential Uses***

Lake Anne Village Center presently has a variety of complementary nonresidential uses. The existing mix of cultural, governmental and religious uses on or near Washington Plaza includes the Reston Museum, the Reston Community Center, Fairfax County Human Services offices in the Lake Anne Professional Building, and two religious institutions. These uses should be maintained and enhanced as redevelopment occurs. In addition, new complementary nonresidential uses, such as a boutique hotel, a cinema, or similar entertainment uses, which are compatible with the planned mixed-use developments in terms of character and scale, should be encouraged. Other desired uses also include the provision of performing arts space, educational and/or additional religious institutions, a library, recreation and/or park facilities.

***Urban Design***

These urban design guidelines are intended to encourage design excellence in the redevelopment of the Lake Anne Village Center that is sensitive to the aesthetic character and visual environment of Washington Plaza while not being repetitive.

The Architectural Review Board is charged with ensuring that the standards and guidelines of the Lake Anne Village Center Historic Overlay District are followed in any redevelopment proposals for the area. The Lake Anne Village Center Historic Overlay District design guidelines, adopted by the Architectural Review Board in 1992, should be reviewed and updated to address new construction. In the event updated design guidelines are developed for the land units surrounding Washington Plaza and the historic overlay district, Architectural Review Board review of development proposals for Land Units B, C, D, and E may be appropriate.

Under Reston covenants, the Reston Association's Design Review Board should be kept apprised of proposed redevelopment proposals.

Development proposals for the Lake Anne Village Center should address the following urban design guidance:

*Urban Form*

The urban form objective is to provide a distinctive and varied building landscape and assist in achieving other urban design goals, including the preservation of open space. The preferred urban form for the Lake Anne Village Center is a continuation of the design concepts found at Washington Plaza, i.e. high-rise buildings like the Heron House (9-15 stories) surrounded by low-rise development (3-4 stories). Uniform building heights should be avoided to prevent the creation of massive blocks of buildings that would not complement the existing development on Washington Plaza. In no instances should pad sites be permitted within the Village Center. In order to provide design flexibility the Plan recommendations do not set minimum or maximum building heights or setbacks.

*Building/Site Design*

In keeping with Washington Plaza's distinctive site layout and architecture, redevelopment in Lake Anne should demonstrate excellence in design. Architectural designs should be sensitive to and supportive of the architecture in the historic overlay district and site design and materials should support the design concepts in the historic overlay district.

**Washington Plaza and Lake Anne Vista**

Currently, the views of Lake Anne and the Heron House from the north are obstructed by the Association of School Business Officials building at the intersection of Village Road and North Shore Drive. To create a better view of this area from nearby roadways, the Association of School Business Officials building should be removed. Redevelopment should be designed in such a way as to create an unobstructed view toward Lake Anne.

Green Buildings and Stormwater Management

In keeping with Reston's original vision of protecting the environment and living in harmony with nature, redevelopment proposals should meet the following conditions:

1. The incorporation of green building practices sufficient to attain certification through the LEED program or its equivalent is required for the Lake Anne Village Center. In addition, attainment of the Silver rating or better through the LEED program or its equivalent is strongly encouraged;
2. Encourage the provision of architectural elements that will provide both environmental and aesthetic benefits, such as vegetated roofs and/or rooftop plaza areas in locations that will experience pedestrian or other recreation activity in order to provide a high quality visual character; and
3. Incorporate Low Impact Development (LID) stormwater management techniques where feasible.

*Parking*

The visibility of parking should be limited throughout the Lake Anne Village Center. To achieve this objective, parking should be provided in below-grade or partial below-grade structures or above-grade structures that are clad by development. In instances where a portion of a structure may be visible, façade treatments and/or landscaping should be used to minimize the visual impact of the structure. Parking access should be designed in such a manner as to reduce conflicts between vehicles and pedestrians. Any surface parking should be well-landscaped, integrated into the proposed development, and utilize permeable materials to the greatest extent possible.

*Open Space*

A minimum of 25 percent of the gross land area of each land unit should be set-aside as open space that is accessible to the public, which should include urban plazas.

*Street/Plaza Furniture*

Street furniture provided along the streets, on the extended plaza, and/or in other open spaces should be of a design that is consistent with the architecture in the Village Center and use materials commonly found in Washington Plaza.

*Lighting*

The design, style and materials used for light fixtures throughout the Village Center should be compatible with the architectural style and materials of the buildings on Washington Plaza. Lighting should be coordinated with landscaping and pedestrian circulation to ensure an appropriately lit and safe environment. Exposed lamps in light fixtures should be avoided.

*Public Art*

Public art was envisioned as a key component of creating a vibrant community gathering space at Washington Plaza in the Village Center from its inception. New public art should be included in development proposals, and consistent with guidance in the Initiative for Public Art Reston (IPAR) Public Art Master Plan. In keeping with the character of the existing sculpture on the Plaza, new public art ideally should be highly interactive and should be able to be climbed on when possible.

*Signs*

Signs should complement the architecture of the building and not obstruct architectural elements or details that define the design of the building. The placement of signs by different businesses in the same building should be coordinated. The use of freestanding signs should be prohibited.

*Utilities*

To the extent possible, on-site utilities should be placed underground or out of sight from the front of buildings, pedestrian walkways and other public entrances. Service areas and loading docks should be screened with appropriate landscaping, fences or walls. Rooftop mechanical equipment should be properly screened with materials that are compatible with and integral to the architecture.

*Retail*

Reinforcing and enhancing the existing retail in Washington Plaza is a high priority in the redevelopment of the Lake Anne Village Center. Careful consideration should be given

regarding the size and types of retail establishments in the surrounding land units to avoid potentially weakening the retail environment needed to revitalize Washington Plaza.

### *Environmental Protection and Tree Cover*

Redevelopment proposals should follow the environmental protection goals and objectives outlined in the Environmental Section of the Fairfax County Policy Plan with special emphasis on protecting and restoring the maximum amount of tree cover on developed and developing sites consistent with planned land use and good silvicultural practices. Planting of new trees should be considered on developing sites, particularly where new impervious surfaces such as parking decks, promenades and plazas are proposed. Technologies that serve to enhance the life span and size of trees and reduce stormwater runoff volumes and associated pollutant loads are recommended.

### *Park and Recreation Facilities*

Impacts on park and recreation resources should be offset through the provision of or contribution toward new or improved active recreation facilities in the vicinity, such as tot lots, trails, trail connections, an indoor recreation center, athletic fields, playgrounds, and/or multi-use courts. Recreation facilities should be provided that serve the local population and workforce. In addition, publicly accessible urban park or park features should be integrated within the Village Center, such as plazas, gathering spaces, special landscaping, street furniture, water and play features, performance and visual art exhibit spaces and pedestrian and bike amenities. Proposed pathways within the Village Center should be coordinated and connect to existing pedestrian and bicycle circulation systems.

### *Schools*

A projected capacity deficit may occur at Hughes Middle School and South Lakes High School by 2013-2014. In addition, there may be a need for additional school facilities in this part of the county because of the approval of residential development that has not yet been constructed in the Reston Town Center area. The impact of Lake Anne Village Center redevelopment on schools should be mitigated. A possible boundary shift may be needed to ensure that the new residents in the Village Center would be assigned to the same schools.

## Land Unit Recommendations

The Lake Anne Village Center is divided into land units (as shown in Figure 16) for the purpose of organizing site-specific recommendations. For each land unit, a description of its location and character is given and recommendations are provided that articulate the planned use(s) and intensity or density.

### *Land Unit A*

Land Unit A consists of the area north of Washington Plaza (as shown in Figure 16), the majority of which is located within the Lake Anne Village Center Historic Overlay District. It

includes the surface parking lot north of Washington Plaza, dedicated open space owned by the Reston Association, the Association of School Building Officials (ASBO) building, and the 24-7 convenience market.

*Baseline Recommendation*

According to the Reston Master Plan Land Use Plan map, the Village Center encompasses Washington Plaza, the surface parking lot to the north of the Plaza, the gas station across North Shore Drive from the plaza parking lot and the area to the west of Washington Plaza, including the Lake Anne Professional Building (an area that includes Land Units A and B and a portion of D). The baseline Plan recommendation for the Village Center is mixed-use with a neighborhood-serving retail component up to a 0.25 FAR and office and residential components in addition to retail uses.

*Redevelopment Option*

As an option, the area of the parking lot to the north of Washington Plaza is planned for mixed-use development that will complement the uses on the existing Washington Plaza if redeveloped independently (as opposed to the Full Consolidation Option described below).

The total amount of development allowed under the Redevelopment Option should be no more than 235,000 square feet. The mix of uses should include a residential component and a nonresidential component that includes retail, civic, office, and other complementary nonresidential uses. The residential component should consist of up to 150,000 square feet (up to 125 multifamily dwelling units), and the nonresidential component should consist of up to 85,000 square feet, subject to the following conditions:

- An extension of Washington Plaza along its existing north-south axis should be provided, extending northward from the existing northern entrance to the plaza to North Shore Drive. This plaza extension should be designed to accommodate community events such as the existing Lake Anne Farmers' Market and should provide an unobstructed view toward Lake Anne;
- New development should be oriented along the extended plaza with retail uses that are primarily community-serving in nature on the first or second level and office and residential uses located above;
- New residential uses should primarily be located in one or more taller buildings at the northern end of the extended plaza;
- In addition to the extension of Washington Plaza, the provision of roof top plazas with well-defined public access is encouraged to provide additional open space in this Land Unit;
- In no instances should pad sites be permitted within Land Unit A; and
- Under this option redevelopment should include the removal of the current Association of School Building Officials building and the convenience market.

*Full Consolidation Option*

As an option, new development up to the following maximum levels may be achieved if Land Units A, D, and E are fully consolidated.

The total amount of development allowed under the Full Consolidation Option should be no more than 315,000 square feet. The mix of uses should include a residential component and a nonresidential component that may include office, retail, civic, and other complementary nonresidential uses. The residential component should consist of up to 210,000 square feet (up to 175 multifamily dwelling units), and the nonresidential component should consist of up to 105,000 square feet, subject to the same conditions provided for the *Redevelopment Option*.

***Land Unit B***

This land unit is located on the south side of North Shore Drive, immediately to the west of Washington Plaza. The land unit contains one office building (the Lake Anne Professional Building), two vacant parcels, and a large surface parking lot that provides parking for Heron House and the Quayside building.

*Baseline Recommendation*

According to the Reston Master Plan, Land Unit B is a part of the Lake Anne Village Center and is planned for mixed-use with a neighborhood-serving retail component up to a 0.25 FAR and office and residential components in addition to retail uses.

*Redevelopment Option*

As an option, this land unit is planned for residential and office development, with a minimal amount of support retail and service uses.

The total amount of development allowed under the *Redevelopment Option* should be no more than 274,000 square feet. The residential component should consist of up to 144,000 square feet (up to 120 multifamily dwelling units), and the nonresidential component (office, support retail, and/or other complementary nonresidential uses) should consist of up to 130,000 square feet, subject to the following conditions:

- Retail and complementary nonresidential uses should be on the ground floor and limited to a maximum of 5,000 square feet;
- The full amount of office use specified above can only be achieved if the proposal includes the redevelopment of the existing Lake Anne Professional Building; and
- Usable open space in the form of plazas, urban greens, courtyards or parks should be provided to make attractive gathering places for residents. The provision of roof top plazas with well-defined public access is encouraged.

***Land Unit C***

This land unit is located on the south side of North Shore Drive, immediately to the east of Washington Plaza. The land unit contains the Buddhist Compassion Relief TZU-CHI (a religious institution) and dedicated open space owned by the Reston Association.

*Baseline Recommendation*

The baseline Plan recommendations for this Land Unit are based on the designations shown on the Reston Master Plan Land Use Plan, and include medium and high density residential uses and community facilities.

*Redevelopment Option*

The total amount of development allowed under the Redevelopment Option should be no more than 120,000 square feet. The residential component should consist up to 120,000 square feet (up to 100 multifamily dwelling units), subject to the following conditions:

- Usable open space in the form of plazas, urban greens, courtyards, rooftop plazas and/or parks should be provided to make attractive gathering places; and
- Tree preservation and/or tree cover restoration should be a key condition of redevelopment in this Land Unit, in accordance with guidance in the Environmental section of the Fairfax County Policy Plan. The existing tree canopy in this Land Unit should be preserved to the greatest extent possible.

***Land Unit D***

This land unit is located to the northeast of Washington Plaza and is bounded on the south by North Shore Drive, on the north by Baron Cameron Avenue, and on the west by Village Drive. The land unit contains the Crescent Apartments, five garden apartment-style three-story buildings containing 181 units. It also contains a gas station located along North Shore Drive.

*Baseline Recommendation*

The baseline Plan recommendation for this Land Unit is based on the designations shown on the Reston Master Plan Land Use Plan. The area of the Crescent Apartments is designated as high and medium density residential uses. The gas station is designated as Village Center.

*Redevelopment Option*

The total amount of development allowed under the *Redevelopment Option* should be no more than 902,000 square feet. The residential component should consist of up to 900,000 square feet (up to 750 multifamily dwelling units), and the nonresidential component (office, ground-level support retail, civic, and/or other complementary nonresidential uses) should

consist of up to 2,000 square feet (exclusive of the gas station), subject to the following conditions:

- Any redevelopment of this property should replace the loss of any of the existing 181 affordable (workforce) rental units with the same number of affordable housing units;
- Usable open space in the form of plazas, urban greens, courtyards, rooftop plazas and/or parks should be provided to make attractive gathering places;
- Tree preservation and/or tree cover restoration should be a key condition of redevelopment in this Land Unit, in accordance with guidance in the Environmental section of the Fairfax County Policy Plan; and
- Site designs for Land Unit D should ensure a safe, well-lighted walkway to connect the residents in Northgate Square with existing and planned office and retail uses in Land Unit A. New structure(s) should not obstruct direct pedestrian linkages.

*Full Consolidation Option*

As an option, new development up to the following maximum levels may be achieved if Land Units A, D, and E are fully consolidated.

The total amount of development allowed under the *Full Consolidation Option* should be no more than 1,126,000 square feet. The residential component should consist of up to 1,122,000 square feet (up to 935 multifamily dwelling units), and the nonresidential component (office, ground-level support retail, civic, and/or other complementary nonresidential uses) should consist of up to 4,000 square feet (exclusive of the gas station), subject to the same conditions provided for the *Redevelopment Option*.

The 0.85 acre site containing the gas station is strongly encouraged to be part of the *Full Consolidation Option*. However, if it is not included, development plans should show how this parcel will relate to the rest of Land Unit D.

***Land Unit E***

This land unit is located to the northwest of Washington Plaza and is bounded on the south by North Shore Drive, on the north by Baron Cameron Avenue and on the east by Village Road. The land unit contains the Fellowship House senior housing development, a multi-wing high-rise building containing 240 units.

*Baseline Recommendation*

The baseline Plan recommendation for this Land Unit is based on the designation shown on the Reston Master Plan Land Use Plan. The area of the Fellowship House is designated as high-density residential use.

*Redevelopment Option*

The total amount of development allowed under the *Redevelopment Option* should be no more than 386,000 square feet. The residential component should consist of up to 384,000 square feet (up to 320 multifamily dwelling units), and the nonresidential component (office, ground-level support retail, civic, and/or other complementary nonresidential uses) should consist of up to 2,000 square feet, subject to the following conditions:

- Any redevelopment of this property should replace the loss of any of the existing affordable rental units among all the Land Units;
- Usable open space in the form of plazas, urban greens, courtyards or parks should be provided to make attractive gathering places for residents. The provision of roof top plazas over structured parking with well-defined public access is encouraged where feasible; and
- Tree preservation and/or tree cover restoration should be a key condition of redevelopment in this Land Unit, in accordance with guidance in the Environmental section of the Fairfax County Policy Plan.

*Full Consolidation Option*

As an option, new development up to the following maximum levels may be achieved if Land Units A, D, and E are fully consolidated.

- The total amount of development allowed under the Full Consolidation Option should be no more than 514,000 square feet. The residential component should consist of up to 510,000 square feet (up to 425 multifamily dwelling units), and the nonresidential component (office, ground-level support retail, civic, and/or other complementary nonresidential uses) should consist of up to 4,000 square feet, subject to same conditions provided for the *Redevelopment Option*.

***Land Unit F***

This land unit consists of the development along Washington Plaza, which includes a mix of residential, retail, office, and civic uses, together with the residences along Chimney House Road. The uses along the plaza include the 15-story Heron House, a high-rise residential condominium; three-story “live-work” units with retail and offices uses at the ground level and residential uses on the upper levels; and a variety of community-serving retail uses, office condominiums, the Washington Baptist Church, the Reston Community Center, and a child care center.

# OTHER RESTON COMMERCIAL AREAS

"Other Reston…" section is new text.

The Reston Geography Map identifies other commercial areas within Reston that serve different functions than the Village Centers. These commercial areas include small Convenience Centers located throughout the community, and the cluster of community serving retail at the intersection of Baron Cameron Avenue and Reston Parkway, north of Reston Town Center (see Figure 1). In addition, there is an office complex located within both Fairfax County and within the Town of Herndon.

## CONVENIENCE CENTERS

Early in its development, Reston was planned to have five Convenience Centers, each designed as a small commercial center serving its surrounding neighborhood. Of the five centers planned, four were built and continue to provide a location for neighborhood oriented uses. The Sunrise Valley, Soapstone and Fairways Convenience Centers provide neighborhood serving retail and/or service uses (e.g. medical offices, day care providers). The Lake Newport Convenience Center at the south end of Lake Newport was for many years the sales office for residential sales in Reston. It does not have any retail uses. The fifth area designated as a Convenience Center is a site at the intersection of Reston Parkway and Lake Newport Road that developed as the Lake Newport pool and recreation facility.

### Vision

The Sunrise Valley, Lake Newport, Soapstone, and Fairways Convenience Centers will continue to serve as small commercial centers for their respective surrounding neighborhood~~s~~. Reston's Vision and Planning Principles serve as the basis for the Convenience Centers' general vision, which provides general guidance for all of Reston.

In general, Convenience Centers should be locally serving retail and office in scope and location. Connectivity to the surrounding neighborhood should be provided for all modes of transport including pedestrian, bicycle, transit and vehicles. In addition, planning and design should provide for environmental sustainability and green technology.

### Recommendations

The Sunrise Valley, Lake Newport, Soapstone, and Fairways Convenience Centers should continue to serve as small commercial centers providing goods and services for their respective surrounding neighborhood~~s~~. Connectivity to the surrounding neighborhoods should be preserved, particularly for pedestrians and bicycles. The specific recommendations for the Convenience Centers are as follows:

#### *Sunrise Valley Convenience Center*

Sunrise Valley Convenience Center is planned for retail use up to .25 FAR to maintain its current neighborhood serving character.

***Lake Newport Convenience Center***

Lake Newport Convenience Center is planned for office use at the existing built intensity to maintain its current character.

***Soapstone Convenience Center***

Soapstone Convenience Center is planned for retail use up to .25 FAR to maintain its current neighborhood serving character.

***Fairways Convenience Center***

Fairways Convenience Center is planned for retail use up to .25 FAR to maintain its current neighborhood serving character.

BARON CAMERON COMMUNITY RETAIL AREA

The commercial area at the intersection of Baron Cameron Avenue and Reston Parkway, north of Reston Town Center, includes approximately 22.1 acres and is bounded by Reston Parkway on the east, Stevenage Road on the north, Bennington Woods Road on the west, and Baron Cameron Avenue on the south. The area is comprised of a variety of community serving retailers of services and consumer goods. This area was originally planned to be a part of the Town Center but did not develop to the same scale or urban design as Town Center. The current site layout is suburban in design with one story pad sites, big box retailers and convenience retail uses surrounded by surface parking.

This area continues to serve as an important location for community serving retail and is planned and developed for retail to maintain its existing character.

Opportunities should be sought to improve pedestrian connectivity within the retail center and improve connectivity more broadly to the surrounding neighborhoods and neighboring commercial areas for all modes of transport including pedestrian, bicycle, transit and vehicles. In addition, if existing buildings are redeveloped with new retail buildings, the planning and design of the redeveloped sites should provide for environmental sustainability, green technology, an appropriate transition to the surrounding neighborhoods, and separation of delivery vehicle traffic from customer traffic.

**<u>Option for Residential Development</u>**

It is recognized that circumstances may arise that merit consideration for redevelopment of this retail area. Under such circumstances, the Board of Supervisors may consider proposals to amend the Comprehensive Plan and/or past zoning actions in conformance with the Comprehensive Plan to allow for the inclusion of limited residential if the criteria specified below are met:

1. The proposal should preserve any current affordable housing and contribute additional affordable housing as described in the Communitywide section.

2. The proposal must be consistent with the Reston Planning Principles and demonstrate that it furthers relevant County goals and objectives as set forth in the Comprehensive Plan.
3. The proposal should be consistent with the tapering of density and intensity of uses from the adjoining Town Center North area.

OFFICES

Two concentrations of office buildings developed outside of Reston's Transit Station Areas. One concentration is located in a development surrounding Bowman Green Drive. The other concentration, Laurel Way, abuts Reston and is partially within the Town of Herndon.

***Bowman Green***

Bowman Green is a commercial townhouse style development planned for office use.

***Laurel Way***

Laurel Way is located outside the Residential Planned Community of Reston and is built as the Stuart Professional Village development of one and two story office condominiums. The area is planned for office use.