

# RESTON COMPREHENSIVE PLAN

Fairfax County, Virginia



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# INTRODUCTION

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Robert Simon’s 1961 purchase of 6,750 rural acres in Virginia has little resemblance to the Reston of 2022. As expected, Reston in 2022 consists of both urban and suburban sections known cumulatively as One Reston. To maintain and realize the successful community vision requires both fidelity to Reston’s new challenges including the arrival of Metrorail and new business and life style models necessitated by Covid 19, climate change and rapid technological changes.

The high density and intense development approvals in the existing Comprehensive Plan have made the Reston Transit station areas (TSAs) the “urbanized core” of One Reston. To the north and south of the east-west band of the TSAs, the historic and world famous Planned Residential Community (PRC) is located and still venerated by both past and present residents, architects and community planners.

PRC Reston’s integration of natural areas into every day life, and its strong community spirit are hallmarks of its unusual heritage. The large PRC areas in Reston are governed by one of the larger Home Owners Associations in the United States, Reston Association (RA). Most of the open spaces and recreational amenities in the PRC areas of Reston are privately owned and maintained by RA and its members.

Harmoniously integrated wooded neighborhoods of variously priced and designed residences are clustered around four village centers, two private 18-hole golf courses, community and recreational facilities, four lakes, 55 miles of trails, and large interlinked public natural areas.

Reston, a proud and active biophilic community, has neighborhoods and Transit Station areas, each with a different design, mix of uses and density. They are dependent on one another, and on dedicated open space for nature. The interconnection of trails and transportation throughout Reston is essential. Culturally, Reston has always demonstrated a strong community spirit of healthy living, social cohesiveness and unity. These bonds, unique in the Washington area and in Virginia, make Reston the place where people of all ages want to live and a variety of businesses come to stay.

The recommendations in the 2022 Reston Comprehensive Plan are designed to recognize, protect and guide this harmony-in-the-making as One Reston moves toward full build-out.

**Reston Transportation Examples:**

**Top:** Wiehle Metro Station

**Middle:** Reston local residential street

**Bottom:** Reston iconic trail example



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## PLANNING HISTORY

The Reston community was planned and has developed as one of the nation's landmark new towns. The Reston Master Plan was initially adopted in July 1962 and specified locations for residential, recreational, and civic uses as well as an employment center along the Dulles Toll Road. The Reston Master Plan included a Land Use Map, Community Facilities Map and a Transportation Map incorporated by reference into the Fairfax County Comprehensive Plan. This Master Plan has continued to serve as a general guide for development within Reston from 1962 to the present day.

In 1991, the Reston-Herndon Suburban Center was established as part of the Fairfax Planning Horizons process, a major revision of the policy and land use recommendations of the Fairfax County Comprehensive Plan. Suburban centers were designed to be employment centers along major arterial roads and to encourage a mix of office, hotel, and support retail uses in a low to medium intensity setting with designated core areas of higher intensity. The Reston-Herndon Suburban Center developed over time with primarily office uses in traditional suburban office parks along the length of the Dulles Toll Road and west of Hunter Mill Road. These office parks include both low-density buildings with surface parking and moderate-density areas with a mix of commercial uses, including community-serving uses such as restaurants and childcare facilities, with structured parking. The highest density area was the mixed-use core successfully developed at the Reston Town Center. It includes office, retail, hotel and residences, a grid of streets, and ground level retail to promote activity at the street level and public gathering spaces that serve local employees and residents as well as the broader community. With this Plan Amendment, the area previously designated, as the Reston-Herndon Suburban Center was no longer described as a single Suburban Center but instead as three Transit Station Areas (TSAs) located within Reston. This change is part of the effort to foster transit-oriented development at the three Metrorail stations.

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# PLANNING PRINCIPLES

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The following twelve principles will guide Reston development. Planning will consider the community as One Reston, a comprehensive unit. Development applications will be evaluated based on their ability to meet the following planning principles and preserve stable neighborhoods. Any development's specific impact on surrounding neighborhoods must be harmonious. Reston's planning principles are intended to allow creativity and to reflect the concerns and interests of the community.

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

Local community participation will remain a hallmark of the planning and zoning processes as Reston continues to evolve as an equitable community. The cumulative impacts of development and redevelopment should be continually assessed and evaluated.

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

The community will strive to achieve excellence in planning, urban design, and architecture. Required distinguishing features of the Reston community include gathering places such as plazas, connection with the natural environment, compatibility of uses, livability, and the integration of high-quality public art. Planning and design will embrace appropriate cutting-edge technologies and preserve heritage resources.

**3. Planning will provide for environmental sustainability and green technology.**

Natural resources and ecosystems, including natural areas, and specifically the headwaters of streams and their tributaries, will be protected and restored. Adverse impacts on the environment (climate, land, water, and air) will be minimized, and best practices will be used to protect environmentally sensitive areas. Green neighborhood and building practices, including biophilic design techniques, will increase the importance of the natural environment. Tree canopy will continue to be a critically important component of the Reston environmental and visual experience.

**4. 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--will become operational with each phase of development.

**5. Reston will continue to offer a mix of urban and suburban lifestyles.**

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

- **The Metro Station areas** will be livable, walkable urban places, with sufficient open space, recreation facilities, infrastructure, and healthy food options that encourage a less automobile-dependent lifestyle. The

**First Reston Clusters -**

*Top: Washington Plaza Cluster*

*Middle: Hickory Cluster*

*Bottom: Waterview Cluster*



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transit station areas (TSAs) will be the places of highest commercial and residential density in the community, with building heights that step down from the Town Center to the other station areas, east and west, north and south. Housing will be provided for all income levels and family sizes.

- **The village centers** are a unique aspect of Reston. They serve as important community gathering places and include a mix of locally serving retail, a residential component, and employment opportunities. Any modification to 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 further enhance the links among the village centers, village centers and transit stations.
- **Residential neighborhoods** will continue to provide a variety of housing types and sizes serving all income levels. Appropriate transitions will be provided between new development and residential neighborhoods. The stability of existing residential areas will be preserved.

#### 6. The Metrorail corridor will be transformed.

Over time the corridor will become an area with robust, livable, walkable mixed-use communities of all income levels having an appropriate balance between residential and non-residential uses. Each of the transit station areas have a distinct appeal to meet multiple community needs.

- Reston Town Center will be an urban center with the community's highest densities. It will serve as a regional destination for major shopping and cultural features to attract visitors.
- Wiehle TSA will be an urban neighborhood with encouragement for higher education, research & development, and tech uses.
- Herndon-Monroe will be an urban neighborhood with a focus on its central environmental (wetlands) feature.

To maximize the use of rail, the highest densities will be concentrated within one-quarter mile of the rail stations and taper down within one-half mile. 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 over the Dulles Toll Road should be pursued to enhance development opportunities, encourage transit use, and improve north-south connectivity across the Dulles Toll Road.

**Below left:** Comstock development at the Wiehle Station

**Below center:** Reston Town Center

**Below right:** Reston Gateway at the Town Center Station





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**7. Reston will become a more vibrant employment center.**

From its inception, Reston has provided a place for a wide spectrum of companies of varying sizes, from local to international. Future modifications should continue to promote a broad range of opportunities for a robust and diverse business, advanced technology, educational, and research community. Minority-owned, women-owned, and veteran-owned businesses will be strongly encouraged.

**8. Housing will be provided for all ages and incomes.**

In an equitable manner, all areas of Reston will accommodate people of all ages, physical abilities, economic circumstances, and households of all sizes and stages of family life.

**9. Connectivity and mobility will be strengthened.**

Reston’s transportation plan will develop a range of high-quality transportation facilities - including roads, bridges, tunnels, sidewalks, bikeways, trails, and expanded bus and shuttle services. Public transit will link the residential community and resident workers with activity centers, employment, open spaces, parks, schools, and civic, cultural and recreational facilities. New bridges and tunnels across the Dulles Toll Road near the Metro stations will be prioritized to ease already excessive congestion. A robust transit system, expanded pedestrian and bicycle networks, and transportation demand management strategies will also help reduce reliance on the automobile while increasing community mobility. The priority should be to facilitate local trips within Reston instead of through traffic.

**10. High quality recreation and public open space will be required to foster healthy lifestyles for all.**

Abundant active and passive open space, and a range of recreational and cultural opportunities are essential components of a high quality, healthy life in Reston. The transit station areas and village centers will include a variety of public spaces such as a large urban central park, recreational facilities, village greens, urban plazas, 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 the transit corridor.

*Below left: Reston Town Center Park*

*Below left: Waterview Cluster*

*Below right: Heron House at Lake Anne*



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**11. Health and wellness for all will be a high priority for the Reston community.**

The creation and preservation of a variety of facilities that focus on the health wellness of the Reston community will be necessary, with a focus on:

- **Improving and expanding sidewalks, trails and bikeways** to increase mobility and expand opportunities to improve fitness for pedestrians and bicyclists.
- **Enhancing the existing network of interconnected open spaces**, including forest areas, large recreation fields, small play areas and indoor recreation, will be required to support healthy lifestyles for all ages.
- **Preserving and augmenting existing medical facilities**, including Reston Hospital, to promote the health and wellness of the Reston community and the region.
- **Increasing opportunities for affordable childcare and senior care facilities** to serve the ongoing needs of the Reston community.
- **Improving air quality and ventilation**, to keep building occupants and the public safe and healthy.

**12. The dignity and worth of the individual will continue to be the focal point for Reston planning, creating opportunities to improve and enhance equity.**

The Reston community will continue to promote equity, inclusion, and community resilience. Reston’s overall social and economic success will be enhanced by creating new opportunities to ensure all residents can participate in the community and have the tools they need to thrive.

*Below left: Reston trail system dedicated to health and wellness*

*Below middle: Hidden Creek Country Club Golf Course  
[Photo credit: Toby Marquez/Studio M]*

*Below right: Snow-covered Van*



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# LAND USE AND DESIGN

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The recommendations in the Land Use and Design Chapter are intended to extend the legacy of outstanding New Town Planning in Reston. The Land Use and Design Chapter is organized into the following sections:

- Area Wide Approach to Land Use and Design,
- Transit Station Areas (TSAs),
- Village Centers,
- Convenience Centers,
- Other Commercial Areas, and
- Neighborhood Areas.

The Land Use Chapter is used in tandem with the other Chapters in the Reston Comprehensive Plan including the Earned Density, Transportation, Open Space, Environment, Affordable Housing, and other Chapters without duplicating recommendations. For designated Reston Association covenanted land, present all applications pertaining to the Reston Civic Square to Reston’s Design Review Board (DRB) for review and approval. The highlights of the Land Use and Design Chapter include the following:

## Residential

The Land Use Chapter supports the creation of a community with a range of housing types for all ages and incomes including:

- Opportunities for new multiple family housing within ½ mile of the three Metro stations in the Transit Station Area,
- Preservation of the existing residential neighborhoods,
- Retention of modest or “missing middle” single family homes, townhouses, and multiple family homes in the Reston neighborhoods,
- Preservation of the existing supply of market affordable housing in older low-rise, multiple family and townhouse developments, single family detached homes and in the village centers,
- Establish new opportunities for the creation of affordable housing on sites owned by Fairfax County and larger privately owned sites with public/private partnerships especially mixed-use areas of the TSAs, and
- Construction of new affordable housing as an approach to inclusionary zoning such as WDUs and ADUs (see Affordable Housing Chapter).

## Non-Residential

The Land Use Chapter also focuses on the creation of a broad range of opportunities for the business community including:

- Create a new civic center with the co-location of a new library, elementary school, Fairfax County Government Center, police station, recreation center, other public facilities, and a large public open space in the North Town Center,
- Provide opportunities for significant new “Class A” office and retail development in a mixed-use setting within a ½ mile of each of the Metro stations,
- Enhance the village centers to provide opportunities for smaller offices, local retail and public uses that serve as a focus of community life,

*Top: Residential - Waterview Cluster Townhouses, Lake Anne*

*Below: Non-residential - Comstock office building, Wiehle Station*



- Support opportunities in designated commercial areas for larger retail stores and destination retail uses,
- Provide opportunities for industrial, retail, offices, medical, and hotel uses along the Dulles Toll Road and beyond ½ mile of the Metro stations, and
- Provide opportunities to expand the existing hospital and medical uses.

### Design

The Land Use and Design Chapter along with the approved Design Guidelines establishes an expectation of excellence in planning, design, and architecture. The recommendations strive also to achieve excellence in the design of public gathering places, compatibility of uses, livability, and the integration of high-quality public art as distinguishing features.

### AREA-WIDE APPROACH TO LAND USE AND DESIGN

The Reston Land Use Map on the next page assigns land use categories to areas within the Reston neighborhoods and outside the Transit Station Areas (TSAs). The Land Use Chapter recommends the highest density/intensity in the TSAs while retaining the majority of the land uses in the non-TSA portions of Reston. The colors and patterns on the Land Use Map describe the recommendations in the Plan. Definitions of the land use categories for the neighborhoods and other areas outside of the TSAs are described in the following and on the Legend of the Land Use Map.

**Top:** Low density single family detached home (Up to 5 DUs/Acre).

**Middle:** Medium density single family townhouses (Up to 12 DUs/Acre).

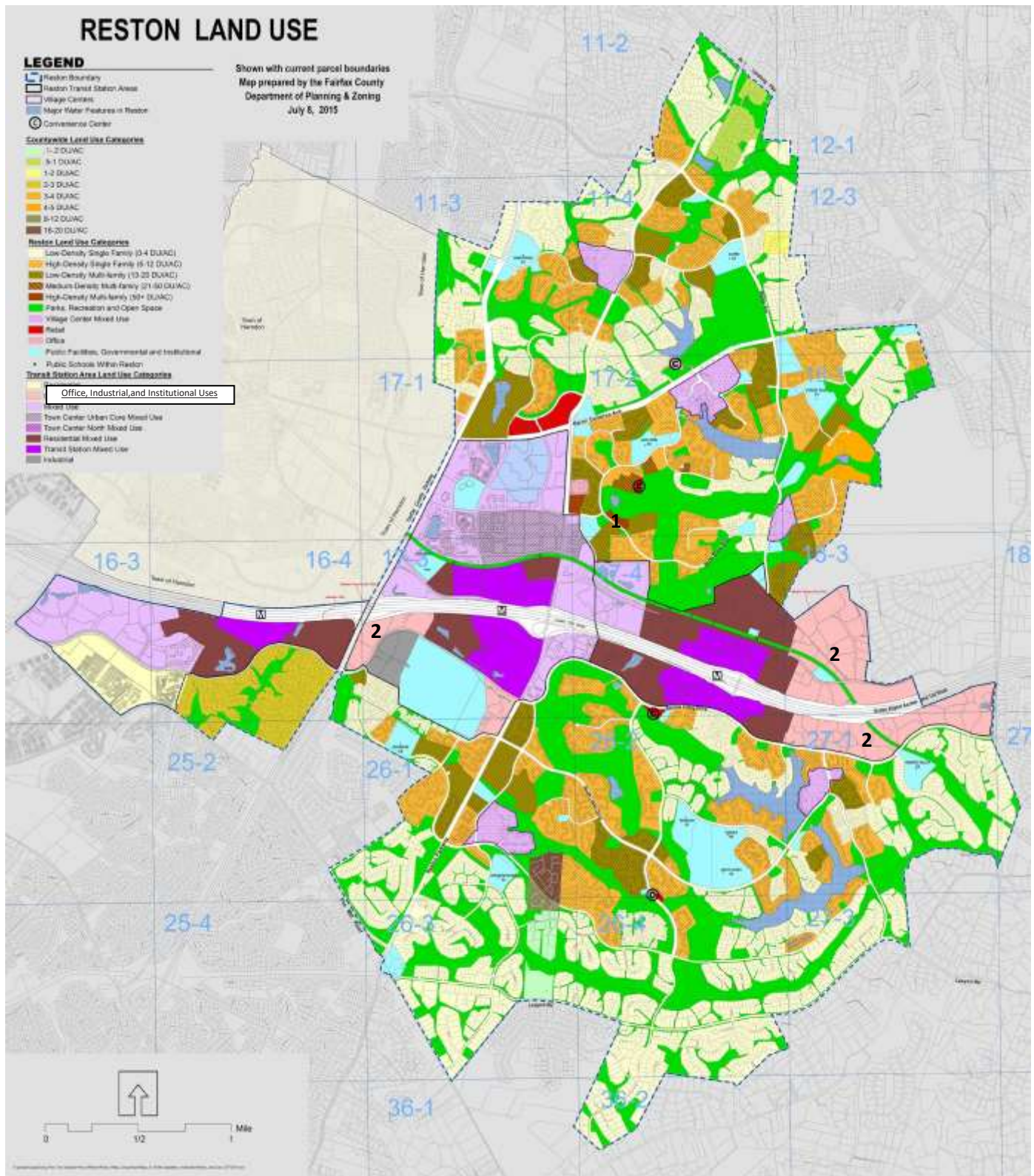
**Bottom:** Medium density multi-family, garden apartments (13-20 DUs/Acre).



### Reston PRC Land Use Categories

Residential Land Uses		
Land Uses	Density	Description
Low density single family	Up to 5 DUs/Acre	Low density single family detached units with varied lot sizes
Medium density single family	Up to 12 DUs/Acre	Single family attached units such as townhouses and 2 over 2 units
Medium density multi-family	13-20 DUs/Acre	Low-rise structures one to four stories, such as garden apartments
High density multi-family	21-50 DUs/Acre	Mid-rise structures of five to eight stories
Non-Residential Land Uses		Description (See text for additional information:)
Village Centers/mixed use	0.25 FAR	0.25 FAR of retail, office, and institutional space (see plan text for residential options)
Convenience Centers	0.25 FAR	0.25 FAR of commercial space: residential uses are not recommended
Other Non-residential Areas including Office	0.25 FAR	0.25 FAR of commercial space without residential (Bowman Green, Laurel Way, Baron Cameron Area)
Parks, Recreation and Open Space	NA	Public parks, plazas, recreational space, lakes ponds, stream valley areas, natural areas, private open space, golf courses (Note: Density for these areas has been transferred to other areas in Reston)

# Reston Land Use Map and Land Use Categories



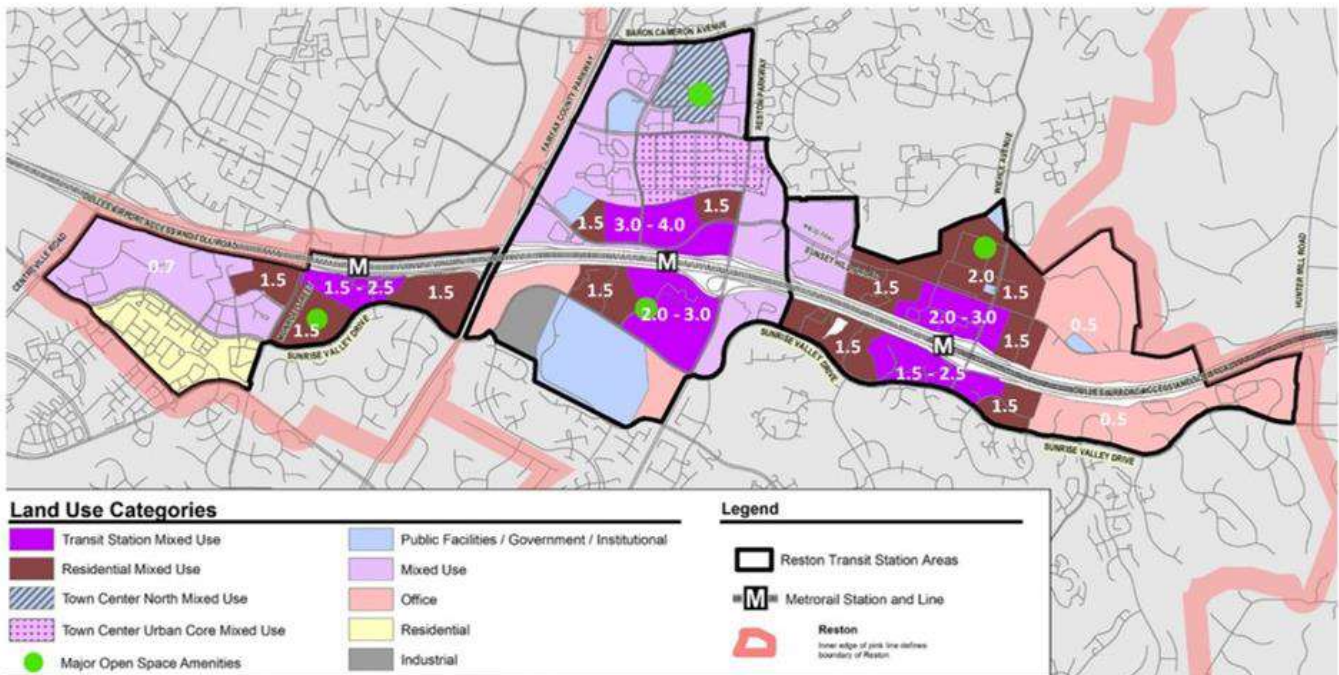
**Notes:**

- 1 Charter Oak Apartments - 13-20 DUs/Acre
- 2 Office, Industrial and Institutional Uses

## Area-Wide Land Use Categories in the Transit Station Areas

The map below specifies the land use categories in the TSAs. The map also identifies recommendations for FAR in the TOD Areas of the Transit Station Areas in Reston. The land use categories in the Transit Station Areas include Transit Station Mixed-Use, Residential Mixed-Use, Town Center Urban Core Mixed-Use, Town Center North Mixed-Use, Mixed-use, Office and Industrial, Residential, and Public Facilities, Government and Institutional. The locations of these land uses are shown on the following Land Use Map. The densities and mix of uses are also indicated below and in the text.

### Area-Wide Transit Station Area Map with Land Use Categories and FARs



### Land Use Categories for the Transit Station Areas

The following land use categories indicate a general mix of uses for a given area. The appropriate mix for a proposed development (redevelopment) may be affected by other TOD and non-TOD developments that have already occurred or been approved within the TSA. Initial development proposals in a TOD District conform to the recommended mix for the land use categories within the TOD District. Coordinated development plans may be submitted as described in the Development Review Performance Objectives. Projects that encompass multiple land use categories may be granted flexibility in the location of proposed uses if they achieve TOD objectives in a combined unified plan. The Land Use categories include the following:

- Transit Station Mixed-Use:** These areas are located close to the Metro stations and include the parcels within a 1/4-mile walk from the station. They are planned for a mix of office, hotel, retail, institutional, and residential uses. The goal is for each Transit Station Mixed-Use area to achieve 50 percent non-residential uses and 50 percent residential uses based on square footage.

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- **Residential Mixed-Use:** These areas are within a 1/4 - 1/2 mile of the Metro stations. In some instances, the areas in this category may be slightly further than 1/2 mile from a Metro station. These areas are planned primarily for a mix of existing office uses with residential uses and commercial uses. The long-term goal is for each Residential Mixed-Use area to achieve 75 percent residential uses based on approved square footage.
  - **Town Center Urban Core Mixed-Use:** This area is planned for a mix of uses including office, retail, hotel and residential.
  - **Town Center North Mixed-Use area:** This area includes two areas: East and West of Fountain Drive. It is planned for medical uses, hotel, residential, affordable and workforce housing, along with civic uses including athletic, educational, office, library, and support retail uses. In the county-owned parcels, various county agencies will maintain and expand their civic presence.
  - **Mixed-Use:** These areas are planned for a mix of uses including office, retail, institutional, hotel and residential uses.
  - **Office, Industrial and Institutional:** These areas are planned for office uses, including research and development (R & D) uses, industrial and institutional space. Supporting retail, service uses, and healthcare facilities are also encouraged in these areas.
  - **Residential:** These areas are planned almost exclusively for residential uses, including multifamily housing and townhouses. Ensure compatibility between supporting retail uses and the character of the neighborhood.
  - **Public Facilities, Government and Institutional:** These areas are planned for public uses, such as a library, school, hospital, recreation center, parkland, and government offices. The Conceptual Land Use map identifies existing public or institutional uses in the TSAs.

## AREA-WIDE DESIGN AND PLACEMAKING

Reston is a planned 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 and interconnected open space and the integration of wooded areas into neighborhoods and around commercial development. The Transit Station Areas (TSAs), located along the Dulles Toll Road of Reston, have more variety in their design and higher density. The existing Reston Town Center urban core, anchored by Fountain Plaza, has a truly urban form and design. Other areas are much more suburban. Seamlessly blend development and redevelopment in Reston with the existing development while fostering environmental sustainability, including infrastructure for pedestrians and people on bicycles.

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. Reston's land use is developed according to a set of core principles that ensures integrated land uses, designed around the needs of everyday life, and

establishes a development pattern that serves as a key tool to preserve the community’s founding ideals in the future. The urban design character of Reston’s land use recommendations establishes centrally located public spaces, integration of the built environment with the natural landscape, and conservation of land and natural resources.

**Table of Design and Placemaking Principles**

Design Principles	Design Guidelines
<b>Complement the Existing Reston New Town Character</b>	<ul style="list-style-type: none"> <li>• Respect the existing building setbacks, scale, massing and architectural character of the surrounding community.</li> <li>• Structured parking may be below ground, where feasible. Wrap above-grade structured parking with active uses to the maximum extent possible.</li> <li>• As a sustainable, biophilic community, integrate nature into development.</li> </ul>
<b>Prioritize Pedestrian Connections</b>	<ul style="list-style-type: none"> <li>• Create safe pedestrian connections that allow access throughout the community and connect to the larger pedestrian networks, and to adjacent locations.</li> <li>• Use wide sidewalks and provide pedestrian amenities.</li> <li>• Provide pedestrian access to transportation stops and hubs.</li> <li>• Integrate connections to trail systems.</li> <li>• Minimize opportunities for conflicts between pedestrians and vehicles, prioritizing pedestrian movement, safety, and comfort by taking full advantage of existing pedestrian overpasses and underpasses.</li> </ul>
<b>Conserving Land</b>	<ul style="list-style-type: none"> <li>• Develop or redevelop sites in a manner that maximizes open space and preserves natural areas.</li> <li>• Preserve mature trees, floodplains, and stream areas.</li> <li>• Utilize the natural environment as an organizing feature and as an asset for the community.</li> </ul>
<b>Enhance Local and Regional Identity</b>	<ul style="list-style-type: none"> <li>• Advance Reston as one of the nation’s premiere planned communities.</li> <li>• Preserve Reston’s unique heritage resources.</li> </ul>
<b>Design Sustainable Buildings and Environments</b>	<ul style="list-style-type: none"> <li>• Build sustainable and green neighborhoods, buildings and infrastructure that meet the needs of the community, implement Community-wide Energy and Climate Action Plan (CECAP) and other climate policies, while preserving Reston’s character.</li> <li>• Incorporate innovative and environmentally sensitive storm water design into all new development and redevelopment.</li> <li>• Restore and stabilize existing streams.</li> <li>• Encourage innovation and creativity.</li> <li>• Continue to build a healthy, sustainable, and equitable community that serves as a model.</li> </ul>



## RESTON AREA-WIDE LAND USE CALCULATIONS

The following two tables summarize the estimated residential and non-residential development potential in the Land Use Chapter. These tables provide a critical analytic tool. The numbers in the table represent estimates of the total residential and non-residential development if every parcel is developed at the maximum potential density and recommended land use mix.

**The numbers provide the analytic tool necessary to calculate the infrastructure to support the estimated land use including but not limited to: a) number of elementary, middle and high schools; b) adequate parkland including the number of rectangular and diamond recreation fields; c) police and fire facilities; d) water and sewer service; and e) the impact on the transportation system.** This chart is an estimate of the population outcome based on assuming a 20% reduction in the future built environment planned for Reston. The actual density maximums and mix of land uses can be found at the beginning of the parcel or area stated at the beginning of each section of this chapter. The numbers provide a method to keep track of the progress of development and to make any amendments as necessary to the infrastructure or land uses recommended in the Reston Comprehensive Plan. The numbers and notes are not intended to be used as a top limit or cap on the total number of dwelling units that can be approved and delivered within Reston.

### Estimated Residential Calculations (Includes WDU and ADUs):

Residential Areas	Existing and Approved Dwelling Units	Estimated Remaining Dwelling Units	Estimated Total Dwelling Units
<b>Transit Station Areas</b>	25,457	10,733	36,190
Village Centers	577	2,608	3,185
Convenience Centers	0	0	0
Other Commercial Areas	0	0	0
Neighborhoods	20,917	500	21,417
<b>Subtotal Outside the TSAs</b>	<b>21,494</b>	<b>3,108</b>	<b>24,602</b>
<b>Totals</b>	<b>46,951</b>	<b>13,841</b>	<b>60,792</b>

**Note:** 60,792 estimated dwelling units X 80% = 48,633 estimated dwelling units potential (estimated 110,000 to 120,000 people).

### Estimated Non-Residential Calculations:

Non-Residential Areas	Existing and Approved Square Feet	Estimated Remaining Square Feet	Estimated Total Square Feet
<b>Transit Station Areas</b>	25,952,224	13,737,776	39,690,000
Village Centers	683,442	385,317	2,068,759
Convenience Centers	30,907	0	30,907
Other Commercial Areas	279,741	0	279,741
Neighborhoods	0	0	0
<b>Subtotal Outside the TSAs</b>	<b>994,090</b>	<b>385,317</b>	<b>1,379,407</b>
<b>Totals</b>	<b>26,946,314</b>	<b>14,123,093</b>	<b>41,069,407</b>

**Note:** 41,069,407 square feet X 80% = 32,855,525 estimated non-residential development potential.

*Top: Residential development, Reston Town Center*

*Below: Office development, Wiehle Transit Station*



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## LAND USE AND DESIGN FOR THE TRANSIT STATION AREAS

### INTRODUCTION

The recommendations in this section of the Land Use Chapter apply only to the three Transit Station Areas (TSAs). Each TSA area is designed to have a core area for Transit-Oriented Development (TOD) that includes a mix of uses at higher development intensities than planned for the other areas in the TSAs. The planning objectives for these TOD areas are to create a transit-oriented neighborhood within 1/2 mile of each Metro transit station that encourage pedestrian activity to enliven the area throughout the day and evening with places and connections that are safe, comfortable, and attractive. The objectives for TOD areas are the evolution of a portion of the existing industrial areas along the Dulles Toll Road into active transit and pedestrian-oriented neighborhoods. Parcels retain approved zoning even with less than the recommended maximum density.

### Development Review Performance Objectives

Evaluate all development proposals within the TSAs to determine if they meet or contribute to the following objectives.

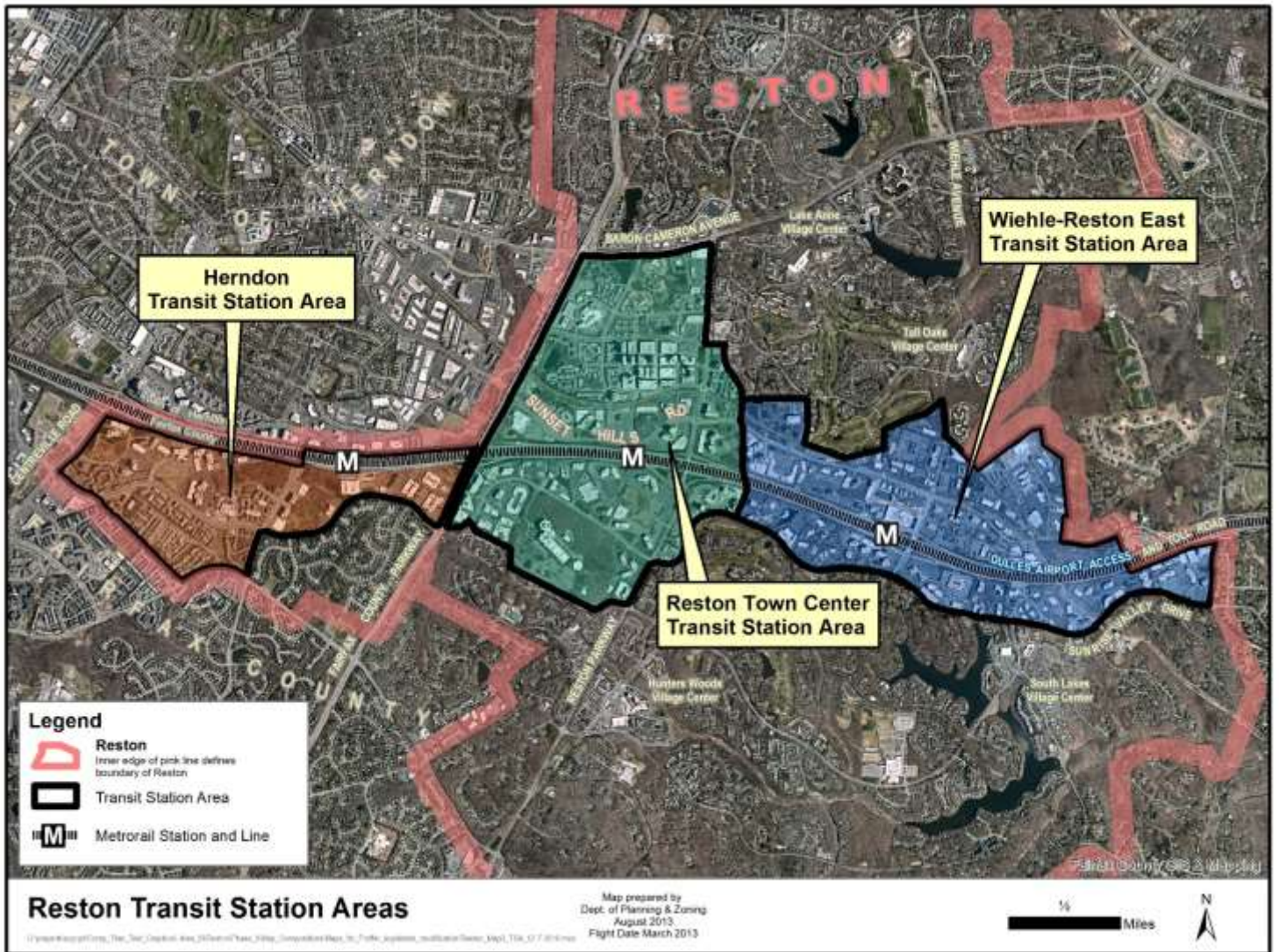
- **Achieve High Quality Site Design and Architecture** – For excellent site design in the TSAs, continue to emphasize public gathering spaces and integrate the natural environment. Design architecture that is visually attractive, reduces its carbon footprint, and is healthy for users. Reston aspires to distinguish itself from other communities through the use of distinctive architecture incorporating biophilic design.
- **Provide Pedestrian and Bicycle Connectivity throughout the Transit Station Areas (TSAs)** – Provide pedestrian and bicycle connections through complete streets within the TSAs and new or extended trails on both sides of the Dulles Toll Road connecting the three Metro stations to sites throughout the TSAs and areas outside of the TSAs. Improve pedestrian and bicycle crossings on existing streets to increase pedestrian safety, visibility, and convenience.
- **Provide Public Uses** - Public uses such as a library, school, fire station, athletic fields and recreation center generate activity in off-peak hours. Design and phase these public facilities to meet the needs of the existing and future residents of the community. In instances where space for a public use in a private development is provided in a TSA, include the square footage associated with these uses in the overall calculation of the proposed FAR for the purposes of determining conformance of a mixed-use proposal with the applicable FAR specified in the District Recommendations unless modified by the Board of Supervisors.
- **Provide Retail, Hotel Uses and Institutional Uses** - Retail uses on the ground floor of mixed-use buildings are encouraged in all TSAs. Freestanding retail uses are discouraged in the TSAs. Integrate retail uses into buildings containing other uses. Hotel uses are encouraged in all TSAs because they generate potential transit users and have less impact on the road network, and they contribute to the objective of generating activity throughout the day and into the evening. Specific institutional uses including childcare centers, places of worship, arts and cultural uses, and quasi-public uses integrated into a building may also generate activity in

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off-peak hours and are encouraged to further diversify the uses in the TSAs.

- **Encourage Coordinated Development Plans** - Consolidated or coordinated development plans are encouraged. Coordinated development plans are two or more concurrent and contiguous development applications that demonstrate coordination of site design, building locations, open space, inter-parcel access where appropriate, roadway improvements, and parking facilities. Coordinate plans to be compatible with development on adjacent properties, reflect a coordinated phasing of improvements (for example, providing links in a street grid), consistent with the intent of the land use concept to achieve a desired urban form and mix of uses, and not preclude adjacent parcels from developing in conformance with the Plan.
- **Phasing of Development** – Circumstances may require some development projects in the TSAs to be phased. Review each phase of a development proposal for conformance with the overall vision, with careful consideration given to interim conditions. Address priorities in the earliest phases of site development plans including critical links within the street grid, parks and open space, a balanced mix of uses, pedestrian access to the Metro stations, and the integration of development with the station entrances. Phase developments to create interim conditions that are attractive and inviting for pedestrians. Encourage interim conditions that enhance the desired urban character of the TSAs for the portions of a project not being built until later phases. Examples include green space or low intensity temporary use. It may also be acceptable to maintain existing uses if they do not preclude the achievement of other priorities, such as the street grid.
- **Encourage Educational Institutions** - There is a desire for institutions of higher learning to complement the other uses planned for the TSAs. The Wiehle East TOD District has been identified as the preferred location for developing a major presence of institutions of higher learning. To encourage educational uses, exempt space devoted to this use in the calculation of the proposed FAR for the purposes of determining conformance of a mixed-use proposal with the specified mix of uses, provided it does not constitute more than one third of total development. Consider this square footage in all other aspects of site development and traffic impact analysis.
- **Accommodate Existing Uses and Buildings** - This Plan is not intended to interfere with the continuation of existing land uses or buildings. If improvements to the open space or road network that are identified in the Plan are not feasible due to an existing building's location on the site, alternative streetscape and other design improvements intended to implement the Plan's vision may be considered.
- **Protect Existing Low Density Residential Areas** - Most existing residential communities adjacent to the TSAs are neighborhoods of single-family homes and townhomes. These communities are often separated from the TSAs by major roadways. Utilize appropriate design measures such as reduced building height and massing for new development closest to these existing neighborhoods. Manage parking in TSAs to avoid spillover into existing residential areas. Residential Permit Parking Districts may be necessary near the Metro stations.

Transit Station Areas (Wiehle, Town Center and Herndon Areas)



## TRANSIT STATION AREA ORGANIZATION

Transit Station	Transit Oriented Development (TOD) Districts	Non-Transit Oriented Development (Non-TOD) Districts
<b>WIEHLE TRANSIT STATION</b>	<p><b>WIEHLE STATION TOD:</b></p> <p><b>Wiehle TOD North District:</b></p> <ul style="list-style-type: none"> <li>• Wiehle Transit Station North Mixed-Use Sub-District TOD (50/50)               <ul style="list-style-type: none"> <li>o East of Wiehle Mixed-Use Section</li> <li>o West of Wiehle Mixed-Use Section</li> </ul> </li> <li>• Wiehle Transit Station North Residential Mixed-Use Sub-District TOD (75/25)               <ul style="list-style-type: none"> <li>o East of Wiehle Residential Mixed-Use</li> <li>o West of Wiehle Residential Mixed-Use</li> </ul> </li> </ul> <p><b>Wiehle TOD South District:</b></p> <ul style="list-style-type: none"> <li>• Transit Station South Mixed-Use Sub-District TOD (50/50)               <ul style="list-style-type: none"> <li>o East of Wiehle Section</li> <li>o West of Wiehle Section</li> </ul> </li> <li>• Transit Station South Residential Mixed-Use Sub-District TOD (75/25)               <ul style="list-style-type: none"> <li>o East of Wiehle Section</li> <li>o Association Drive Section</li> <li>o Roland Clarke Place Section</li> </ul> </li> </ul>	<p><b>WIEHLE STATION NON-TOD:</b></p> <p><b>Reston East Non-TOD District:</b></p> <ul style="list-style-type: none"> <li>• Reston East Sub-District - North of the DTR               <ul style="list-style-type: none"> <li>o Michael Faraday Court Section</li> <li>o Lake Fairfax Business Center Section (Industrial)</li> <li>o Eastern Section between the TOD and the proposed extension of South Lakes Drive across the DTR</li> </ul> </li> <li>• Reston East Sub-District - South of the DTR</li> </ul> <p><b>Sunset Hills Non-TOD District</b></p> <ul style="list-style-type: none"> <li>• Plaza America Subdistrict</li> <li>• Fannie Mae Subdistrict</li> </ul>
<b>TOWN CENTER TRANSIT STATION</b>	<p><b>RESTON TOWN CENTER TOD</b></p> <p><b>North of the DTR District:</b></p> <ul style="list-style-type: none"> <li>• Town Center North Mixed-Use Sub-District TOD (50/50)</li> <li>• Transit Station North Residential Mixed-Use Sub-District TOD (75/25)</li> </ul> <p><b>South of the DTR District:</b></p> <ul style="list-style-type: none"> <li>• Transit Station South Mixed-Use Town Center Reston Heights Section TOD</li> <li>• Transit Station South Residential Mixed-Use Sub-District TOD (75/25)</li> </ul>	<p><b>RESTON TOWN CENTER NON-TOD</b></p> <ul style="list-style-type: none"> <li>• Town Center Urban Core Non-TOD District</li> <li>• Town Center North Non-TOD District               <ul style="list-style-type: none"> <li>o East of Fountain Drive Sub-District Non-TOD</li> <li>o West of Fountain Drive Sub-District Non-TOD</li> </ul> </li> <li>• Town Center West District Non-TOD</li> <li>• Town Center Old Reston Avenue District Non-TOD</li> <li>• Town Center Reston Heights Section Non-TOD</li> <li>• Town Center Central Sunrise Valley District Non-TOD</li> </ul>
<b>HERNDON TRANSIT STATION</b>	<p><b>HERNDON STATION TOD DISTRICT:</b></p> <ul style="list-style-type: none"> <li>• Herndon Transit Station Mixed-Use Sub-District TOD (50/50)</li> <li>• Herndon Transit Station Residential Mixed-Use Sub-District TOD (75/25)</li> </ul>	<p><b>HERNDON STATION NON-TOD DISTRICT</b></p> <p><b>Herndon Transit Station Woodland Park/ Great Oak District:</b></p> <ul style="list-style-type: none"> <li>• North of Sunrise Valley Drive Sub-District Non-TOD</li> <li>• South of Sunrise Valley Drive Sub-District Non-TOD</li> </ul>

*Top: Wiehle Station TOD*

*Middle: Town Center Station TOD*

*Bottom: Herndon Transit Station TOD*



### **TOD District Intensity and Mix of Uses**

The planned development intensity and the mix of uses for the TOD districts are shown on the Land Use Map. Each of the Transit Station Areas (TSAs) includes a Transit Oriented Development Area (TOD) District and several Non-Transit Oriented Development (Non-TOD) Districts. The land use concept for the TODs is informed by experience in the Washington Metropolitan area that indicates that a higher proportion of residents within walking distance of a Metro station will use transit as compared with workers. Within a ¼ mile of the Metro stations, place land use emphasis on locating most of new office uses in mixed-use developments. Between ¼ and ½ mile of the Metro stations, plan the predominant land use to be multi-family housing to realize the objective of achieving an improved jobs-to-housing balance in Reston. This approach of differentiating new development types in areas closest to the stations versus areas more removed from the stations forms the basis of the two TOD district-specific land use categories described in the following. Individual developments may have the flexibility of adjusting the residential and non-residential percentage provided applications are submitted concurrently, but only if the required percentage ratio for the area is maintained.

For proposals in the TOD areas that include at least two buildings, the percentages in the Land Use categories serve as the guide.

#### **Transit Station Mixed-Use TOD Area (50% Residential, 50% Non-Residential)**

Critical for establishing the core of a compact, mixed-use, transit-oriented environment, this area provides a balanced mix of uses including office, retail, hotel, institutional and public facility uses as well as new residential uses. These areas are planned for the highest development intensity in the TSAs. The planned development intensity for these areas is provided as a range of floor area ratios (FARs).

#### **Residential Mixed-Use TOD Area (75% Residential, 25% Non-Residential)**

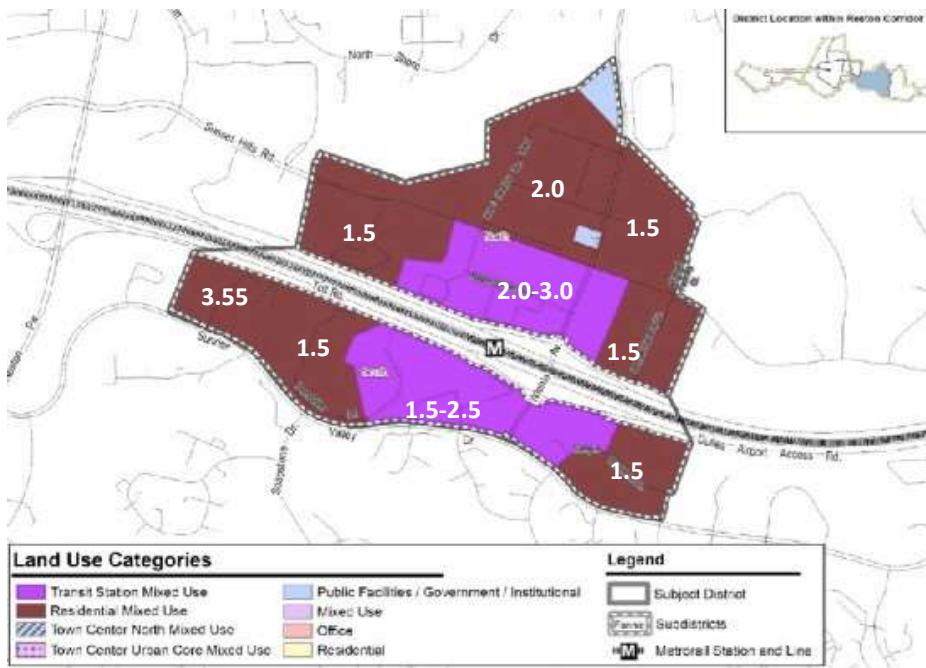
This area is planned for existing and approved office uses, significant new residential uses and new retail and hotel uses. The planned development intensity is regulated by a maximum FAR.

#### **Non-TOD Districts and Mix of Uses**

Non-TOD Districts are outside the ½ mile radius from Metro stations. The Non-TOD Districts vary in character and the mix of uses present within each. Maintain these districts, unless otherwise noted, with their existing character, uses and zoned intensities due to their proximity to existing residential neighborhoods outside of the TSAs. Non-TOD areas do not require ratios of residential to non-residential. Non-TOD areas primarily rely on existing zoning.

The following paragraphs provide specific recommendations for each of the geographic areas.

## Location Map: Wiehle Transit Station TOD and FARs



### Wiehle TOD North District:

The North District is located north of the Dulles Toll Road. This district is bounded by the Hidden Creek Golf Course on the north, Lake Fairfax Park on the northeast, the Dulles Toll Road on the south, and the Plaza America shopping center on the west. Sunset Hills Road extends from east to west through the district. Wiehle Avenue is the primary north-south street. Existing development in the area includes low-density office parks including medical offices, advanced educational facilities, retail, and service-oriented uses (including fast food restaurants, childcare facilities, and fitness centers). Reston Fire and Rescue Station No. 25 is also located in this district. Other development includes Reston Station, a mixed-use development in the northwest quadrant of the intersection of Wiehle Avenue and the Dulles Toll Road located on top of a seven-level, county-county-owned and operated transit center and park-and-ride facility with 2,300 parking spaces.

The vision for this district is for redevelopment in a mix of mid-rise and high-rise buildings with more diverse land uses than currently exist, while protecting the open space designation of Hidden Creek golf course. Residential buildings will front on tree-lined streets and be designed with inviting street level façades. Reston Station Boulevard will be extended west to Plaza America and east across Wiehle Avenue to Sunset Hills Road. This street will serve as the main street for the sub-district, supporting a concentration of ground level retail uses and other active uses, including plazas and open spaces. Improve pedestrian and bicycle crossings in redevelopment proposals that include land to the east of Wiehle Avenue within the TOD, to increase pedestrian and bicyclists' safety and convenience.

**Top:** Approved projects, Wiehle Transit Station North, located north of the Dulles Toll Road, Wiehle Transit Station North Mixed-Use TOD

**Bottom:** Approved Mid-Line development, Wiehle Transit Station North Mixed-Use TOD



**Top:** Approved Comstock development at the Metro Station, Wiehle Transit Station North Mixed-Use TOD (50% residential, 50% non-residential)

**Bottom:** Approved Isaac Newton Square project, Wiehle Transit Station



- **Wiehle Transit Station North Mixed-Use Sub-District TOD: (2.0 to 3.0 FAR, 50% non-residential, 50% residential)**  
Sunset Hills Road is the northern boundary of this District. Wiehle Avenue is the primary north-south street. The vision for this district is for significant redevelopment in a mix of mid-rise and high-rise buildings. Design residential buildings fronting on tree-lined streets with inviting street level façades. Design development proposals to provide pedestrian and bicycle crossings to increase safety and convenience for bicyclists and pedestrians.
  - **Transit Station Mixed-Use East of Wiehle - TOD (2.0 to 3.0 FAR, 50% residential, 50% non-residential)**  
A portion of the approved Mid-Line Development is also located in this District and east of Wiehle Avenue. Incorporate ground level retail and support service uses into buildings to enhance the pedestrian environment.
  - **Transit Station Mixed-Use West of Wiehle - TOD (2.0 to 3.0 FAR, 50% residential, 50% non-residential)**  
Reston Station, an approved mixed-use development in the northwest quadrant of the intersection of Wiehle Avenue and the Dulles Toll Road, is located in this area on top of a seven-level, county-owned and operated transit center and park-and-ride facility with 2,300 parking spaces. Incorporate ground level retail and support service uses into buildings to enhance the pedestrian environment.
- **Wiehle Transit Station North Residential Mixed-Use Sub-District TOD: (1.5-2.0 FAR, 75% residential, 25% non-residential)**  
Hidden Creek Golf Course on the north, Lake Fairfax Park on the northeast, and the Plaza America Shopping Center on the west form the boundaries of this District. Existing development in the area includes low-density office parks including medical offices, advanced educational facilities, retail and service-oriented uses (including fast food restaurants, childcare facilities and fitness centers). Reston Fire and Rescue Station No. 25 is located in this District. The Residential Mixed-Use TOD area located north of the Dulles Toll Road is planned for predominantly residential uses (approximately 4,600 dwelling units) with a mix of other uses including office, hotel and supporting retail uses. The Reston Greenway is located in this area that includes the W&OD Trail, open spaces, a large rectangular field, green areas and public gathering spaces. This area includes parcels located east of Wiehle Avenue and west of Isaac Newton Square.
  - **Transit Station East of Wiehle Section:**
    - **East of Wiehle Avenue: Transit Station Residential Mixed-Use - TOD: (1.5 FAR, 75% residential, 25% non-residential)**  
This area located east of Wiehle Avenue and south of Sunset Hills Road includes the remaining portions of the approved Mid-Line and other developments. The Residential Mixed-Use TOD area has been approved for predominantly residential uses with a mix of other uses including office, hotel and supporting retail.
    - **East of Wiehle Avenue: Transit Station Residential Mixed-Use - TOD: (1.5 FAR, 75% residential, 25% non-residential)**  
This area is also located east of Wiehle Avenue and north of Sunset



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Hills Road across Wiehle Avenue and east of Isaac Newton Square. The area includes office buildings and several restaurants intended to remain. Include connections to Lake Fairfax Park. In addition, connections to the adjacent industrial area are essential as new development occurs.

○ **Transit Station Residential Mixed-Use West of Wiehle Section:**

- **West of Wiehle Transit Station**

**(1.5 FAR, 75% residential, 25% non-residential)**

This Residential Mixed-Use area includes the small area with an approved project located west of Isaac Newton Square and north of Sunset Hills Road. It also includes the large area located beyond ¼ mile from Metro between the approved Reston Station development and Plaza America.

- **Isaac Newton Square**

**(2.0 FAR - 75% residential, 25% non-residential)**

This area is bounded by Wiehle Avenue, Sunset Hills Road and Hidden Creek Golf Course. It is planned for residential, office, retail, and hotel space with 90 percent new development (approximately 3,200 units of the 4,600 units in the Residential Mixed-Use area). This area also includes the Wiehle Avenue Fire Station #25, the W&OD Trail and a VDOT parking lot. Because of the older, low-density buildings, surface parking lots and undeveloped areas in the business park area, a shift to a residential focus for this area can be achieved. Design residential buildings to front on tree-lined streets with inviting street level façades. This area represents an opportunity to create a new residential neighborhood organized around a local-serving park. Design development along the W&OD trail to create connections to the park property and include plazas, a rectangular field, greens and other public gathering spaces abutting the trail. Attention to design is necessary to maintain safe passage for trail users in coordination with NOVA Parks. Substantially improve the VDOT parking lot along Sunset Hills with open space and landscaping.

**Wiehle TOD South District:**

The South TOD Mixed Use District is located east and west of Wiehle Avenue and south of the Dulles Toll Road. Existing development includes predominantly office parks, limited retail and support service uses located on the ground floor of several office buildings. The vision for this district is for significant redevelopment at higher intensities in a mix of mid-rise and high-rise buildings with more diverse land uses than currently exist and a wider array of support services.

• **Wiehle South District: Transit Station Mixed Use - TOD**

**(1.5 to 2.5 FAR, 50% residential, 50% non-residential)**

This area is roughly bounded by Sunrise Valley on the South, DTR on the North, the west leg of Campus Commons Drive to the east and Commerce Park Drive to the west. It includes Vornado Comstock and Campus Commons (See map).

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**Wiehle Transit Station East of Wiehle Avenue:**

- **Transit Station Mixed Use Sub-District TOD (1.5 to 2.5 FAR, 50% residential, 50% non-residential)** A development for this area has been approved known as Campus Commons and other parcels to the east accessed by Campus Commons Drive. Provide redevelopment proposals that include land to the east of Wiehle Avenue that improve pedestrian and bicycle crossings to increase safety, visibility and convenience for pedestrians and bicyclists. Provide local-serving facilities such as plazas, parks, and trails throughout the district to serve leisure and recreation needs.

**Wiehle Transit Station West of Wiehle Avenue:**

- **Transit Station Mixed Use Sub-District TOD (1.5 - 2.5 FAR, 50% residential, 50% non-residential)** Although development has been approved for the area located west of Wiehle Avenue adjacent to the Metro Station, the potential for new development for the area is encouraged. Provide a substantial open space area adjacent to the Metro Station. In addition, substantially improve access to the Metro Station to include a public drop-off/pick up, Metro parking, and pedestrian connections from adjacent residential areas. Provide a cycle track along Sunrise Valley Drive.
- **Wiehle Transit Station South Residential Mixed-Use Sub-District TOD (1.5 FAR, 75% residential, 25% non-residential)** Compatibility with the adjacent low-density residential neighborhoods across Sunrise Valley Drive is a primary concern for redevelopment. Extend the cycle track along Sunrise Valley Drive.
- **Wiehle Transit Station South Residential Mixed-Use East of Wiehle Avenue Subdistrict TOD (1.5 FAR, 75% residential, 25% non-residential)** This area is located east of the Transit Station Mixed-Use area and from ¼ mile to ½ mile of the Wiehle Metro Station. The existing development is encouraged to remain. To the extent development occurs, existing man made and natural features in the vicinity of Sunrise Valley Drive remain to create open space linked by trails and pedestrian connections. Cluster amenities in nodes along existing natural and stormwater facilities to form a connected park amenity. Compatibility with the existing single-family neighborhoods located across Sunrise Valley Drive is a primary concern for development in this area.
- **Association Drive Transit Station Mixed-Use (1.5-2.5 FAR, 50% residential, 50% non-residential) and Residential Mixed-Use Section (1.5 FAR, 75% residential, 25% non-residential)** This area is planned for both a mixed-use area and a residential use area. The existing pattern of low-density development along Association Drive represents an important opportunity. Ground level retail and support service uses are strongly encouraged. A major requirement in this area is the preservation of mature trees, many of them clustered. One or more existing association buildings and their respective landscape features may be candidates for historic preservation through rehabilitation or adaptive reuse and eligible for the National Register for Historic Places. Provide a paved pedestrian pathway to the Wiehle Metro Station Metro.

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- **Roland Clarke Place Residential Mixed-Use Section**

**(3.55 FAR 75% residential, 25% non-residential)** This neighborhood area is located between Sunrise Valley Drive and the Dulles Toll Road with access from Roland Clarke Place. The area was originally approved as part of a conference center development with retail, office and hotel uses at a maximum 3.55 FAR. Two, recently completed single-family attached developments are located along Sunrise Valley Drive and on both side of Roland Clarke Place. An existing office building (Pond Building) is located along the Dulles Toll Road and accessed by a Roland Clarke pipestem. This area is planned with the existing intensity and use. The remaining two parcels located south of the Dulles Toll Road have been combined to include a recently completed multi-family development and an existing five-story office building. These remaining parcels will remain as residential mixed-use with a total of 75% residential and 25% non-residential uses. Include a second access point with the redevelopment of the existing office building, and an open space area to serve the entire Roland Clarke neighborhood. A wide range of public uses and office uses are encouraged as part of the redevelopment of the existing office building to satisfy the required 25% non-residential uses required for both parcels. Resolving problems with noise from the Dulles Toll Road is a significant issue for residential development in this area.

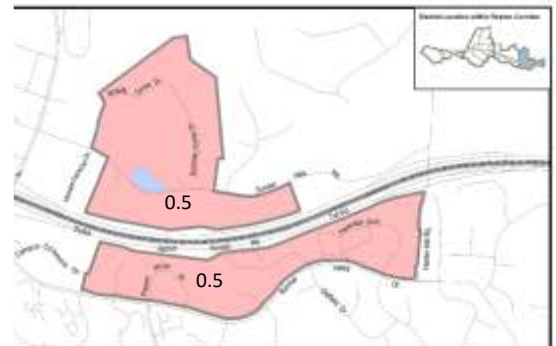
**Reston East Non-TOD District:**

**(Office, Industrial, and Institutional)**

The Reston East District is generally bounded by Lake Fairfax Park on the north, Equestrian Park on the northeast, a Virginia Department of Transportation-owned parcel, and south of the DTR, Hunter Mill Road on the east, Sunrise Valley Drive on the south and by the Michael Faraday Court and the Campus Commons office park on the west. It is bisected by the Dulles Toll Road and includes office, industrial, flex, R&D, institutional, and medical spaces.

- **Reston East Sub-District North of the Dulles Toll Road – Non-TOD (Office, Industrial, Hotel and Retail)**

This area spans both north and south of the Sunset Hills Road and east of Michael Faraday. Development on the north side of the Dulles Toll Road includes areas of industrial uses in Lake Fairfax Business Center, limited office uses, data center, large fitness facility, ice rink, and U.S. Post Office facility. This area is planned to remain as an important industrial area. The area from the proposed South Lakes overpass extension east to the VDOT maintenance facility will remain industrial at the intensity of the existing zones.



*Bottom left: Interior of SkateQuest Ice Rink*

*Bottom right: Reston Post Office*



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**Below:** Wiehle Transit Station Area, Reston East located North and South of the Dulles Toll Road



- **Michael Faraday Court Section:  
(Industrial up to 0.5 to Mixed-Use up to 1.0 FAR):**  
The northern portion of Michael Faraday Court has older, low-rise buildings that are potential redevelopment sites. Preserve the SkateQuest ice rink, an important private community recreation facility, in any redevelopment of this area. To provide an incentive for this facility to continue operation after redevelopment of this area, a redevelopment option of residential use up to a 1.0 FAR is planned provided these parcels provide convenient and safe pedestrian access to Lake Fairfax Park, the W&OD trail and to the pedestrian network for the TOD and Non-TOD District. Vehicular access will be provided in a safe and interconnected grid of streets.
- **Lake Fairfax Business Center Non-TOD Section:  
(Office, Industrial and Institutional up to 0.5 FAR)**  
This tract is planned to remain for low and medium intensity industrial, research and development, and similar uses. Retain the tree area on the eastern boundary of Lake Fairfax Business Center to buffer the residential, Equestrian Park area. Include the installation of plantings to close the gap that is approximately 50 feet wide between the tree line running north from Sunset Hills Road to where it approaches the existing trees and ties into the landscaped swale running south from Lake Fairfax Park with any redevelopment. Apply stringent environmental controls to the industrial portion of the tract. These include extensive landscaping on Sunset Hills Road and sediment control measures to assure the environmental integrity of Lake Fairfax.
- **Eastern Section between the TOD and the Proposed Extension of South Lakes Drive and North of the Dulles Toll Road:  
(Office, Industrial, Institutional and Mixed-Use, 0.5 to 1.0 FAR)**  
This area includes low-rise office buildings and surface parking lots located east of Samuel Morse Drive and west of the proposed South Lakes overpass. The existing site is surrounded by approved, mixed-use development in the Wiehle Station East TOD area. Permit

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redevelopment with residential uses up to 1.0 FAR and provide harmony with the adjacent mixed-use TOD area. Redevelopment criteria includes connection to Reston Station Boulevard, maximum tree canopy, updated stormwater management, and orientation of buildings to complete streets instead of alleys. Provide for dedication of land and construction of a portion of the extension of South Lakes Drive if adjoining the selected site. The area located east of the extension of South Lakes Drive will remain industrial.

- **Reston East Sub-District South of the Dulles Toll Road - Non-TOD: (Office, Industrial and Institutional)**

Development on the south side of the Dulles Toll Road consists of office and industrial uses located in 2-5 story buildings with support services. Most have both surface and structured parking. This district is planned to retain its employment activity focus, including office, light industrial, institutional and research and development (R&D) uses up to 0.50 FAR. Provide for local-serving plazas, parks, and trails throughout the district to serve local leisure and recreation needs. Determine the exact number of parks, their sizes and distribution by the amount and type of new development, in accordance with the Urban Parks Framework in the Policy Plan. Existing manmade and natural features in the vicinity of Sunrise Valley Drive provide an opportunity to create larger parks linked by trails and pedestrian facilities. This area is encouraged to include higher education facilities. Connect existing paths and roads to allow continuous movement from buildings in this area to the mixed-use TOD area closest to Wiehle Avenue without needing to travel on Sunrise Valley Drive and adjacent sidewalks.

- **Sunset Hills District, North of the Dulles Toll Road Non-TOD District (Mixed-Use - Retail, Office and Residential)**

This district includes Plaza America and the area north of Sunset Hills Road, between Old Reston Avenue and American Dream Way. The Sunset Hills District includes an existing multi-story office building and a significant adjacent open space. This area also includes an option for residential use. Preserve the three ponds and a connecting stream. In any proposal, include a pathway allowing public access to the ponds and open space. Retain and integrate a significant amount of open space into the adjacent W&OD Trail. Establish RPAs surrounding the wetlands ponds. Provide small-scale recreational waysides (e.g., seating areas, playgrounds) near the W&OD in collaboration with NOVA Parks.

Maintain the important heritage and character of Old Reston Avenue and adjacent structures, Sunset Hills (also known as the A. Smith Bowman House, Tax Map 17-4((1))1) and the A. Smith Bowman Distillery/Wiehle Town Hall (Tax Map 17-4((1))5B). Old Reston Avenue is a Virginia Byway and subject to improvements to provide enhanced safety for vehicular and pedestrian access and improved traffic flow. Retain the aesthetic elements of its present character from north of the W&OD Trail to the old location of Temporary Road.

**Photographs:** Reston East Sub-District South of the Dulles Toll Road - Non-TOD, office, and industrial buildings



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This District has the following two Sub-Districts:

- **Plaza America Sub-district** is bounded by the parameters of the existing Plaza America retail and office complex. They retain their existing mixed-use land use and zoning.
- **Fannie Mae Sub-district** is bordered by Sunset Hills on the south, Old Reston Avenue to the west and American Dream Way on the east. They retain their existing office land use at 0.62 FAR or mixed use at 0.50 FAR. In addition, preserve vehicular access to the adjacent site that includes an historic resource.

*Left below: Existing Fannie Mae pond and water feature*

*Right below: Existing Fannie Mae Building and open space area*



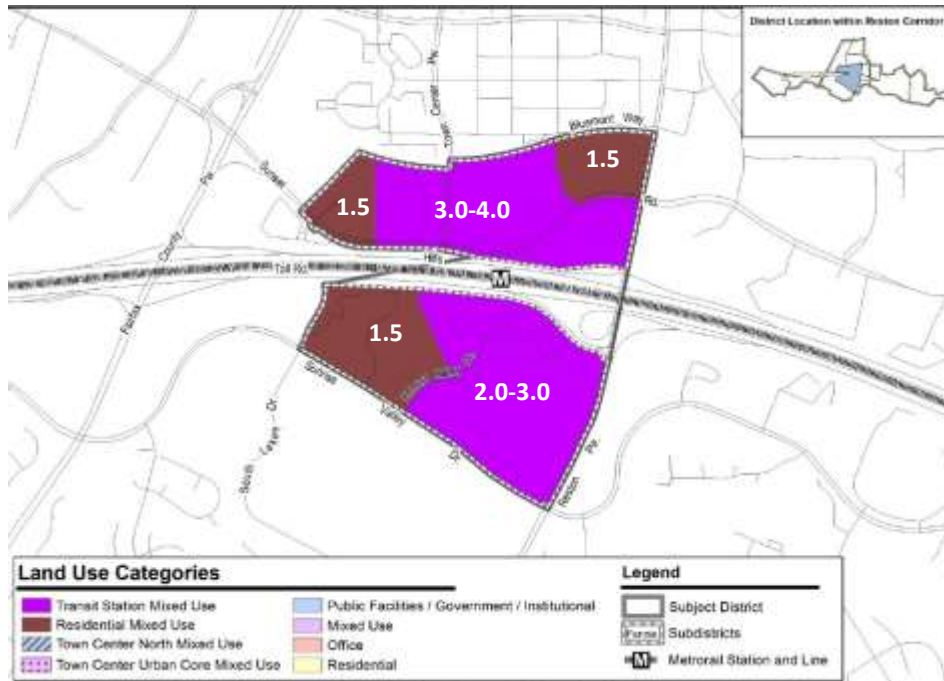
## **RESTON TOWN CENTER TOD**

The Town Center Station TOD is the “downtown” area with significant residential and commercial components to complement existing development in the adjacent Reston Town Center. Concentrate new office uses close to the station. The Town Center Station TOD District is envisioned to complement the existing Reston Town Center, urban core with neighborhoods that are well-connected to transit by new pedestrian-oriented streets, and new pedestrian-only connections. These neighborhoods provide a mix of diverse uses including arts and entertainment uses like those already found in the Town Center Urban Core. Incorporate ground level retail and support service uses into new development in order to enhance activity in the area. The percentage of residential and non-residential remains as required in the TODs. Individual developments may have the flexibility of adjusting the percentage of residential and non-residential provided that applications are submitted concurrently, thereby, maintaining the required percentages for the area.

This district has the following two sub-districts:

- Town Center North Mixed-Use Sub-District TOD:  
(3.0 - 4.0 FAR, 50% non-residential, 50% residential)
- Transit Station North Residential Mixed-Use Sub-District TOD:  
(1.5 FAR, 75% residential, 25% non-residential)

## Location Map: Town Center North Station TOD and FARs



### North of the Dulles Toll Road District TODs

This district is planned to develop at the highest intensities in Reston. This area is bounded by the W&OD Trail on the north, Reston Parkway on the east, the Dulles Toll Road on the south and the County property occupied by YMCA on the west.

- Town Center North Mixed-Use Sub-District TOD:  
(3.0 - 4.0 FAR, 50% non-residential, 50% residential)**

The North Sub-District is comprised of approximately 88 acres. It is located south of the W&OD Trail, west of Reston Parkway, north of the Dulles Toll Road, east of the County property occupied by YMCA. Sunset Hills Road extends from east to west through the Sub-District with Reston Parkway and Town Center Parkway being the primary north-south streets. The sub-district is strategically located between the Reston Town Center Urban Core and the Reston Town Center Metro Station. Existing development includes several office parks at intensities from 0.30 to 0.80 FAR and served by both surface and structured parking. Other uses include an extended stay hotel, restaurants. The vision for the North Sub-District is an extension of the Town Center Urban Core with a mix of uses including new office uses, destination retail uses and restaurants, a hotel with convention facilities, a significant residential component, one or more civic uses and ground floor uses that foster a varied and interesting pedestrian environment.

The availability of vacant land near the Metro station in this sub-district presents an opportunity to realize the desired mix for Transit Station Mixed- Use areas of 50 percent non-residential uses and 50 percent residential uses. Organize development around a large, signature community gathering space near the station entrance. This Sub-District is

**Photographs:** North of the Dulles Toll Road, Transit Station Mixed-Use Sub-District TOD, Reston Gateway development



well underway with ongoing construction of the Reston Gateway project. Supply the large gathering space adjacent to the Town Center Metro Station in the future Phase 2 of Gateway. The vision for this district is for substantial redevelopment at higher intensities in predominantly mid-rise and high-rise buildings and a wider array of support services. Create a series of urban plazas and parks to provide gathering places for people of all ages to enjoy festivals and community events. Provide plazas, parks, trails, and public art throughout the Sub-District to serve local leisure and recreation needs. Provide small-scale spaces (e.g., seating areas, playgrounds) or larger recreational and cultural facilities near the W&OD in collaboration with NOVA Parks.

- **Transit Station North Residential Mixed-Use Sub-District TOD: (1.5 FAR, 75% residential, 25% non-residential)**

The two small areas in the North TOD Sub-District include the area bounded by the W&OD trail on the north, YMCA to the west, up to the western boundary of RTC West on the east, and Sunset Hills on the south. This area also includes the land located along Reston Parkway. They are planned for a mix of uses up to 1.5 FAR. The existing low-density retail development with surface parking located along the western boundary of the Sub-District presents an opportunity for new residential development. Individual development may have flexibility to vary from the percentages if other developments are zoned with a use mix that maintains these proportions for the area designated in the Residential Mixed-Use category. Ground level retail and support service uses are encouraged. Support retail uses in office, hotel or residential buildings are complementary to other uses.

*Photographs: South of the Dulles Toll Road, Transit Station South Mixed-Use Sub-District TOD*



### South of the Dulles Toll Road District TODs

This district is planned to develop in a manner that is complementary to the area located north of the Dulles Toll Road at a lower intensity. The South TOD District is bounded by the Dulles Toll Road on the north, Reston Parkway on the east, Sunrise Valley Drive on the south, and by a self-storage business on the west. Reston Parkway and Edmund Halley Drive are the primary north-south streets.

- **Transit Station South Mixed-Use Sub-District TOD: (2.0 to 3.0 FAR, 50% non-residential, 50% residential)**

Provide development proposals with a mix of 50 percent non-residential and 50 percent residential uses. The existing development pattern, the presence of surface parking lots and availability of vacant land near the Town Center Metro Station present an opportunity to realize the desired mix of non-residential and residential uses. The vision for this district is for significant redevelopment at higher intensities in a mix of mid-rise and high-rise buildings. Front residential buildings on tree-lined streets with inviting street level façades. Locate a larger-scale park that includes cultural and recreational facilities within this district to provide outdoor spaces and areas for community events. This open space which serves as a gathering space, may include a concentration of ground level retail uses. Provide plazas, parks, and trails throughout the sub-district.



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Determine the exact number of urban parks, their sizes and distribution by the amount and type of new development, in accordance with the Urban Parks Framework in the Policy Plan. The approved Halley Rise plan is underway for the southern portion of this area.

- **Transit Station South Residential Mixed-Use Sub-District TOD: (1.5 FAR, 75% residential, 25% non-residential)**

This area in the South TOD district located West of Edmund Halley Drive and is planned for intensity up to a 1.5 FAR range. The area is planned for predominantly residential uses with a mix of other uses including office hotel and supporting retail.

*Below: Approved Halley Rise development*

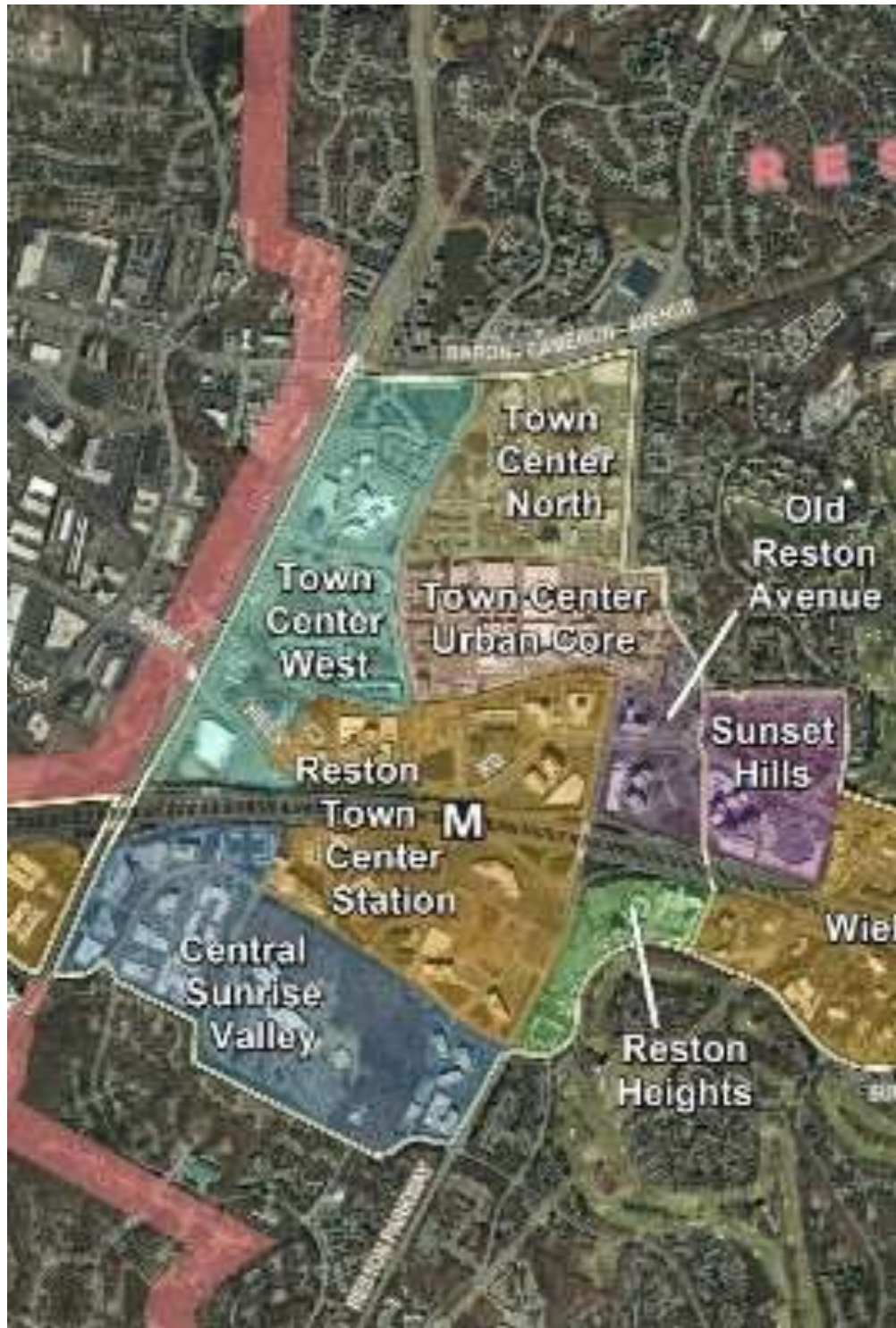


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### Town Center Transit Station Non-TOD Districts

The Town Center Station Area has six non-TOD districts. They include Town Center Urban Core, Town Center North, Town Center West, Old Reston Avenue, Reston Heights, and Central Sunrise Valley.

### Location Map: Town Center Transit Station Non-TOD Districts



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### **Town Center Urban Core Non-TOD District: (Existing Reston Town Center Urban Core)**

The Town Center Urban Core District is bounded by New Dominion Parkway on the north, Old Reston Avenue on the east, the W&OD trail on the south, and Town Center Parkway on the west. Existing development includes the Reston Town Center that has office, residential, retail and hotel use. It also has a central plaza that serves as a significant gathering place. The part of the district to the east of Reston Parkway is planned for residential uses. The Stratford House development is planned for its currently approved density. The three-story office building located at the corner of Reston Parkway and Temporary Road has been approved for a high-rise residential use at up to a 3.0 FAR. The part of the district to the east of Town Center Parkway is planned for and developed with a variety of uses, including office, retail, residential and community-serving uses, at an approved intensity of up to 0.95 FAR for commercial uses.

*Photographs: Town Center Urban Core Non-TOD District*



### **Town Center North Non-TOD District: (Mixed-Use)**

The Town Center North District includes all the area bounded by Baron Cameron Avenue on the north, Reston Parkway on the east, New Dominion Parkway on the south and Town Center Parkway on the west. The vision for the Town Center North District is as an extension of the Town Center Urban Core with a significant civic presence at a lower overall intensity, and a tapering of height from south to north and east to west. This new urban neighborhood requires a grid of pedestrian-oriented streets to accommodate extensive surrounding density, while maintaining areas of mature trees. The district is divided into two sub-districts: the East Fountain Drive Area and the West Fountain Drive Area.



- **East Fountain Drive Sub-District Non-TOD: (Mixed-Use - Retains the Approved Density)**

The East Fountain Drive Subdistrict is comprised of an approved mixture of residential, office, hotel, and retail uses. The subdistrict has an approved Planned Residential Community (PRC) plan for significant redevelopment (up to 790,000 square feet of non-residential uses and approximately 1,440 residential units) in a combination of mid-rise and high-rise buildings with a diverse mix of land uses, including office, hotel, retail and residential uses. Any amendments to the approved development plan will require amending the Comprehensive Plan. This Sub-District is comprised of the Spectrum Development and the high-rise, Town Center Office Building. Both of these new developments have been approved in this Sub-District. The large Spectrum development replaces the existing retail development at an approved intensity. An approved commercial building replaces the existing Town Center Office Building at an approved intensity. Both projects have been approved with a diverse mix of uses, including office, hotel, retail, and residential uses. A modification to the uses or an increase in density to the existing approvals is not recommended. This comprehensive plan does not increase the density that is currently approved for this area.



- **West of Fountain Drive Sub-District Non-TOD:  
(Reston Civic Square/Central Green )**

The vision for the Reston Civic Square is consistent with the conceptual layout provided by joint owners, Fairfax County and INOVA, as shown in the below Concept Plan Map. For designated Reston Association covenanted land, present all applications pertaining to the Reston Civic Square to Reston’s Design Review Board (DRB) for review and approval. This area is bordered by Baron Cameron, Town Center Parkway, Fountain Drive, and north of New Dominion Parkway. The Civic Center establishes a variety of required county, regional and institutional uses. Civic uses include:

- New expanded regional library (minimum 39,000 sf plus 4,000 sf of meeting space)
- North County Governmental Center (the Supervisor’s offices and North County police station)
- Elementary school
- Expanded to approximately 25,000 sf Embry Rucker Shelter with a daytime service facility and the attached 15-30 transitional housing units,
- Significantly expanded and consolidated North County Human Services office building
- 30 existing affordable townhouses
- 10-acres of required open space, including:
  - Major, 3.5-acre community park and a separate gathering space located near the center of the Civic Center serving as a key design feature
  - Hunter Mill District FCPA recreation center (minimum of 90,000 sf)
  - FCPA full-sized rectangular athletic field with adjoining playground, inclusive of underground parking
  - Edgewater Park
  - Tree save areas



**Photograph:** West of Fountain Drive District - Concept Plan with proposed Civic Square, streets, and new blocks for development

The conceptual street grid is shown on the Civic Square Plan Concept Map, and it has been approved by Reston Association’s DRB. The Civic Square flows north from Reston Town Center and transitions between the County civic use space to the west and south and to east.

In addition, to be considered in the final design, alternative civic need areas may include a fire station, additional athletic field, and a large Reston area universally accessible playground. The final design will be made in collaboration with residents and community organizations. Provide trails and public art. Provide significant spaces between buildings (setbacks) between current and approved high-rises, the Paramount and Winwood Properties, and blocks 7 and 8 for adequate safety and environmental needs. Ensure consistency between buildings and the overall plan with Reston sustainable and biophilic design standards.

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The joint owners, the County and INOVA, signed an original Interim Real Estate Exchange Agreement on September 22, 2015, redistributing property boundaries into contiguous lots. The total density for all blocks is established at 20 dwelling units per acre. All residential density is assigned to blocks 2, 4, and 6 except for the Emery Rucker transitional housing and affordable housing units that, with Embry Rucker, are exempt from the density calculation below. Blocks 1, 3, 5, 7, 8, and 9 are County-owned and reserved for civic uses with adequate ancillary retail.

Blocks 2, 4, and 6 are on the higher elevation eastern portion of the sloping parcel. They will have a maximum residential density of approximately 1,000 dwelling units excluding bonus for ADU and WDUs with building heights declining from block 6 to block 2 and starting at most 12-stories. Design redevelopment of blocks 2, 4 and 6 to provide a proportional contribution to the establishment of the central green, the athletic field and the new grid of streets including Library Street. Front residential buildings onto tree-lined Library Street with inviting street-level façades. Incorporate adequate tree save areas in tracts with current large stands of trees. The non-residential component of blocks 2, 4 and 6 includes 150,000 sq ft of office, medical facilities, and ancillary retail.

In addition, block 9 contains thirty, currently affordable homes, and it is located next to the Fairfax County Government Center and Police Station. Block 9 is owned by the Fairfax County Redevelopment Housing Authority, and it is separate from the County and INOVA agreement, and the other references here to layout. Additional affordable housing may be included here.

The Civic Square was donated to provide adequate civic space in Reston to fulfill its original concept as a green, nature-focused “New Town” and to provide for long-term civic expectations. In addition, blocks owned by the County may combine to accommodate the best civic layout. The final design will prioritize extensive civic needs on limited available County space. Continue to operate the existing library and homeless shelter controlled by the Board of Supervisors until such time as replacement facilities are made available. The shelter may locate to a transitional location.

Due to the existing approved development and the neighboring Spectrum development, an environmentally sound development with preserved or added green spaces and a well-designed transportation network will be necessary. Neighbors include: Winwood at 125 new units, Paramount at 100 units, and Oak Park Condos at 180 units. Consider development of the undeveloped parcel located South of the existing Reston Library, only if consolidated with an adjacent parcel.

Implement the vision of Town Center North will be implemented in multiple phases over time. Provide all zoning applications to demonstrate how they result in a plan that facilitates the coordinated development of future phases. Issues such as open space and tree save areas are to be implemented holistically.

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### **Town Center West District Non-TOD: (Mixed-Use)**

**Photographs:** *Town Center West, Reston Hospital Center, and adjacent Doctors' Offices, and parking facilities*



The Town Center West District is bounded on the north by Baron Cameron Avenue, on the east by Town Center Parkway, on the south by the Dulles Toll Road, and on the west by Fairfax County Parkway. It is developed with a diversity of uses including townhouses and multi-family housing, the Reston Hospital Center and associated medical office buildings, a County-owned property occupied by a YMCA facility, a Reston Association storage facility and a Target store. The district is planned to maintain existing character, uses and development intensities.

Provide parks, trails, and public art throughout the sub-district. Explore opportunities to provide small-scale recreational waysides (e.g., seating areas, playgrounds) or larger recreational or cultural facilities (e.g., gathering places) near the W&OD and in collaboration with NOVA Parks.

The Reston Hospital and adjacent medical office buildings are in this District. An expansion within the zoning framework is recommended. In addition, residential development is also located west of Town Center Parkway. The Land Use Map provides information for development in this area. Industrial uses to remain are located near Target and south of W&OD trail.

### **Town Center Old Reston Avenue District Non-TOD: (Mixed-Use)**

**Below:** *Old Reston Avenue District Non-TOD Area*



The Old Reston Avenue District is bounded on the northwest by the Stratford House residential community, Old Reston Avenue on the east, the Dulles Toll Road on the south, and Reston Parkway on the west. Existing development includes office uses in medium and high-rise buildings, free-standing auto-oriented uses at the intersection of Old Reston Avenue and Sunset Hills Road, and the Carlton House residential, condominium building.

The Old Reston Avenue District is planned for office and retail uses up to 0.50 FAR or at currently approved development intensities, or with respect to Tax Map 17-4 ((1)) 1 office and residential uses up to .64 FAR. A new office building has been approved that integrates and preserves the Bowman House. The Oracle campus to the east of Reston Parkway includes office and residential uses.

### **Town Center, Reston Heights District - Non-TOD: (Up to 2.8 FAR)**

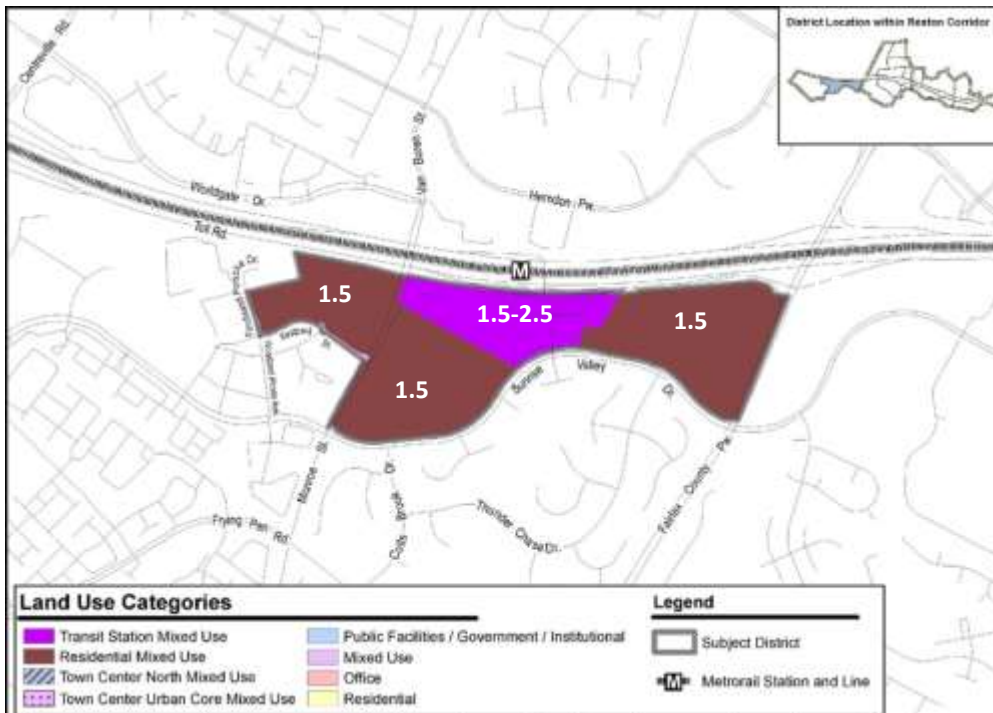
The Reston Heights District is a Transit Oriented District located east of Reston Parkway, up to and including the Westin Hotel and Mercer Condominiums, north of Sunrise Valley Drive and south of the Dulles Toll Road. It includes an office building, two hotels, high-rise multi-family units and retail at an approved intensity of 2.8 FAR. In addition, two existing low-rise office buildings and retail buildings are located adjacent to intersection of Reston Parkway and Sunset Hills Road. This area is planned to retain the existing and approved density with a mix of uses.

## Town Center Central Sunrise Valley District Non-TOD: (Mixed-Use)

The Central Sunrise Valley District is generally bounded by the Dulles Toll Road on the north, Edmund Halley Drive on the east, South Lakes Drive on the south, and the Fairfax County Parkway on the west. It is planned for and developed with office and light industrial uses. The district includes the headquarters of the U.S. Geological Survey (USGS). The area west of the USGS and south of Sunrise Valley Drive is planned for light industrial use up to 0.35 FAR, while office use up to 0.50 FAR is appropriate for the balance of the district.

Include plazas, other parks, trails, and public art throughout the sub-district to serve local leisure and recreation needs. Existing manmade and natural features in the vicinity of Sunrise Valley Drive provide a particular opportunity to create parks linked by trails and pedestrian facilities planned for the TSA. Create RPAs adjacent to existing natural and stormwater features.

## Location Map: Herndon Transit Station Area TOD



## HERNDON MONROE TRANSIT STATION AREA DISTRICT

The Herndon Transit Station Area TSA District includes the Herndon Metro Station. It is bounded on the north by the Dulles Toll Road, the east by Fairfax County Parkway, the south by Sunrise Valley Drive, Frying Pan Road and Fox Mill Road, and the west by Centreville Road. Provide plazas, parks, trails, and public art throughout the district. Determine the exact number of parks, their sizes and distribution by the amount and type of new development, in accordance with the Urban Parks Framework in the Policy Plan. Offset lack of recreational facilities in this area through provision of on-site facilities or

contributions to nearby parks within walking distance. The existing privately owned, Sunrise Valley Wetlands provides an opportunity to link a natural habitat by trails and pedestrian facilities planned to other smaller scale parks along Sunrise Valley Drive.

As described in the Areawide guidance on Urban Parks, Recreation Facilities, and Cultural Facilities, meet athletic field needs through the construction of new fields as well as improvements to existing nearby fields within walking distance. Areawide Plan guidance establishes a goal of at least one new full-service athletic field within each TSA. Provide contributions toward land and improvements sufficient to achieve this goal.

### **HERNDON TRANSIT STATION AREA DISTRICT TOD**

This TSA includes the Herndon Station TOD District and the Woodland Park/ Great Oak Non-TOD District. It is generally bounded by the Dulles Toll Road on the north, the Fairfax County Parkway on the east, Sunrise Valley Drive on the south, and the Woodland Park mixed-use development on the west. Monroe Street is the primary north-south street in the district. Incorporate ground level retail and support service uses into new development in order to enhance activity in the area. Retain the percentage of residential and non-residential as required in the TODs. Individual developments may have the flexibility of adjusting the percentage of residential and non-residential provided that the applications are submitted concurrently, thereby, maintaining the required percentages for the area.

#### **Herndon Station Transit Station Mixed-Use Sub-District TOD: (1.5 to 2.5 FAR, 50% non-residential, 50% residential)**

The Herndon Station TOD Sub-District, immediately adjacent to the south side of the Metro station is envisioned to be a neighborhood adjoining the publicly accessible wetlands located along Sunrise Valley Drive. Concentrate new office and residential uses close to the station. The vision of the Herndon Station TOD Sub-District is for a moderate intensity urban neighborhood with a mix of uses including office, residential, and hotel, together with support retail and services. Design buildings heights to be limited and in harmony with the nearby Polo Fields subdivision. In addition, with redevelopment, create pedestrian-friendly connections to one or more smaller plazas or parks to provide gathering places for people of all ages as well as places to walk and enjoy green spaces.

Guidance for evaluating development proposals is contained in the Areawide Recommendations and the following district and sub-district recommendations. Redevelopment options are dependent on the degree necessary public infrastructure can be provided and Plan objectives and development conditions set forth in the Areawide and Sub-District guidance can be satisfied by development proposals.

Existing development in the Sub-District is a combination of low-rise office buildings with surface parking and mid-rise office buildings with structured parking. The Herndon Park-and-Ride facility adjacent to the Herndon Metro

*Top: Herndon Metro Station and Bus Transfer Center, TOD*

*Bottom: Office building and Wetlands in the Herndon District TOD*





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Station, and county-owned and operated transit center provides approximately 3,700 spaces for Metro parking. The Sunrise Valley Wetland is an approximately 14-acre man-made wetland area in the district with a notable diversity of wild- life and a boardwalk facility that crosses the wetland. In addition, there is a parcel in the northeastern corner of the Woodland Park mixed-use development along Monroe Street and a vacant parcel for office buildings in the northeastern corner of Woodland Park East.

**Redevelopment** - The vision for this district is for redevelopment with more diverse land uses than currently exist and a wider array of support services. Provide plazas, parks, trails, and public art throughout the sub-district to serve local leisure and recreation needs. Determine the exact number of parks, their sizes and distribution by the amount and type of new development, in accordance with the Urban Parks Framework in the Policy Plan.

The Transit Station Mixed-Use area is planned for intensity within a range of 1.5 to 2.5 FAR. Provide development proposals with a mix of 50 percent non-residential use and 50 percent residential use. The availability of County- owned vacant land close to the Metro station presents an opportunity to realize the desired mix for Transit Station Mixed Use areas of 50 percent non-residential uses and 50 percent residential uses. With its location next to Metro, this site would be appropriate for a new corporate headquarters, or affordable housing development and community facilities.

- **Herndon Transit Station Residential Mixed-Use Sub-District TOD (1.5 FAR, 75% residential, 25% non-residential)**  
This subdistrict includes areas east, south and west of the property distinguished from the central Herndon Station District (50% residential/ 50% non-residential). The area has an existing office park. Plan redevelopment to be predominantly residential uses with a mix of other uses including office, hotel and supporting retail. In addition, preserve the wetlands area. The availability of vacant land in this district creates an opportunity to achieve the Residential Mixed-Use goal of 75 percent residential uses. Individual development may have flexibility to vary from the stated percentages if other developments are built or rezoned with a use mix that maintains these proportions for the area designated as the Residential Mixed-Use category. Ground level retail and support service uses are encouraged to add to the vibrancy and enhance the pedestrian environment. Plan for building heights to be limited and in harmony with the nearby Polo Fields subdivision.

### **Herndon NON-TOD Districts**

The vision of the Woodland Park/Great Oak Districts is to maintain the character, uses, and density of existing development. This area includes the Mixed- Use Area North of Sunrise Valley Drive and the residential Area South of Sunrise Valley Drive.

- **North of Sunrise Valley Drive Sub-District Non-TOD: (Mixed-Use)**  
This area of Woodland Park/Great Oak Non-TOD Sub-District consists of approximately 163 acres, and it is bounded by the Dulles Toll Road on the north, Monroe Street on the east, Sunrise Valley Drive on the south and

*Herndon Non-TOD District - Top:  
Woodland Park retail center*

*Middle and bottom: Office  
development in the Herndon Non-TOD  
District*



Centreville Road on the west. It is planned and developed as a major mixed-use development up to 0.70 FAR, with office, retail, hotel, and residential uses. This area along the Dulles Toll Road has high visibility and is appropriate for high quality development including corporate headquarters, hotels, and office buildings. Create mixed-use developments for a quality living environment with active recreation facilities and other amenities for residents. Site residential developments away from the Dulles Toll Road and towards Sunrise Valley Drive. Support retail and service uses are appropriate in office, hotel, and residential buildings. Provide pedestrian connections throughout the area and to the transit. Clustering of buildings is encouraged. Concentrate overall design of open space into common areas, parks, and plazas to provide visual focus and attractive outdoor spaces for residents and employees.

Provide plazas, parks, and trails throughout the district to serve local leisure and recreation needs. The number of parks, sizes and distribution are determined by the amount and type of new development, in accordance with the Urban Parks Framework in the Policy Plan. Incorporate recreational amenities for employees and residents, such as walking and jogging paths, exercise stations, and multi-use courts appropriate to the mix of potential users and their needs, without loss of existing ballfields with development in Woodland Park. Incorporate a vehicular circulation network that is appropriate to the type and intensity of the ultimate development uses.

- **South of Sunrise Valley Drive Sub-District Non-TOD: (Residential)** - The area south of Sunrise Valley Drive includes approximately 99 acres. It is bounded by Monroe Street on the east and Fox Mill Road on the south and west. This Non-TOD sub-district is residential and has two County, public elementary school buildings. Residential areas include the Great Oak subdivision, a development of townhouses and single-family homes, the Woodland Park Apartments, and the Fox Mill Station condominiums. This fully developed area is planned to remain for residential uses at the approved densities to maintain its existing character.

**Below:** Location Map - Herndon Non-TOD District, Woodland Park/Great Oak



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## DESIGN AND PLACEMAKING: RESTON TRANSIT STATION

### AREAS

Reston is a diverse, planned community with a variety of density and community approved designs in its neighborhoods and village centers. The overall plan 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 TSAs, located along the central east-west spine of Reston, have more variety in their character.

A key goal in the transition of this central part of Reston is to create new transit-oriented neighborhoods in each TOD District located within 1/2 mile of each transit station (in areas that are designated as Transit Station Mixed-Use or Residential Mixed-Use land use categories). Design TOD neighborhoods to be easily accessible by pedestrians of all types and bicyclists of all skill levels. In addition, incorporate design and landscaping elements to connect these neighborhoods physically (e.g., by connections to the existing trail network).

Recommendations for the TOD areas guide the appearance, arrangement, and functional elements of the physical environment, with a particular emphasis on public spaces. The TOD areas are comprised of many elements including streets, blocks, open spaces, pedestrian areas, and buildings. The following recommendations provide guidance for each of these elements, with a particular emphasis on creating high-quality environments that are walkable and pedestrian friendly.

Use recommendations in this Comprehensive Plan in conjunction with the Guidelines for Development: Reston Transit Station Areas (TSAs) endorsed by the Board of Supervisors. In addition, these recommendations are intended to complement the existing Reston Town Center Design Guidelines of the Reston Town Center Association that apply to properties located in the Town Center. Where required, submit plans to several existing entities and design review bodies in Reston for review and local community input, noting that some TSA parcels lack binding design review governance boards. Cooperation of VDOT and Utility companies is imperative going forward. Accordingly, coordinate approved plans to include trees and other green amenities.

Reston's biophilic goals of combatting climate change and creating successful, attractive environments for all is a key priority throughout Reston's TSAs.

#### Design Vision

The Reston Comprehensive Plan articulates the following vision to help guide future development in the TSAs. Design development and redevelopment to be of the highest caliber in terms of planning, architectural design, compatibility, and livability. Plan redeveloped areas to be integral parts of the larger Reston community. High standards are expected for all public and private development that incorporates best practices in placemaking (including a mix of uses, integrated parks, variety in housing types, and pedestrian connectivity), environmental protection and preservation, and energy efficiency and conservation.

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## **Design Principles**

For development in the TSAs, follow the Guidelines for Development: Reston Transit Station Areas (TSAs) already endorsed by the Board of Supervisors.

**Enhance Local and Regional Identity** - Advance Reston as Fairfax County's premier planned, biophilic community. Key characteristics include the provision of community gathering spaces to provide opportunities for social interaction, integrating nature into the built environment, and providing residents attractive and useful connections.

- Continue the evolution of Reston's core into several highly desirable, transit-oriented, mixed-use environments centered around the transit stations.
- Maintain high standards for architecture and design that create an identity for each TOD District and that support the character of Reston as a whole.
- Screen above-grade parking.

**Establish a Sense of Place** - Create walkable neighborhoods adjacent to the Metro stations and within the larger Reston community that build upon the success of the Reston Town Center.

- Encourage design elements that promote a distinct character for each TOD neighborhood, as well as common elements that contribute to a cohesive urban environment and are complementary to the larger Reston community.
- Development should be designed to promote community, healthy living, arts and enjoyment of nature in Reston.
- Require each TOD neighborhood to include tree-lined streets, bird-friendly vegetation, a variety of parks, playgrounds, and public gathering places.

**Improve Connectivity** - Increase the efficiency of vehicular, bicycle, and pedestrian movements within the TSAs through a well-designed multi-modal network.

- Create pedestrian and bicycle-friendly connections that are safe, pleasant, and convenient.
- Maximize the benefits of transit in Reston by improving connectivity within and between the TSAs and with the surrounding community.

**Design Sustainable 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 (see Environmental Stewardship Chapter.)

- Incorporate innovative and environmentally sensitive stormwater design into all new development and redevelopment. Vegetative roof designs are strongly encouraged.
- Restore and stabilize existing streams.
- Construct buildings that meet the highest levels of energy efficiency and minimize carbon emissions and other pollutants.

**Respect Surrounding Neighborhoods** - Maintain the character and livability of residential neighborhoods adjacent to the TSAs.

- Concentrate the tallest buildings and highest land use intensities closest to Metro stations.

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- Design transition of building heights to be compatible with lower density neighborhoods in the surrounding community.

**Recommendations: The Pedestrian Network** - The recommendations for the pedestrian network are organized into two sections: Building Street and Block Pattern, and Building and Site Design Recommendations. Publicly accessible places and sidewalks connect pedestrians to homes, places of employment, retail establishments, restaurants, parks, plazas, and trails. Integrate the design of pedestrian and bicycle networks with, and complementary to, adjacent land uses to create a safe and effective pedestrian and bicycle experience.

- **Building, Street and Block Pattern** - A system of connected streets will be the primary organizing element of the TSAs. New development will create smaller blocks through an interconnected system of streets that is more walkable, provide travel choices for pedestrians and motorists, and have breaks in building massing to help create a built environment that is appropriately scaled for pedestrian activity. Provide local streets with east-west travel alternatives for sections of Sunrise Valley Drive and Sunset Hills Road to help relieve congestion at key intersections. Blocks should not be longer than 600 feet. Some blocks may be irregularly shaped and have block sides longer than 600 feet. If this occurs, consider a mid-block pedestrian connection such as a publicly accessible walkway through a building or a garage. See the Guidelines for Development: Reston Transit Station Areas (TSAs) document for important recommendations for streetscape design in the TSAs.
- **Building and Site Design Recommendations** - Building and site design is supportive of the pedestrian network to create a vibrant urban environment. Site design for townhouses must orient buildings to complete streets instead of alleys.

The following recommendations address Build-to Lines, Building Frontages, Active Uses Building Mass, Step-Backs, Building Articulation, Fenestration and Transparency, Parking Design and Building Height.

**Build-to Lines** - The build-to line is a theoretical line indicating where the façades of buildings should be located. The build-to line generally applies to the podium or base of the building and excludes building towers. Provide consistent build-to line within a block, unless it is intentionally varied to achieve articulation, streetscape uses such as outdoor dining, or other public open spaces. Consistent build-to lines ensure that the ground floors of all buildings on a block generally align with each other at the edge of the streetscape, providing a frame for the public realm but allowing architectural variation and interest. Developments adhere to a consistently established build-to line for each block. The location of the build-to lines relates to the streetscape guidance, the intensity and activity of the land uses, and the desired relationship of pedestrians to these uses. The location of the build-to line may vary depending on the character of the street and the District. Existing uses and buildings that do not conform to the build-to line established by new development will investigate opportunities to create visual and physical linkages to new buildings

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that address the pedestrian realm. These existing buildings in front of or behind the build-to line, may use walls, landscaping, or other architectural features to align with other buildings at the build-to line.

**Building Frontage** - The building frontage generally aligns with the build-to line and serves as a physical and visual boundary for pedestrians and is visually engaging and provides appropriate, convenient access. The building frontage will avoid creating barriers, or the impression of disconnection from the surrounding neighborhood. Access ground-floor commercial uses directly from the adjacent public sidewalk or building zone. In the absence of significant changes in grade, provide storefronts at the same grade as the sidewalk and building zone. Separate ground-floor residential uses from the public sidewalk. This creates the opportunity for stoops, bays, porches, or entries that establish a distinct transition between private residential developments and pedestrians, while also providing convenient access. If accessed directly from the public sidewalk, stairs will not impinge upon pedestrian mobility.

**Active Uses** - Active uses are those uses generally within the first or lowest floors of a building that are designed to be occupied and have direct relationships to the adjacent streetscape or open space. Active uses engage pedestrians and may include retail or service uses. They encourage pedestrian activity by engaging the interest of pedestrians along their walk. Active uses also provide for “eyes on the street”, creating a sense of safety for pedestrians. The building frontage will include active uses, such as retail, at street level along appropriate pedestrian corridors. Loading docks, mechanical rooms, utility vaults, and parking decks should be placed internal to the building envelope.

**Building Mass** - Building mass is the three-dimensional bulk of a building: height, width, and depth. Planned development in the TOD areas will generally occupy most of the block. Design sites to achieve the desired density goals, while remaining sensitive to the impact of development on the surrounding buildings and neighborhoods. Attention to building mass allows for access to light and privacy for other buildings. In addition, proper building mass minimizes long shadows on the street, adjacent buildings, and public open space.

**Step-Backs** - The pedestrian experience is greatly influenced by the height of the building along the sidewalk. Building step-backs are created through the stepping back of the upper floors of a building from the build-to line to reduce its apparent mass at the street level. Step-backs can be used to reduce the impacts of shadows and increase the access of sunlight to the pedestrian realm. They can also reduce the “tunnel effect” that sometimes occurs along streets that are lined with tall buildings. Step-backs can vary by location and context. They can be used to add depth and complexity to the bulk of buildings. Step-backs may be necessary to ensure sunlight in certain locations, particularly as related to public open spaces. Utilize shadow studies to ensure that adjacent buildings have adequate light. For buildings taller than four stories, locate the step-back anywhere from four to eight stories above sidewalk level. Review step-backs in proposed developments to conform to the scale and proportion of the street section and their relationship to adjacent building heights and scale.

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**Building Articulation** - Building articulation is the variation in a building's façade to provide changes in depth, patterning, or fenestration. Some elements of building articulation include rhythmic bays, planar breaks, window systems, entries, balconies, and stoops. It can also include changes across building heights. This can include material, color and textures that express the ground floor, building podium and building tower. Building articulation can make buildings interesting and engaging to the pedestrian while simultaneously breaking down the scale of building façades to avoid large, monotonous areas of building wall. Certain types of articulation can also provide shade or orient pedestrians by defining entries. Building articulation can vary by location and context. Buildings will include appropriate elements to provide for an interesting and engaging pedestrian environment.

**Fenestration and Transparency** - Fenestration refers to the pattern of openings in a building facade typically through the use of windows, doors and other glazed areas. Transparency in the fenestration of appropriate ground floor uses can visually activate the pedestrian experience and allow for "eyes on the street" that can enhance the feeling of safety for pedestrians. Where ground floor retail, commercial, community or other non- residential uses occur, the façade above and below the finished elevation of the first-floor ceiling should be largely transparent. Transparency will permit visibility from the sidewalk into a building and its active uses. Opaque, mirrored, and translucent glass should be avoided. In residential buildings, the level of ground floor transparency may be lower for private uses, such as living areas. Residential lobbies and other common spaces will exhibit higher transparency to provide a visual connection to the pedestrian network. All fenestration and lighting should be "bird friendly" consistent with guidelines published by the American Bird Conservancy or equivalent standards.

### **Parking Design**

Parking facilities guidelines:

- Design parking access to minimize conflicts between vehicles and pedestrians.
- Limit vehicular access to parking lots and parking garages to local streets when feasible.
- Wayfinding signage may be warranted in order to guide drivers safely and efficiently to parking.
- Design parking access to be attractive and coordinated with the site plan and architecture.
- Certain uses, such as retail, civic or entertainment, may require highly visible parking.
- Lighting of exterior and interior parking structures provide adequate lighting levels to ensure public safety without creating glare and light spillage into adjacent residential structures, roads, and the pedestrian realm.

**Structured Parking** - Underground parking is the least intrusive form of parking on the built environment and is the preferred method for parking in the TSAs. Above- grade parking structures will be "wrapped" with active uses to the maximum extent possible. If exposed parking structures are unavoidable, employ architectural detailing, lighting, and landscaping along the building

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façades to mitigate its negative impacts. If a parking level is not wrapped with an active use, designed the façade so that it appears as an attractive architectural element. Vegetated exteriors are encouraged. Provide consistent or complementary architecture of garages with surrounding buildings. Provide architectural treatments and screening for garage, loading access, utility vaults and mechanical rooms. New stand-alone above-grade parking structures are discouraged.

**Surface Parking Lots** - Surface parking is appropriate for short term parking, such as parking for retail or public facilities (such as libraries or recreation centers) or for passenger drop-off and pick-up areas. Where designated, locate intensively landscaped, and well-lighted surface parking lots to the side or rear of the primary use contain pedestrian connections that lead to the front door of the building. Surface parking lots may provide low walls or fences at the back of the sidewalk or parallel to the adjacent build-to line.

**On-Street Parking** - On-street parking makes sidewalks safe and provides necessary short-term residential and re- tail parking, as well as activating streets. Reserving a portion of on-street parking spaces for short term delivery and loading (e.g., food and package delivery) also should be considered in appropriate locations. Many new streets within the TSAs should provide on-street parking. Where on-street parking is provided, minimize curb cuts for vehicular access to increase pedestrian safety and maximize the number of on-street parking spaces.

### **Building Height**

Building heights in the TSAs will reflect the proposed intensity pattern. The tallest buildings should be located within 1/4 mile of the Metro station with heights step- ping down gradually as the distance from the Metro station increases. Buildings in proximity to the Dulles Toll Road may be taller and building heights will be lowest in locations adjacent to existing residential neighborhoods located outside of the TSAs. In the Reston Town Center Station TOD District, building heights may be comparable to or exceed those in the Town Center Urban Core. Careful design protects view corridors and maintains access to sunlight in these sensitive locations. The general recommendations regarding building height include:

- Ensure building heights and massing respond to context, proximity to Metro, intended uses, and the Plan’s vision for specific locations.
- Buildings may be oriented to maximize their view potential and take into consideration uses in the immediate vicinity.
- The tallest buildings will be iconic in design and serve as identifying features that contribute to the quality of the skyline. Iconic architecture can be defined as buildings that are well-crafted, unique, distinguishable within their context, and complementary to the neighborhood fabric. Iconic architecture advances the overall quality of design in the district.
- During the development review process, provide shadow studies for all buildings to ensure that adjacent buildings and public spaces will have adequate access to sunlight.



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## VILLAGE CENTERS

Reston was planned with Village Centers serving as the focal point of activity for the surrounding neighborhoods. The existing Village Centers – Lake Anne, Hunters Woods, South Lakes and North Point - are planned to continue to serve this purpose. The Village Centers provide surrounding neighborhoods with local serving retail, restaurants, professional offices, and public gathering spaces. This Plan maintains their current development status, expressed as baseline recommendations. Precede redevelopment with extensive community engagement and public hearings associated with an amendment to the Comprehensive Plan, such as that which occurred for the Lake Anne Village Center in 2014.

This Reston Village Center section includes:

- A general vision applicable to all the Village Centers
- Guidelines for Village Center redevelopment
- Land use objectives
- Urban design objectives
- Transportation objectives
- Individual Village Center recommendations

### INTRODUCTION

The general vision for Reston’s Village Centers addresses the fundamental elements necessary for any Village Center to be a vibrant community gathering space. The Village Center general vision is an elaboration of the Reston Vision and Planning Principles. Recognizing that each Village Center faces unique circumstances, redevelopment proposals must creatively interpret the general vision to provide a unique, vibrant community gathering space:

- Enhance Village Centers as neighborhood gathering places
- Advance excellence in site design and architecture
- Strengthen connectivity and mobility
- Protect and respect the surrounding residential neighborhoods
- Support equity by promoting local, small and minority-owned businesses
- Contribute to a healthy food network by providing full-service grocery stores.

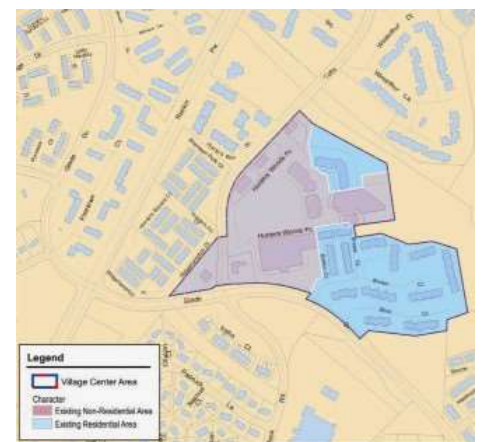
### GUIDELINES FOR VILLAGE CENTERS

Each of the Village Centers consists of a non-residential and adjacent residential area. High density development is not planned for Village Centers. Focus any redevelopment on the non-residential area. Providing housing in the non-residential areas will require an amendment to the Reston Comprehensive Plan before consideration.

#### Planning Objectives Land Use

- Include neighborhood-serving retail and service uses in the mix of uses for neighborhood convenience and activation of the area after work hours. The mix of uses may also include accessory office use and community uses. Community uses will include public meeting spaces.
- The existing mix of uses include residential uses to support the retail and service uses:

*Below: Hunters Woods Village Center*



- o Residential uses provide for a variety of housing types including affordable housing.
- o Senior housing is encouraged due to the proximity and convenience of retail and other service uses.
- o Encourage residents to walk to commercial and community uses
- Public plazas are a key element, and they must be programmable for community events.

*Top: North Point Village Center*

*Bottom: South Lakes Village Center*



### Village Center Design and Placemaking

The dignity and importance of the individual were at the forefront in the design of Reston from the beginning. The concepts and recommendations for the village centers were key to that vision. The village centers were conceived as important places that would draw people together. They would include a public plaza for formal and informal gatherings, a grocery store, churches, community uses, restaurants, childcare, and local services. Lake Anne developed according to this model. Over time retail trends changed and village centers were designed with an emphasis on retail uses and restaurants, few community uses and large surface parking lots. This form reduced the ability of the later village centers to function as community gathering places.

In the future, redesign village centers around a public plaza, civic uses, ground floor retail, restaurants, traditional main street elements such as wide sidewalks, and the incorporation of nature. Provide outstanding site design and architecture in any transformation.

### Village Center Design Principles

The following principles apply in the Village Centers.

#### Focus on a Central Public Plaza

- Highlight the Village Centers as neighborhood scale gathering places, in contrast to the regional scale gathering places in the Reston Town Center or the community scale gathering places in the other TSAs.
- Organize active uses adjacent to the public plaza that provide a strong frame for the plaza.
- Create a space that is flexible and adaptable to different uses, during each season, for groups of varying sizes (e.g., farmers markets, concerts, other programmed events).

#### Transform the Parking Lots

- Use the parking area, either surface parking lots or parking structures, as a multi-use space for public events, recreation, and gathering through the inclusion of green roofs, temporary uses, creative paving materials, pavement markings and access control strategies.
- Capitalize on the parking areas as key elements in the sustainability plan by using low impact development tools such as stormwater channels, rooftop solar panels, permeable pavement, large tree beds, and shade trees.
- Emphasize pedestrian safety and comfort in the parking areas.

#### Transition to Existing Uses

- Utilize shifts in scale and massing to appropriately transition from new higher density and intensity uses to existing residential neighborhoods both

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within the Village Center and surrounding the Village Center. During transition, be sensitive to the existing character and feel of the existing uses.

- Plan for phased redevelopment by incorporating temporary uses and ensuring that existing structures are included in the overall plan vision.
- Maintain the boundaries of Village Centers, unless expanded boundaries are essential to the successful redevelopment of any particular Village Center.

**Pedestrian Mobility and Bicycle Facilities** - Reston’s Village Centers are connected to other parts of Reston through an extensive trail system. Enhance Village Centers’ pedestrian orientation with highly accessible pedestrian linkages within the Village Centers and connections to existing trail networks at the periphery of the Village Centers. Address future development and redevelopment in the Village Center with the following:

- Encourage bicycling.
- Design pedestrian links with connectivity and safety as critical factors..
- Serve Village centers with regular bus service.
- Provide pedestrians with safe and convenient access.
- Ensure easy pedestrian wayfinding throughout through effective signage.

### RECOMMENDATIONS FOR EACH VILLAGE CENTER

The Village Centers in Reston must serve as the focal point of activity for the surrounding neighborhoods. Each Village Center faces unique circumstances. The following paragraphs provide additional recommendations for each Village Center.

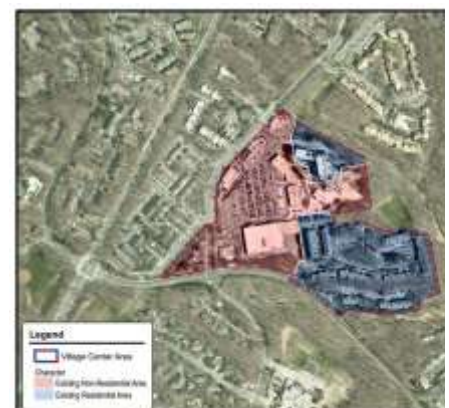
#### Hunters Woods Village Center

Hunters Woods Village Center is approximately 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 building providing independent living for seniors. The non-residential uses include the Reston Community Center facility and a place of worship, along with neighborhood-serving retail uses. Vehicular access and visibility are provided via Glade Drive and Colts Neck Road. The land use recommendations for the 18-acre non-residential area in the Hunters Woods Village Center is for neighborhood serving retail, accessory office, institutional uses, and service uses up to 0.25 FAR. The maximum future residential density is 20 or fewer dwelling units per acre, in addition to the remaining non-residential square footage. The existing residential areas in the Village Center located adjacent to the non-residential area are expected to remain unchanged. Currently there is no redevelopment plan for this Village Center.

#### North Point Village Center

North Point Village Center 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 provides affordable housing. The non-residential uses include neighborhood-serving retail uses. Vehicular access and visibility are provided via Reston Parkway, Center Harbor Road and Lake New-

*Below: Hunters Woods Village Center, photographs of existing site and map*



**Top left:** Photograph of existing North Point Village Center

**Middle left:** Photograph of existing South Lakes Village Center

**Bottom left:** Map of North Point Village Center

**Below right:** Map of South Lakes Village Center



port Road. The land use recommendations for the 17-acre non-residential portion of the North Point Village Center are for neighborhood serving retail and service uses up to 0.25 FAR, integrated with accessory office, institutional uses, and future residential development at 20 or fewer dwelling units per acre. The existing residential areas in the Village Center located adjacent to the non-residential area are expected to remain unchanged. Currently there is no redevelopment plan for this Village Center.

### South Lakes Village Center

South Lakes Village Center 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 from South Lakes Drive and Twin Branches Road. The land use recommendations for the South Lakes Village Center are for neighborhood serving retail and service uses up to 0.25 FAR, integrated with accessory office, and institutional uses. For the Village Center, limit future residential development in the 11-acre non-residential area to 20 or fewer dwelling units per acre, in addition to the non-residential square footage (0.25). The existing residential areas in the Village Center located adjacent to the non-residential area are expected to remain unchanged. Currently, there is no redevelopment plan for this Village Center.

### Tall Oaks Village Center

Tall Oaks has already been redeveloped as housing and an assisted living facility with very limited retail and office development. Additional development is not planned.



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## Lake Anne Village Center

An extensive planning process for Lake Anne Village Center took place in 2007-2009 that resulted in recommendations for redevelopment as described on the following paragraphs. This Comprehensive Plan does not make changes to the existing approved Plan. Additional recommendations are also found in the Transportation, Heritage Resources, Open Space and Environmental Chapters.

The Lake Anne Village Center was the first part of Reston to be developed and is centered on Washington Plaza, that is adjacent to Lake Anne at its northern end. The areas surrounding Washington Plaza were designated as the Lake Anne Village Center Historic Overlay District in 1984, in recognition of the significance to the community as Reston's original Village Center and to ensure the preservation of this historic, 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.

*Below: Historic Lake Anne Village Center*



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;

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- 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

**Area-wide Recommendations** - The parcels comprising the Lake Anne Village Center are divided into six land units (as shown in the illustration). For Land Units A, B, C, D, and E, a description of the 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 and D. 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, must 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 and D. This would include consolidation of the Washington Plaza surface parking lot (Land Unit A) and the Crescent Apartment property and the gas station (Land Unit D). If consolidation of these two land units occurs, the Full Consolidation Option level of development can be achieved as described in the Land Unit Recommendations for Land Units A and D. In addition, parcels in Land Units B, C and E may be considered for inclusion in a consolidation effort. 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.

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**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.

*Below: View from Lake Anne toward the Village Center*



**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 its 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 March 2017, Lake Anne Village Center was listed in the Virginia Landmarks Register and in June 2017 Lake Anne Village Center was listed 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

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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 must be balanced with supporting transportation infrastructure improvements and services. To ensure that potential transportation impacts are sufficiently mitigated, the following conditions must be met:

- Transportation improvements must be appropriately phased with development, and development proposals must 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 must identify specific improvements needed to support the applications and include acceptable plans for ingress/ egress and vehicular circulation. Parcel and access consolidation, pedestrian circulation, safety, Transportation Demand Management measures, and transit improvements will be addressed. Dedication of right-of-way for trails, roadway improvements and associated easements may be required;
- Use of public transportation to serve travel demand will be optimized to maximize the reduction in travel by private vehicles. Examples of such measures include:
  - o Private subsidization of internal circulating transit services, which may also connect to transit service outside of the Village Center;
  - o Construction of bus shelters; and
  - o Monetary contributions toward enhancement of existing transit service;
- Safe pedestrian circulation must be ensured through an adequate and appropriate sidewalk/trail system, and separate bicycle lanes or trails will 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 Lake Anne Village Center area;
- LOS D standard or better will be applied to determine mitigation needed at critical approach intersections. Development applications will 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 LOS D or better must be provided. Roadway and circulation improvements must address needed improvements to the arterial roadway network, collector and local streets, and the pedestrian system. Collector and local



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street improvements will 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 decrease intersection delays;
- To facilitate improvements and traffic flow at the intersection of Village Road and North Shore Drive, the following additional options will be considered:
  - o 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
  - o 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 must 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 must address the following:

- Bicycling will be encouraged as an alternative to the use of single occupancy vehicles by providing bicycle storage facilities and bike racks. Showering/changing facilities should be provided in buildings with offices;
- A direct pedestrian connection between Northgate Square Cluster and Land Unit A through Land Unit D is a high priority. Site designs must ensure that no structures obstruct this direct linkage;
- Pedestrian connectivity and safety are critical factors in designing pedestrian links. Auto and pedestrian traffic should be separated. 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 will be considered to separate pedestrians from automobile traffic on North Shore Drive;
- Pedestrians must be provided with safe and convenient access to bus stops;
- Adequate lighting consistent with Reston standards must be provided. Site design will ensure that landscaping does not impede visibility or create unsafe conditions; and
- Signage must contribute to easy pedestrian wayfinding throughout the Village Center. Signage must 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.

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**Complementary Non-residential Uses** - Lake Anne Village Center presently has a variety of complementary non-residential uses. The existing mix of cultural, govern- mental 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, that 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, park and recreation facilities.

**Urban Design** - These urban design guidelines are intend- ed to encourage design excellence in the redevelopment of the Lake Anne Village Center that is sensitive to the aesthetic character and visual environment of Washing- ton 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 (ARB), must 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 must be kept apprised of proposed redevelopment proposals.

**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 must be avoided to prevent the creation of massive blocks of buildings that would not complement the existing development on Washington Plaza. Pad sites will not be permitted within the Village Center. To provide design flexibility, the Plan recommendations do not set minimum or maximum building heights or setbacks.

**Building and Site Design** - In keeping with Washington Plaza’s distinctive site layout and architecture, redevelopment in Lake Anne must demonstrate excellence in design. Architectural designs must be sensitive to and supportive of the architecture in the historic overlay district and site design and materials will 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 Millennium Bank building at the entrance of Washington Plaza and the Association of School

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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 will be removed, and the current bank building removed or altered. Redevelopment will 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 must meet the following conditions:

- 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 LEED certification or its equivalent is strongly encouraged;
- Encourage a high-quality visual character by using 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; and
- Incorporate Low Impact Development (LID) stormwater management techniques where necessary.

**Parking** - The visibility of parking must be limited throughout the Lake Anne Village Center. To achieve this objective, parking will 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 must be used to minimize the visual impact of the structure. Parking access must be designed to reduce conflicts between vehicles and pedestrians. Any surface parking must be well-landscaped, integrated into the proposed development, and utilize permeable materials wherever possible.

**Open Space** - A minimum of 25 percent of the gross land area of each land unit must be set-aside as open space that is accessible to the public and will include urban plazas.

**Street/Plaza Furniture** - Street furniture provided along the streets, on the extended plaza, and/or in other open spaces must 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 must be compatible with the architectural style and materials of the buildings on Washington Plaza. Lighting must be coordinated with landscaping and ensure pedestrian circulation safety.

**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 will be included in development proposals, and consistent with guidance in the Public Art Reston (PAR) Public Art Master Plan. In keeping with the character of the existing sculpture on the Plaza, new public art ideally will be highly interactive and designed to be climbed upon when possible.

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**Signs** - Signs must 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 must be coordinated. The use of freestanding signs is prohibited.

**Utilities** - On-site utilities must be placed underground or out of sight from the front of buildings, pedestrian walkways and other public entrances. Service areas and loading docks will be screened with appropriate landscaping, fences or walls. Rooftop mechanical equipment must 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 must 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 must 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 must be considered on developing sites, particularly where new impervious surfaces such as parking decks, promenades and plazas are proposed. Technologies that enhance the life span and size of trees, reduce stormwater runoff volumes and associated pollutant loads are required. Protect trees on North Shore Drive in Land Unit C.

**Park and Recreation Facilities** - Impacts on park and recreation resources must 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 must be provided that serve the local population and workforce, and appropriately lit to create a safe environment. Exposed lamps in light fixtures will be avoided. In addition, publicly accessible urban park or park features will 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 must connect to existing pedestrian and bicycle circulation systems.

**Schools** - 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 must be mitigated.

## LAND UNIT RECOMMENDATIONS

The Lake Anne Village Center is divided into land units (as shown on the map on the next page) 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.

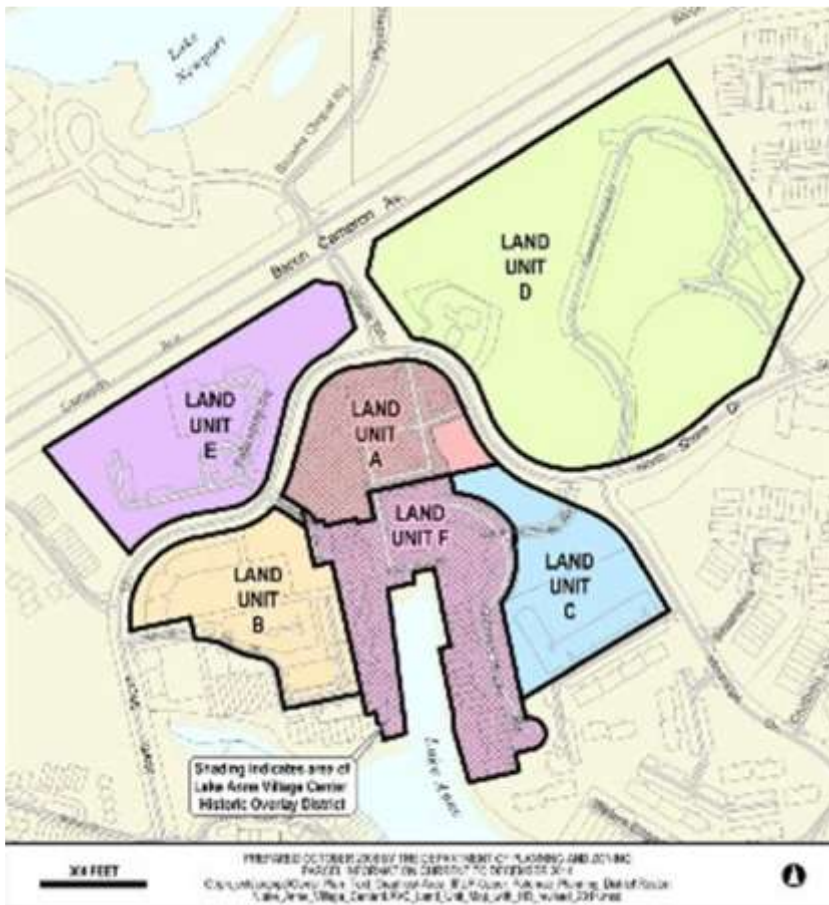
### Land Unit A

Land Unit A consists of the area north of Washington Plaza, 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 that will remain, the Association of School Building Officials (ASBO) building, the Millennium building, and the 24-7 convenience market.

*Left: Lake Anne Village Center Land Units and the boundaries of the Village Center Historic Overlay District.*

*Below top: Lake Anne Plaza and neighborhood, central gathering place*

*Below bottom: Outdoor restaurant with housing above at Lake Anne Plaza*



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**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. The total amount of development allowed under the Redevelopment Option must be no more than 235,000 square feet. The mix of uses must include a residential component and a non-residential component that includes retail, civic, office, and other complementary non-residential uses.

The residential component must consist of up to 150,000 square feet (up to 125 multifamily dwelling units), and the non-residential component must consist of up to 85,000 square feet, subject to the following conditions:

- An extension of Washington Plaza along its existing north-south axis must be provided, extending north ward from the existing northern entrance to the plaza to North Shore Drive. This plaza extension will be designed to accommodate community events such as the existing Lake Anne Farmers' Market and provide an unobstructed view toward Lake Anne;
- New development must 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 will 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, roof top plazas with well-defined public access will provide additional open space in this Land Unit;
- In no instances will pad sites be permitted within Land Unit A; and
- Under this option redevelopment must include removal of the current Association of School Building Officials building, the convenience market, and the removal or alteration of the Millennium building.

**Full Consolidation Option for Land Unit A** - As an option, new development up to the following maximum levels may be achieved if Land Units A and D are fully consolidated. If development occurs after the redevelopment of Land Unit E, then site design, building locations, urban design, open space amenities, signage, pedestrian access, lighting and parking facilities should be integrated with any approved or existing redevelopment in Land Unit E. 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

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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** - 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 must be no more than 274,000 square feet.

The residential component will 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) must consist of up to 130,000 square feet, subject to the following conditions:

- Retail and complementary nonresidential uses must 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 must 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 must be no more than 120,000 square feet. The residential component may consist of up to 120,000 square feet (up to 100 multifamily dwelling units), subject to the following conditions:

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- Usable open space in the form of plazas, urban greens, courtyards, rooftop plazas and/or parks must be provided to make attractive gathering places; and
  - Tree preservation and/or tree cover restoration must 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 must be preserved immediately east and adjacent to main Lake Anne parking lot. Elsewhere in area, tree canopy must 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 Road. 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 part of the Village Center.

**Redevelopment Option** - The total amount of development allowed under the Redevelopment Option must be no more than 902,000 square feet. The residential component may consist of up to 900,000 square feet (up to 750 multifamily dwelling units), and the non-residential component (office, ground-level support retail, civic, and/or other complementary nonresidential uses) may consist of up to 2,000 square feet (exclusive of the gas station), subject to the following conditions:

- Any redevelopment of this property must 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 must be provided to make attractive gathering places;
- Tree preservation and/or tree cover restoration must 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 must 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) must 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 and D are fully consolidated. If development occurs after the redevelopment of Land Unit E, then site design, building locations, urban design, open space amenities,



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signage, pedestrian access, lighting and parking facilities should be integrated with any approved or existing redevelopment in Land Unit E.

The total amount of development allowed under the Full Consolidation Option should be no more than 1,170,000 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 48,000 square feet, subject to the same conditions provided for the Redevelopment Option with the addition that the gas station should be consolidated and redeveloped as part of the Full Consolidation Option.

#### **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. This parcel has been redeveloped to preserve the original 240 affordable senior units with 240 new units. An approved plan permits 36 market-rate townhouses to be built to the west of the new senior affordable housing high-rise. Tree preservation and tree cover restoration must be a key condition of redevelopment in this Land Unit, in accordance with guidance in the Environmental Section of the Fairfax County Policy Plan.

#### **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 childcare center.

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## CONVENIENCE CENTERS

### INTRODUCTION

Convenience Centers are locally-serving retail and office in scope and location. The Sunrise Valley, Soapstone, Fairways, and Lake Newport Convenience Centers serve as small commercial centers for their surrounding neighborhoods. They offer a limited range of food, general retail, personal services, childcare, and local offices.

### RECOMMENDATIONS

The Sunrise Valley, Soapstone, Fairways, and Lake Newport Convenience Centers will continue to serve as small commercial centers providing goods and services for the surrounding neighborhoods. Connectivity to the surrounding neighborhood must be provided for all modes of transport including pedestrian, bicycle, transit, and vehicles. The recommendations for each Convenience Center follow:

#### **Sunrise Valley Convenience Center**

Sunrise Valley Convenience Center east corner of Soapstone Drive and Sunrise Valley Drive is planned for retail and a medical office building up to a total of 0.25 FAR. This center should maintain its current neighborhood-serving character.

#### **Soapstone Convenience Center**

Soapstone Convenience Center located between Glade Drive and Lawyers Road is planned for retail use up to 0.25 FAR and to maintain its current neighborhood-serving character.

#### **Fairways Convenience Center**

Fairways Convenience Center on the access road to Hidden Creek Country Club is planned for office and childcare use up to 0.25 FAR and to maintain its current neighborhood serving character.

#### **Lake Newport Convenience Center or Lake House**

Reston Association owns the Lake Newport or Lake House located at the southern end of Lake Newport. This center is planned to remain for office or community use in the existing structure up to 0.25 FAR.

**Top:** Sunrise Valley Center

**Middle:** Fairways Center

**Bottom left:** Soapstone

**Center Bottom right:** Lake House



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## OTHER COMMERCIAL AREAS

### INTRODUCTION

Other commercial developments located outside the Transit Station Areas and Village Centers in Reston include the Baron Cameron Retail Area and the Bowman Greene Office Development.

### BARON CAMERON COMMERCIAL AREA

The Baron Cameron Commercial Area is located north of the Reston Town Center in the northwest quadrant of the intersection of Baron Cameron Avenue and Reston Parkway. It includes approximately 22.1 acres. It 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 restaurants, automobile services, general retail, big box stores and other commercial uses. The current site plan includes one-story buildings with surface parking.

### Recommendation

The Baron Cameron Commercial Area serves as an important location for a wide range of retail, and it is to maintain its existing character and square footage (0.25 FAR). Pedestrian and bicycle connectivity must be improved within the retail center. In addition, the connectivity to the surrounding neighborhoods must be improved for pedestrians, bicycles, transit facilities and vehicles. If the existing buildings are redeveloped, the planning and design of the sites must provide for environmental sustainability, green technology, and a transition to the surrounding neighborhoods. No residential use is planned for this site.

### BOWMAN GREENE OFFICE DEVELOPMENT

Bowman Greene located east of Reston Parkway on Bowman Town Center Drive has been developed with office buildings located outside of Transit Station Areas.

### Recommendation

Bowman Greene will remain as a townhouse form of office development at its current intensity. The development must remain in a low-rise form (0.25 FAR) and in harmony with the adjacent residential neighborhoods.

### 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.

### Recommendation

The area is planned for office use at its current intensity to maintain the current character of development.

*Top: Baron Cameron Commercial Area (Home Depot and others)*

*Middle: Baron Cameron Commercial Area (Trader Joe's)*

*Bottom: Bowman Greene Office (Bowman House and office condominiums)*



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## RESTON NEIGHBORHOODS

### INTRODUCTION

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. The original 1962 Reston Master Plan was followed by the approval of the Planned Residential Community (PRC) Zone. This new flexible zoning in combination with the Reston Comprehensive Plan allows the clustering of housing that has become a hallmark of neighborhood planning in Reston.

The Reston Neighborhoods Section recommends maintaining the key features of this form of cluster development including:

- Preservation of natural areas
- Redistribution of density to create a better community plan with more useable open space
- Creation of a greater variety of building types and the construction of new and better forms of attached dwellings
- Preservation of more trees, stream valleys and vegetation in harmony with nature

*Below: Examples - Single family detached units (0.1-5 DUs/acre)*



The most recognized examples of this early form of cluster development in Reston include Hickory Cluster by Charles Goodman, Waterview Cluster by Chloethiel Woodward Smith, Golf Course Island Cluster by Louis Sauer, and Washington Plaza Cluster by Whittlesey and Conklin.

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:

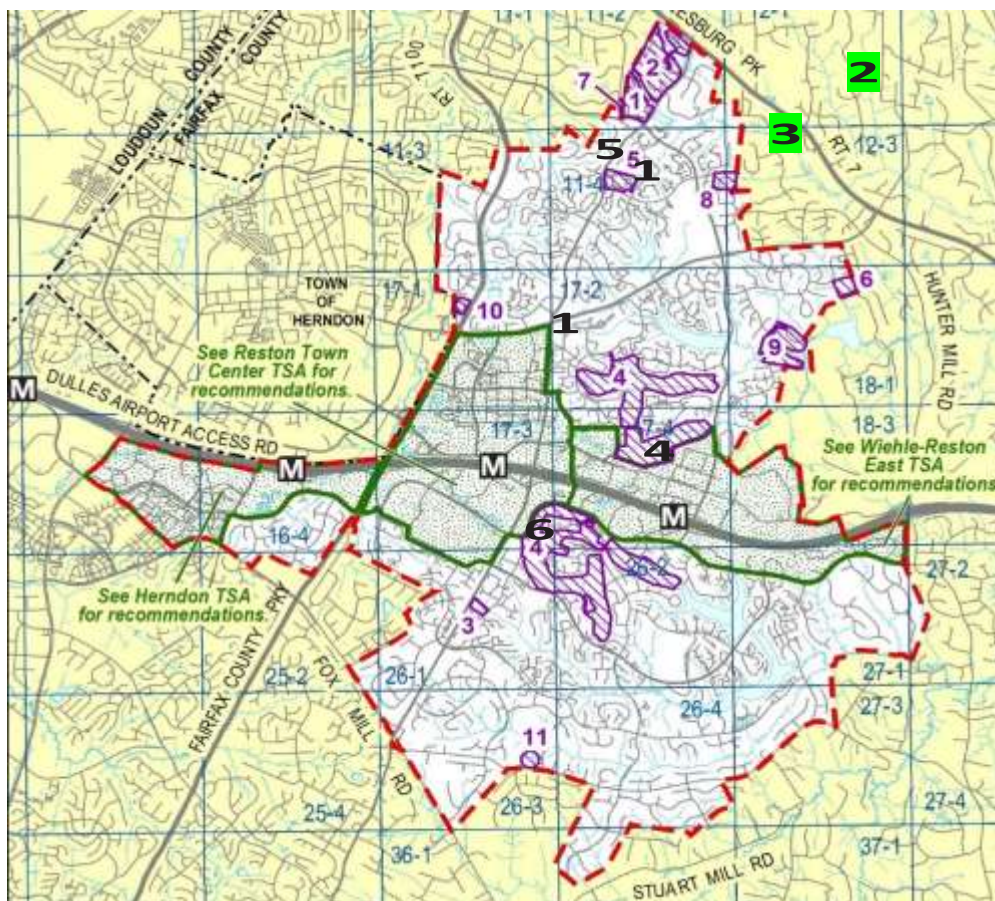
Protect and enhance existing neighborhoods by ensuring that infill development is in harmony with the character of surrounding development and that any negative impacts on public facility and transportation systems,

the environment and the surrounding community are mitigated.

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:

- Maintain larger lot single family detached residential neighborhoods 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.
- Design any proposal to redevelop Reston’s residential areas to conform to the Guidelines for Single Family and Multi-family Redevelopment as outlined below.

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



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## RECOMMENDATIONS

**Below:** Golf courses to remain,  
- Reston National (top), and  
- Hidden Creek Golf Course  
(bottom)



1. The Reston National [Tax Maps 17-4 ((11)) 4A, 26-1 ((6)) 96, 97, 26-2 ((2)) 8, 26-2 ((3)) 8B, and 26-2 ((5)) 4] and Hidden Creek Country Club [Tax Maps 17-2 ((1)) 19, 17-2 ((24)) 1, 17-4 ((1)) 11, 17-4 ((2))(37) 2, and 17-4 ((10)) 2] golf courses are planned for private recreation use, more specifically to remain as golf courses.
2. 1321 Lake Fairfax Drive (Tax Map parcel 18-1 ((1)) 2) - Recreation use is planned. A log building associated with the Fairfax Hunt Club is located on the almost 7-acre property. A cemetery, listed in Fairfax County records as Unnamed cemetery #FX242, is also located on or adjacent to the property. The Fairfax Hunt Club clubhouse is eligible for listing in the Fairfax County Inventory of Historic Sites and is intended to be retained and preserved. In addition, consult the Archaeological staff of the Park Authority about required surveys and studies for the cemetery. When the extent of graves is discovered, it is recommended that the cemetery be preserved, and state policies and procedures must be followed. As an option to the current recreation use, the parcel may develop as residential use at 0.5-1 dwelling units per acre. In the event this parcel is redeveloped for residential use, then incorporate the new residential neighborhood into the planned community of Reston, if possible.
3. An area adjacent to the western edge of Lake Fairfax Park on Colvin Run - This area has been developed as multi-family residential use at 4-5 dwelling units per acre. Preserve the large tree stands and open space.
4. The area north of Lawyers Road and south of the Glade Stream Valley – This area is planned for residential use at .1-.2 dwelling units per acre as shown on the Plan map. It is developed as an institutional use, St. John Neumann Catholic Church. Any future changes or redevelopment proposed for this area must provide or maintain a substantial buffer to protect the adjacent residential communities and must be sensitive to the environmental constraints.
5. Charter Oak Apartments –is bounded by North Shore Drive to the West, Hidden Creek Country Club to the North and East, and Charter Oak Townhome Cluster to the South. The 262-unit apartment complex offers a mix of affordable 1 – 2 bedroom apartments. Given the importance of this “affordable” rental inventory to Reston’s socio-economic balance, and the contribution to open space, redevelopment of this property is not envisioned. The density on the land use map shows 13-20 DUs per acre.
6. Deepwood Townhouse Development - Surrounded by Reston PRC; off Glade Drive east of Hunters Woods Shopping Center. This area is an established townhome neighborhood with no redevelopment planned.

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**RECOMMENDATIONS FOR SINGLE FAMILY Neighborhoods (attached and detached)** consistent with the Reston Vision and Planning Principles.

- Protect Reston’s residential areas from the pressures to redevelop.
- Retain residential uses, density and unit types for any modifications to residential areas consistent with the Community-wide land use designations as identified on the Land Use Map Legend.
- Create architecture and massing of the development features that are context-sensitive design and fit into the natural and architectural character of the surrounding area.
- Maintain the existing natural areas.
- Maintain the existing mature tree canopy.
- Require neighborhoods including clusters wishing to pursue modification to submit 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 modification. Neighborhoods or clusters with fewer than 15 residences, require a petition to include the signatures of 100 percent of the owners, accounting for 100 percent of the land area being proposed for re-planning.

**RECOMMENDATIONS FOR MULTIFAMILY**

The multifamily developments in Reston are an integral part of the community. These areas are planned to retain existing densities and unit types that reflect the Reston character. This plan does not propose or recommend significant modification of any multifamily area. Circumstances may arise that merit consideration of limited development of a portion of an existing multifamily community.

Require proposals to meet the following criteria:

- Demonstrate consistency with the Planning Principles and advances relevant Reston planning goals and objectives as set forth in the Reston Comprehensive Plan.
- Retain the existing supply of affordable housing, including market rate affordable housing units, WDUs and ADUs as previously approved.
- Maintain the existing natural areas.
- Maintain the existing mature tree canopy
- Create architecture and massing of the development features that are context-sensitive design and fit into the natural and architectural character of the surrounding area.

*Below: Examples - Multifamily housing (13-20 DUs/acre)*



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# TRANSPORTATION

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The vision for Reston includes a multimodal transportation system that provides safe, efficient, attractive, and dependable travel options in an equitable way for all current and future residents, employees, and visitors. The improvements to implement that vision should:

- Balance future land uses with supporting transportation infrastructure and services;
- Address the long-term needs of the area, including improving the infrastructure and facilities for transit, pedestrians, bicycles, and motor vehicles;
- Provide a “complete street” network that accommodates all modes of transportation for all users;
- Ensure that connections between all destinations and all modes of travel are compatible, convenient, and safe, especially enhancing convenient connections with the Reston Metro Stations for all travelers regardless of their mode of transportation;
- Promote the safety, health, and wellness of community members;
- Incorporate placemaking concepts and amenities that create spaces where people want to live, work, and socialize and clear and attractive multimodal facilities to those spaces;
- Consider the environmental impacts of climate change and other environmental factors; and
- Be applied with specific attention to universal design and to the social equity targeted by the “One Fairfax Policy.”

The following general guidance is intended to help improve multi-modal mobility within, around, to, and through Reston. Specific transportation recommendations for Reston are shown in the Table of Proposed Reston Roadway Improvements.

## LAND USE/TRANSPORTATION BALANCE

Maintaining a balance between Reston’s land uses and its supporting transportation system is essential to preserving accessibility in and around Reston as development occurs. To maintain a balance, the increase in development should be coordinated with the provision of transportation infrastructure and specific programs to reduce dominant single-occupancy vehicle (SOV) trips.

Within the Reston Transit Station Areas (TSAs), it is the intent of these recommendations to maximize the use of transit, bicycling, and walking in the future. This requires strategic increases in multi-modal capacity, interconnectivity, and attractiveness throughout Reston and especially with the Metrorail stations. However, safe, and efficient circulation for motor vehicles will still need to be provided within, around, to, and through the TSAs and Reston as a whole.

### ***Reston Transportation Examples:***

***Top: Wiehle Metro Station***

***Middle: Reston local residential street***

***Bottom: Reston iconic trail example***



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## ACTIVE-TRANSPORTATION: SIDEWALKS, BIKEWAYS, AND TRAILS

“Active-transportation” refers to mobility using human physical energy (such as walking, biking, and skating) rather than typical motor vehicles. As Reston continues to develop, it will be necessary to better accommodate these active modes through an enhanced, robust, comfortable, and interconnected network of sidewalks, multi-use trails, and bicycle facilities that connect to the TSAs, Village Centers, Metrorail stations, bus stops, homes, shops, schools, parks, and other places of interest, as well as destinations outside of Reston. Many of Reston’s active-transportation facilities are used for both transportation and recreational purposes.

### **Reston Pedestrian Facilities:**

**Top and Bottom:** Town Center sidewalks



These facilities should be safe, visually appealing, and equitably distributed throughout Reston. Improved lighting is needed throughout Reston to support pedestrian, bicycle, and trails infrastructure, though in a manner that minimizes light pollution. Where they intersect with roadways, safe crossings should be provided and crossing distances should be minimized to encourage pedestrian and bicycle activity.

Walking and biking safety between home, school, and employment should be a priority. Continued coordination on Safe Routes to School should continue with the Virginia Department of Transportation (VDOT), schools, PTAs, and other affected parties.

Development and redevelopment projects throughout Reston, including the TSAs, should improve bicycle and pedestrian facilities both onsite and offsite. Adequate funding for missing connections and substandard portions of these facilities should be prioritized in the county’s capital-improvement plans.

Active-transportation facilities connecting Reston and Herndon should be strengthened, especially across Fairfax County Parkway.

### **Pedestrian Facilities**

Pedestrian facilities are an integral part of Reston’s transportation network.

Sidewalks should be included along both sides of all streets, including planned street construction projects. Where at-grade alternatives are not practical, pedestrian underpasses should be enhanced or added to improve access to the Village Centers, parks and recreation facilities, and Metrorail Stations. Intersections should be given special consideration to enhance pedestrian safety and convenience. Crosswalks should be provided on all legs of intersections, and other pedestrian friendly treatments should be included at all signalized intersections. Pedestrian-oriented light-emitting diode (LED) lighting should be provided along sidewalks in Reston.

Additional strategies to encourage walking in Reston include ensuring pedestrian facilities are adequate in width, sufficiently buffered from other

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modes of transportation, continuous, conveniently located, easily accessible by all users, and connected to land uses and the rest of the transportation network.

### **Bicycle Facilities**

Bicycling is an important form of transportation that provides another mobility option for short and medium distance trips, as well as for recreation. Bicycle access to transit enables people to travel farther distances from transit to their destinations and it improves transportation options. Reston is envisioned to have extensive, continuous, and well-connected bicycle facilities that serve all members of the community. Bicycle facilities planned for Reston can be found in the Countywide plan for active transportation. Secure and convenient bicycle parking should be available throughout Reston, especially in the Transit Station Areas and the Village Centers, and should be provided in every project, consistent with the Fairfax County Bicycle Parking Guidelines. Bicycle sharing provides opportunities to use bicycles for many short trips without the need to own a bicycle.

New developments should provide other amenities to encourage biking, such as installation of showering and changing facilities in office buildings, bicycle-related signage as part of an overall wayfinding system, and installation of electric charging stations.

### **Trail Facilities**

Reston has many multi-use trails that are an important and popular recreational resource. Most of these trails are privately owned and maintained and should not be considered as a substitute for a proper public network of active transportation facilities in the rights-of-ways. A map of Reston Trails and Bicycle Facilities, Existing and Planned, is shown on the next page, with updates available on the county’s website. The “spot improvements” noted on the map are described on the county’s Data Hub/Reston Data Visualization.

Pedestrians and cyclists use the trails for health, recreation, and transportation. New development or redevelopment should enhance the existing network of trails to improve safety and connectivity within or between neighborhoods, convenience centers, Village Centers, educational and recreational facilities, open space, and TSA areas. Trails facilities should be safe for all users and include the separation of transportation modes where practical.

Other strategies to improve the trails system in Reston could include adding additional facilities along streets, extending trails through the TSAs both north-south and east-west, and following best practices for design.

Planned trails can be found in the Countywide plan for active transportation. Specific construction requirements are detailed in the Public Facilities Manual.

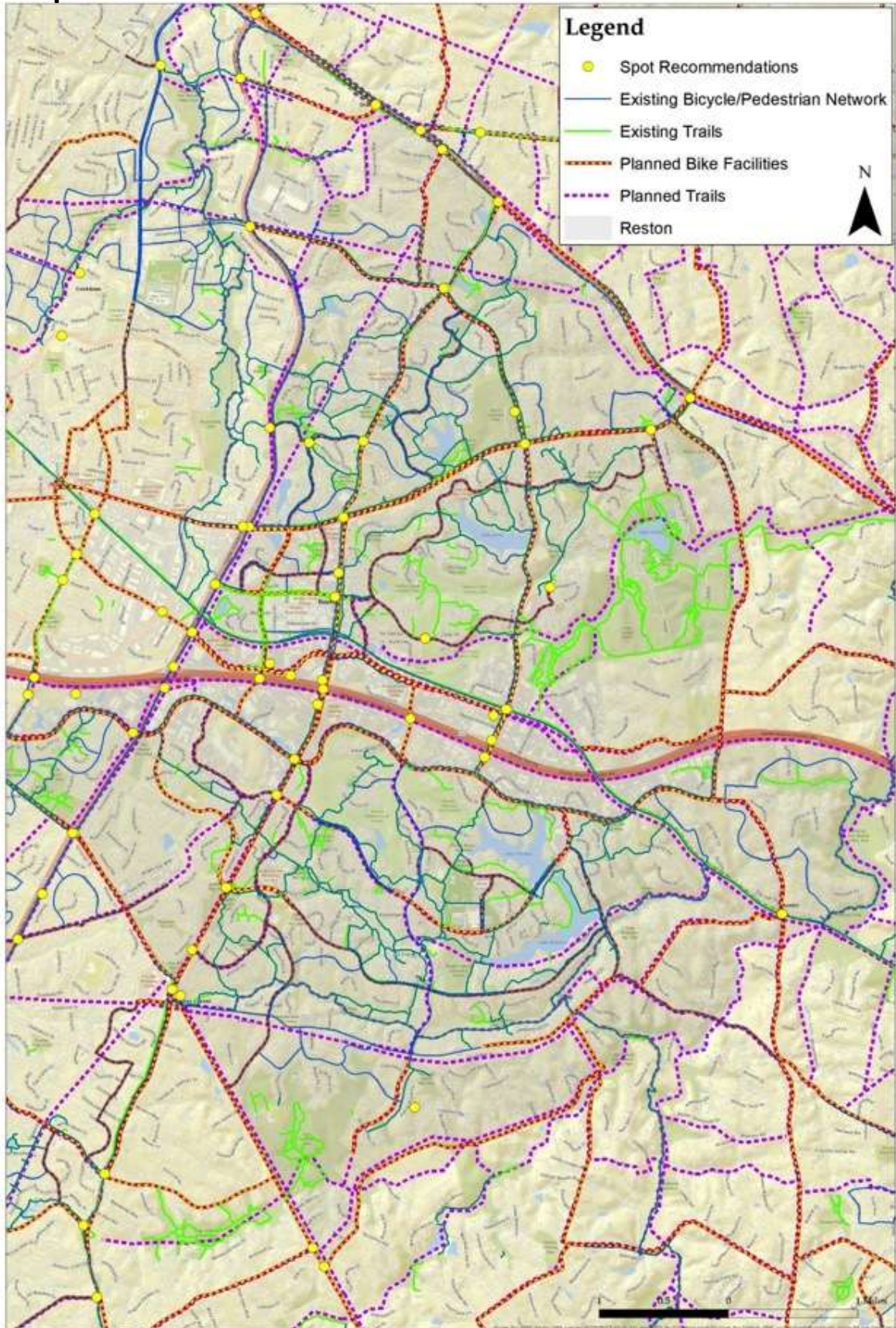
#### ***Examples of Trail Facilities:***

***Top:*** Town Center trail along Reston Parkway

***Bottom:*** Iconic trail through a residential area



## Map of Trails



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## **Metrics for Pedestrian, Bicycle, and Trails Facilities**

Quantifiable metrics for pedestrian, bicycle, and trails facilities should be used to evaluate their performance and to ensure that the goals of the plan are being met. These evaluations could include periodic user counts and user surveys.

## **Public Transportation**

Reston's transit network should be reliable, predictable, comfortable, and affordable, with equitable routing and frequent enough service to provide an attractive and convenient means of transportation for community members, employees, and visitors.

## **Metrorail**

Metrorail service along the Dulles Toll Road provides mobility and accessibility to residents, employees, and visitors. Bus, bicycle, pedestrian, and motor-vehicle connections from Reston neighborhoods to Metrorail stations provide residents with multiple transportation options and are vital to high quality transit-oriented development and achieving the vision for these areas.

## **Local Bus Service**

Local bus service should be equitably provided for trips within all areas of Reston, as well as to destinations outside Reston. Fairfax Connector routes should be periodically reviewed and modified to increase mobility, provide better access to destinations, improve travel times, increase schedule reliability, and provide more effective transit operations. Bus stops should generally be on both sides of the street. They should be comfortable and convenient to access and provide amenities such as shelter, seating, and lighting. Transit vehicles should minimize air pollution, with zero-carbon vehicles replacing fossil fuel vehicles as soon as feasible. The countywide Comprehensive Transit Plan includes additional information about planned local bus service changes.

Public transportation should circulate within Reston and connect the TSAs, Village Centers, neighborhoods, transportation hubs, shopping, employment, educational, and entertainment locations. In coordination with existing services, large employers and business districts should consider a level-of-service agreement with the County to serve their business interests and make public transportation more widely accessible. Smaller vehicles and more frequent service should be considered to attract new ridership. Improvements to shelters located at Village Centers and other important destinations, such as route identification, time-of-arrival systems, and enhanced signage, should be considered.

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## **Metrics for Public Transportation**

Quantifiable metrics for public transportation should be used to evaluate Metrorail and bus service performance and to ensure that the goals of the plan are being met. These metrics could include, but are not limited to, on-time performance, scheduled headway reductions, and ridership.

## **Streets and Circulation**

The street network and circulation recommendations provide guidance on how streets are constructed and on right-of-way needed for their ultimate configuration. The streets should provide a high level of connectivity and fully accommodate all modes of transportation. Balancing the competing needs of numerous transportation modes will be necessary from the earliest stages in the planning and design of transportation projects. The design of a facility should ensure safety and function appropriately for the users of the modal priorities stipulated in Fairfax County's Multimodal System Plan, while accommodating other modes as appropriate per the road's functional classification. Flexibility in design may be considered to achieve Plan objectives.

## **Street Types**

The existing and planned roadways in Reston and vicinity are generally categorized according to the Fairfax County Guidelines for Functional Classification of Roadways, found in the County's Policy Plan. Roadways in Reston's TSAs are categorized by the Multimodal System Design Guidelines. Some of the general characteristics of a particular classification may not be desirable for a particular roadway due to the type of environment or be able to be implemented due to development and other constraints.

## **Transportation Improvements**

Transportation improvements are recommended below for several specific corridors and for the local street network, to achieve the vision for Reston and enhance connectivity through the TSAs by creating multiple and enhanced connections. Each improvement should be independently evaluated for its transportation utility, sensitivity to the context of the area, and for its environmental implications, such as effects on storm water management, water quality, noise, parks, and existing and future residential communities. Road-widening projects are generally intended to improve serious traffic problems but should be implemented in a way that supports multiple modes of travel, such as walking, biking, and public transit. Flexibility in road design should be provided to accommodate environmentally sensitive areas and to ensure their design is sensitive to the areas and communities they serve.

General roadway design guidance is found in VDOT's Road Design Manual. Fairfax County, in coordination with VDOT, has developed Multimodal System Design Guidelines that provide additional design guidance for Reston's TSAs to better incorporate walking, bicycling, transit, and placemaking into the planning

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of transportation networks. Detailed placemaking recommendations are found in the Placemaking section at the end of this chapter.

The following section provides information regarding specific roadways both inside and outside of the Reston TSAs, including their classifications. See the Placemaking section for the more detailed characteristics of these roadways.

### **Fairfax County Parkway (Principal Arterial)**

Fairfax County Parkway is planned to be six lanes along the entire corridor in the Reston area as part of the planned widening of the entire Fairfax County and Franconia-Springfield parkway corridor.

- A grade-separated interchange is planned at Sunrise Valley Drive to improve traffic operations within the immediate vicinity and for Reston as a whole. At all key points during the development of plans for the proposed interchange, the County will engage with the surrounding community in a review of the alternatives. Any improvement should be developed in a manner that is context-sensitive and considerate of nearby residential areas.
- Crosswalks on all legs of the intersection, and other pedestrian friendly treatments should be included at all signalized intersections.

### **Reston Parkway (Minor Arterial-Type A)**

This corridor is envisioned as a tree-lined and vibrant corridor that will serve commercial and residential development in Reston. To the extent feasible, through traffic should be encouraged to use other higher capacity roadways. The Reston Parkway streetscape concept should provide a safe, comfortable, and attractive environment for motorists, pedestrians, cyclists, and transit riders. Reston Parkway should function differently in the TSA versus outside this area. These two street segments are addressed separately below.

**Reston Parkway within the TSA** - Reston Parkway is planned to be widened to six lanes between South Lakes Drive and the Dulles Toll Road. The entire corridor is envisioned as a tree-lined parkway that is safe for motorists, pedestrians, and bicyclists.

- A multi-use path should extend along its entire length, including across the bridge over the Dulles Toll Road.
- Safe, continuous, convenient, and well-designed sidewalks with crosswalks should be provided to ensure a comfortable pedestrian experience.
- Attractive high-mounted LED streetlights should illuminate each intersection with closely spaced, pedestrian-oriented streetlights in between.
- Large existing trees should be preserved, and a substantial number of new street trees should be provided along each side and in the median.
- Benches and attractive street furniture should also be provided to encourage walking and biking to and from the many dwellings and attractions in the area.
- Prior to the development of any final plans for the proposed widening, the County will engage with the surrounding community and provide multiple opportunities for review and comment.

*Below: Examples of Reston Parkway sidewalks within the TSA*



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**Reston Parkway outside the TSA** - The character of Reston Parkway should transition from the more urban TSA to the more suburban neighborhood areas located north of Baron Cameron Avenue and south of South Lakes Drive.

- The extension of the multi-use trail is desired in this area.
- Safe, continuous, convenient, and well-designed sidewalks with crosswalks are critical to ensuring a comfortable pedestrian experience.
- High-mounted LED streetlights should be used at intersections
- Existing large trees along both sides should be preserved and new trees in the median should be established.

**Baron Cameron Avenue (Minor Arterial, Type A)**

This corridor is envisioned to serve commercial and residential development in Reston, and to the extent feasible, through traffic should be encouraged to use other higher-capacity roadways.

- A continuous trail for pedestrians and bicyclists from Fairfax County Parkway to Route 7 is recommended for this corridor.
- The existing trail on the north side of the roadway should be upgraded and include mitigation of the challenging grades between Reston Parkway and Village Drive.
- An alternative streetscape should be established that includes wide, thickly planted areas of irregularly spaced street trees along with a plan for the medians.

**Wiehle Avenue (Minor Arterial, Type B)**

Wiehle Avenue will have different functions and design challenges within the TSA as compared to outside the TSA. Its local-serving function should be emphasized.

**Wiehle Avenue within the TSA**

- A reduction in the width of the lanes and the number of lanes should be considered.
- Pedestrian and bicycle facilities (on both sides, if feasible), including over the Wiehle Avenue bridge, are recommended to improve connections between the areas north and south of the Dulles Toll Road.
- Existing pedestrian-oriented streetlights should be retained, with high-mounted LED streetlights provided at each intersection.
- Closely spaced street trees should be provided along both sides and in the median.
- Clearly marked crosswalks should be established at the intersections of Wiehle Avenue and Sunrise Valley Drive and of Reston Station Boulevard and Sunset Hills Road,

**Wiehle Avenue outside the TSA**

- The existing trail should be upgraded along the entire corridor.
- Pedestrian facilities should be provided along both sides to serve existing residential neighborhoods.
- Trees along both sides should be retained, and trees should be added to the medians.
- Pedestrian scale lighting is encouraged, where possible.



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### **Sunrise Valley Drive (Minor Arterial, Type B)**

This street is envisioned as a tree-lined boulevard with ample open spaces that serve as a transition between the TSAs and the adjacent residential neighborhoods. Its local-serving function should be emphasized.

- An ample sidewalk and cycle track should be constructed.
- Improved intersection signalization and design along this corridor for pedestrians and bicyclists is imperative.
- High-mounted LED streetlights should be provided at major intersections, along with pedestrian-scale streetlights near the intersections.
- A traffic signal is expected to be installed at the eastern intersection of Sunrise Valley Drive and Upper Lake Drive and at other locations, to facilitate trips out of neighborhoods, if the signals meet VDOT warrants.

### **Sunset Hills Road (Minor Arterial, Type B)**

Sunset Hills Road is to be widened to six lanes between Fairfax County Parkway and Wiehle Avenue, and widened to four lanes and realigned between Wiehle Avenue and Hunter Mill Road. Its local-serving function should be emphasized.

- A continuous multi-use trail should be provided along this corridor.
- Wide pedestrian facilities should be provided, to the extent feasible, along both sides of the corridor.
- There should be closely spaced street trees along the entire length, with high-mounted streetlights at intersections.
- Street furniture should be provided to serve pedestrian travel in this area.
- Intersection signalization and pedestrian lighting along this corridor should be improved.

### **Fox Mill Road (Minor Arterial, Type B)**

This street is planned to be widened to four lanes from Reston Parkway to Monroe Street. Its local-serving function should be emphasized.

- Sidewalks or multi-use trails should be provided on both sides of the road.

### **Soapstone Overpass (Collector)**

A four-lane multimodal bridge is planned to span the Dulles Toll Road, connecting Sunset Hills Road and Sunrise Valley Drive.

- Lighting and active transportation facilities on both sides of this street, including across the Dulles Toll Road, should be provided.

### **Town Center Parkway Underpass (Collector)**

A four-lane multimodal underpass will extend Town Center Parkway from Sunset Hills Drive to Sunrise Valley Drive west of Edmund Halley Drive.

- Wide sidewalks, bicycle facilities, and medians with streetscapes, should be provided.

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### South Lakes Drive Overpass (Collector)

A four-lane multimodal bridge is planned to span the Dulles Toll Road, connecting Sunset Hills Road and Sunrise Valley Drive.

- Lighting and active transportation facilities on both sides of this street, including across the Dulles Toll Road, should be included.

### Pinecrest Road (Collector)

Pinecrest Road is planned to be extended from South Lakes Drive to Sunrise Valley Drive.

- Potential impacts to the forested areas are of particular concern to the community. These impacts should be minimized and mitigated.

### Pinecrest Greenway (Unclassified)

Pinecrest Greenway is envisioned as an environmentally friendly active transportation facility, flanked by green spaces and possibly recreational uses.

### Local Streets

General guidance documents on local streets are identified at the beginning of this Transportation Improvements section.

**Local Streets outside the TSAs** - Pedestrian access and comfort are important throughout Reston. Local streets outside of the TSAs should be evaluated for their transportation utility, placemaking characteristics, and environmental implications. Negative impacts to streams, headwaters, water quality, and open spaces should be avoided.

**Local Streets inside the TSAs** - Local streets in TSAs should place a high priority on pedestrian access, comfort and safety. They should provide travel alternatives to streets such as Sunrise Valley Drive and Sunset Hills Road, while providing additional routes for vehicles to access their destination.

- Sidewalks along the local streets should be wide, comfortable, and continuous. Widths may vary based on expected pedestrian activity. They should minimally be 8 feet wide where significant pedestrian activity is expected, 6 feet wide in other areas.
- Intersections with acute or awkward angles should be avoided, and provision of exclusive turn-lanes is discouraged.
- Street furniture such as benches, bicycle racks, trash enclosures, and bus shelters should be provided to serve the adjacent land uses.
- Attractive and closely spaced pedestrian-oriented street lighting should be provided.
- On-street parking should be provided on one or both sides of these streets and should not impede transit operations.
- Block sizes generally should be within a range of 250 to 400 feet in length, in order to minimize pedestrians' distance to safe crosswalks at corners

The conceptual local street network for each of the three TSAs is shown in Figure X on the following page. The proposed street alignments are shown as concepts. There should be reasonable flexibility in the final location and configuration of new street connections to accommodate topography and other

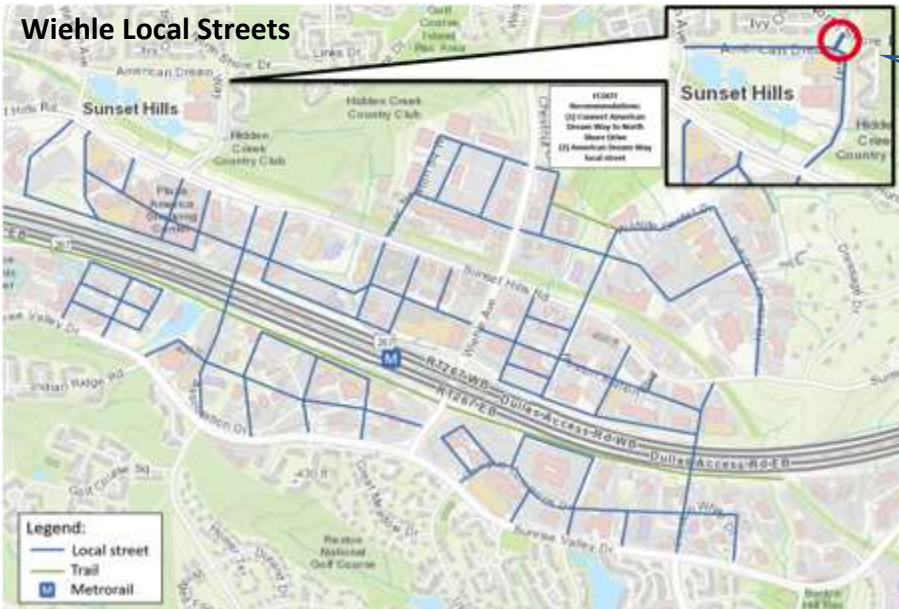
**Top:** Proposed local streets in the Reston Town Center North Transit Station Area

**Bottom:** Local street (Market Street) in the Reston Town Center



constraints, including property-specific land planning that otherwise implements and reflects the collective vision and goals of the area.

Figure X: LOCAL STREET GRIDS FOR RESTON'S THREE TSAs



The Task Force has not endorsed FCDOT's recommendation as shown in the inset map



**TABLE X: PROPOSED RESTON ROADWAY IMPROVEMENTS**

Guidance Documents: Countywide active transportation plan (ATP), VDOT Road Design Manual (RDM), Fairfax County Multimodal System Design Guidelines (MSDG), Fairfax County Guidelines for Development: Reston Transit Station Areas (GDR), Fairfax County Bicycle Parking Guidelines (BPG), Fairfax County Public Facilities Manual (PFM).

Corridor Name and Classification	Limits	Planned Vehicular Travel Lanes	Specific Recommendations on Pedestrian and Bicycle Facilities, Trails, and Placemaking	Guidance Documents
Principal Arterial				
Fairfax County Parkway	Leesburg Pike to Baron Cameron Avenue	6	Crosswalks on all legs of the intersection and other pedestrian friendly treatments should be included at all signalized intersections.	ATP, RDM
	Baron Cameron Avenue to Dulles Toll Road	(No planned changes)		
	Dulles Toll Road to Fox Mill Road	6	<p>A grade-separated interchange is planned at Sunrise Valley Drive to improve traffic operations within the immediate vicinity and for Reston as a whole. At all key points during the development of any plans for the proposed interchange, the County will engage with the surrounding community in a review of the alternatives. Any improvement should be developed in a manner that is context-sensitive and considerate of nearby residential areas.</p> <p>Crosswalks on all legs of the intersection and other pedestrian friendly treatments should be included at all signalized intersections.</p>	RDM, MSDG, GDR
Minor Arterials-A				
Reston Parkway	Leesburg Pike to Baron Cameron Avenue	(No planned changes)	<p>The multi-use trail should be extended in this area.</p> <p>Safe, continuous, convenient, and well-designed sidewalks and crosswalks are critical to ensuring a comfortable pedestrian experience.</p> <p>High-mounted LED streetlights should be used at intersections</p> <p>Existing large trees along both sides should be preserved and new trees in the median should be established.</p>	ATP, RDM, PFM
	South Lakes Drive to Lawyers Road	(No planned changes)		
	Baron Cameron Avenue to Dulles Toll Road	(No planned changes)	<p>A multi-use path should extend along its entire length, including across the bridge over the Dulles Toll Road.</p> <p>Safe, continuous, convenient, and well-designed sidewalks and crosswalks should be provided to ensure a comfortable pedestrian experience.</p> <p>Attractive high-mounted LED streetlights should illuminate each intersection with closely spaced, pedestrian-oriented streetlights in between.</p> <p>Large existing trees should be preserved, and a substantial number of new street trees should be provided along each side and in the median.</p> <p>Benches and attractive street furniture should also be provided to encourage walking and biking to and from the many dwellings and attractions in the area.</p> <p>At all key points during the development of any plans for the proposed widening, the County will engage with the surrounding community and provide multiple opportunities for review and comment. The widening</p>	MSDG, GDR, PFM
	Dulles Toll Road to South Lakes Drive	6		

should be developed in a manner that is context-sensitive and considerate of nearby residential areas

Corridor Name and Classification	Limits	Planned Vehicular Travel Lanes	Specific Recommendations on Pedestrian and Bicycle Facilities, Trails, and Placemaking	Guidance Documents
Baron Cameron Avenue	Fairfax County Parkway to Route 7	N/A	<p>A continuous trail for pedestrians and bicyclists from Fairfax County Parkway to Route 7 is recommended for this corridor.</p> <p>The existing trail on the north side of the roadway should be upgraded and include mitigation of the challenging grades between Reston Parkway and Village Drive.</p> <p>An alternative streetscape should be established that includes wide, thickly planted areas of irregularly spaced street trees along with a plan for the medians.</p>	ATP, PFM
Minor Arterials-B				
Wiehle Avenue	Sunset Hills Road to Fairfax County Parkway	(No planned changes)	<p>The existing trail should be upgraded along the entire corridor.</p> <p>Pedestrian facilities should be provided along both sides to serve existing residential neighborhoods.</p> <p>Trees along both sides should be retained, and trees should be added to the medians.</p> <p>Pedestrian scale lighting is encouraged, where possible.</p>	ATP, PFM
	Sunset Hills Road to Sunrise Valley Drive	(No planned changes)	<p>A reduction in the width of the lanes and the number of lanes should be considered.</p> <p>Pedestrian and bicycle facilities, including over the Wiehle Avenue bridge, are recommended to improve connections between the areas north and south of the Dulles Toll Road.</p> <p>Existing pedestrian-oriented streetlights should be retained, with high-mounted LED streetlights provided at each intersection.</p> <p>Closely spaced street trees should be provided along both sides and in the median.</p> <p>Clearly marked crosswalks should be established at the intersections of Wiehle Avenue and Sunrise Valley Drive and of Reston Station Boulevard and Sunset Hills Road.</p>	MSDG, GDR, ATP, PFM
Sunrise Valley Drive	Monroe Street to Hunter Mill Road	(No planned changes)	<p>An ample sidewalk and cycle track should be constructed.</p> <p>Improved intersection signalization and design along this corridor for pedestrians and bicyclists is imperative.</p> <p>High-mounted LED streetlights should be provided at major intersections, along with pedestrian scale streetlights near the intersections.</p> <p>A traffic signal will be installed at the eastern intersection of Sunrise Valley Drive and Upper Lake Drive and at other locations as needed, to facilitate trips out of neighborhoods, provided the signals meet VDOT warrants.</p>	MSDG, GDR

Corridor Name and Classification	Limits	Planned Vehicular Travel Lanes	Specific Recommendations on Pedestrian and Bicycle Facilities, Trails, and Placemaking	Guidance Documents
Sunset Hills Road	Fairfax County Parkway to Wiehle Avenue	6	A continuous multi-use trail should be provided along this corridor.  Wide pedestrian facilities should be provided, to the extent feasible, along both sides of the corridor.	RDM, ATP
	Wiehle Avenue to Hunter Mill Road	4	There should be closely spaced street trees along the entire length, with high-mounted streetlights at intersections.  Street furniture should be provided to serve pedestrian travel in this area.  Intersection signalization and pedestrian lighting along this corridor should be improved.	MSDG, GDR
Fox Mill Road	Reston Parkway to Monroe Street	4	Sidewalks or multi-use trails should be provided on both sides of the road.	RDM, ATP
<b>Collectors</b>				
Soapstone Overpass	Sunset Hills Road to Sunrise Valley Drive	4	Lighting and active transportation facilities on both sides of this street, including across the Dulles Toll Road, should be provided.	RDM, MSDG, GDR
Town Center Parkway Underpass	Sunset Hills Rd. to Sunrise Valley Dr. west of Edmund Halley Dr.	4	Wide sidewalks, bicycle facilities, and medians with streetscapes, should be provided.	RDM, MSDG, GDR
South Lakes Drive Overpass	Sunset Hills Road to Sunrise Valley Drive	4	Lighting and active transportation facilities should be provided on both sides of this street, including across the Dulles Toll Road.	RDM, MSDG, GDR
Pinecrest Road	South Lakes Drive to Sunrise Valley Drive	TBD	Potential impacts to the forested areas are of particular concern to the community. These impacts should be minimized and mitigated.	MSDG, GDR, PFM
<b>(Unclassified)</b>				
Pinecrest Greenway	Glade Drive to Fox Mill Road	TBD	This is envisioned as an environmentally friendly active transportation facility, flanked by green spaces and possibly recreational uses.	ATP, PFM
<b>Local Streets</b>				
Local Streets inside the TSAs	TSAs	2	Sidewalks along the local streets should be wide, comfortable, and continuous. Widths may vary based on expected pedestrian activity. They should minimally be 8 feet wide where significant pedestrian activity is expected, 6 feet wide in other areas.  Intersections with acute or awkward angles should be avoided, and provision of exclusive turn lanes is discouraged.  Street furniture such as benches, bicycle racks, trash enclosures and bus shelters should be provided to serve the adjacent land uses.  Attractive and closely spaced, pedestrian-oriented street lighting should be provided.  On-street parking should be provided on one or both sides of these streets and should not impede transit operations.  Block sizes generally should be within a range of 250 to 400 feet in length, in order to minimize pedestrians' distance to safe crosswalks at corners.	ATP, MSDG, GDR, BPG, PFM

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## **Monitoring System**

Maintaining a balance between land use and transportation is dependent on several factors, such as provision of transportation infrastructure, implementation of planned new development, transportation modal-split levels, and the effectiveness of vehicle trip-reduction programs. These factors may change in the future, which could change the number, frequency, or direction of vehicle trips. For this reason, it is essential to monitor total development and the resulting vehicle trips into and within the TSAs over time. This review should occur at least every five years or as needed based on the pace of new development.

## **Funding of Transportation Improvements**

Funding these transportation improvements through federal, state, regional, and local sources should be pursued; however, some combination of public and private sector funding will be necessary to cover the costs associated with these improvements and to expedite implementation. Additionally, these improvements may be implemented in stages by the private sector as development occurs. Further detailed examination of these funding options for each identified improvement and yet to be identified improvements is needed before a preferred funding approach is selected.

The Reston Special Transportation District Advisory Board advises the Fairfax County Board of Supervisors concerning the annual Service District tax rate, which helps fund transportation improvements within the TSAs. It also advises the Board of Supervisors on any needed changes in these improvements and their sequencing.

## **TRANSPORTATION DEMAND MANAGEMENT**

Transportation Demand Management (TDM) refers to a variety of strategies aimed at reducing the demand on the transportation system, particularly reducing single-occupancy-vehicle (SOV) trips during peak periods, and expanding the mobility choices available to residents, employees, and visitors. Examples can be found in the Transportation part of the county's Policy Plan and on its Traffic Demand Management webpage. The result is a more efficient use of the existing transportation system. TDM is a critical component in achieving the Plan's goal of land use and transportation balance.

The objective of a successful TDM program for the TSAs is to reduce the number of SOV trips during the AM and PM peak hours. These are reductions from estimates based on Institute of Transportation Engineers' (ITE) trip-generation rates and should fall within the ranges shown in the TDM Goals (See Figure X below). The recommendations are for reductions of at least 35 percent for the areas within  $\frac{1}{4}$  mile of the Metrorail stations and at least 30 percent for the areas between  $\frac{1}{4}$  and  $\frac{1}{2}$  mile from the Metrorail stations.

**Figure X: TDM Vehicle Trip Reduction Goals**

Development	TDM Vehicle Trip Reduction Goals		
	0-1/4 Mile	¼ to ½ Mile	Beyond ½ Mile
Office	45%-35%	40%-30%	35%-25%
Residential	45%-35%	40%-30%	25%-15%

Note: The percent reduction is from estimates based on the ITE peak hour trip generation rates.

A large component of TDM will be the implementation of formal TDM programs by the various stakeholders such as employers, building owners, and homeowner associations within the TSAs. At a minimum, development proposals should include the following elements associated with their TDM program in addition to the minimum goals stated above:

- Provision of convenient and attractive pedestrian and bicycle facilities and amenities that connect the development to the broader transportation network.
- Commitment to the trip reduction goals to be achieved at each phase of development and the measures to be used in the program.
- TDM implementation plans with monitoring provisions.
- Provision of remedies if a TDM plan fails to achieve its objective within a reasonable period of time, including restriction on the timing for future development.

Significant new development in Reston outside of TSA areas should implement TDM programs with strategies and reporting similar to the TSA areas. TDM goals for these areas may be lower than those in TSAs, while still reducing peak-period vehicle impacts.

### **Parking Management**

To facilitate the achievement of TDM goals and encourage transit use, especially in the TSAs, there should be shared parking for uses which have different peak demand periods, instituting paid parking, provision of adequate bicycle parking in locations allowing easy access to bikeways, reduced parking fees for ride-share vehicles, and other parking-reduction strategies. Additionally, shared parking between similar uses with both existing and new buildings should be explored, especially if the existing use has parking exceeding peak demand. These parking strategies can serve to reduce vehicle trips and increase the cost-effectiveness of the provision of parking.

A parking plan should be submitted along with a development application that demonstrates that the amount of parking that is provided is sized to support the development. Provisions for parking reductions and other incentives to lower parking should be used if it is supported by the parking plan. The use of higher parking rates in the first phases of a development followed by lower parking rates in subsequent phases can be considered for reasons such as existing leases requiring higher parking rates. Parking agreements with neighboring sites can be considered on an interim basis. Especially in the TSAs, parking plans for



residential uses should consider not only the number of bedrooms per unit but also the walkable distance to transit stops and station when establishing the amount of parking to supply. All non-residential uses in the TSAs should reduce their parking supply below the countywide minimum.

For office space, a maximum parking rate should be:

- 2.1 spaces per 1,000 square feet within the Transit Station Mixed Use area
- 2.4 spaces per 1,000 square feet Residential Mixed Use

In instances where a higher parking rate for offices exists or is desired, an appropriate justification can be submitted for the County's consideration.

## PLACEMAKING

High-quality-design placemaking not only enhances the general esthetics of the public realm but also fosters optimal use of the multi-modal system by making it attractive and understandable. Placemaking's public-realm focus includes both the design of streets as well as providing substantial improvement to the sidewalk and pedestrian areas located adjacent to streets, both inside and outside the Transit Station Areas.

Enhancing the placemaking characteristics along streets should improve the design of the streets in Reston and encourage pedestrian travel by substantially increasing the number of street trees, providing generous sidewalk setbacks from the curb, and improving street lighting. Improving the pedestrian realm should also further establish a transportation system dedicated to the health, wellness and fitness of pedestrians. Placemaking is also intended to conserve the natural environment and reduce the heat island effect from streets by significantly increasing tree canopy, improving stormwater management, and protecting streams.

The details of the landscape panel, sidewalk width, building zone, tree spacing, streetlight design and spacing are included in the design guidelines that have been established for Reston, especially Fairfax County's 2018 *Guidelines for Development: Reston Transit Station Areas*. The following paragraphs summarize placemaking features important for key Reston roadways. Specific recommendations for particular roadway segments are found in Table X above.

### Reston Parkway

Reston Parkway will carry a large volume of motor vehicle-traffic and will also accommodate transit vehicles, cyclists, and pedestrians. The design and operational character of this road will often create the first impression of Reston. Future development and transportation planning should acknowledge the functions of this road as well as the importance of establishing a positive character. To strike a balance, the volume of traffic, particularly through-traffic, should be diminished to the extent possible. The Reston Parkway streetscape concept should provide a safe, comfortable, and attractive environment for motorists, pedestrians and cyclists. Reston Parkway should function differently in the Transit Station Area versus outside this area. These two street segments are addressed separately below.

**Top:** Streetscape and placemaking in the Reston Town Center

**Bottom:** Trail along Reston Parkway within the Transit Station Area



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**Reston Parkway within the Transit Station Area** - Reston Parkway between South Lakes Drive and Baron Cameron Avenue should be designed as a tree-lined parkway that is safe for motorists, pedestrians, and bicyclists.

**Reston Parkway Outside the Transit Station Area** - The character of Reston Parkway should transition from the more formal Transit Station Area to the more suburban neighborhood areas located north of Baron Cameron Avenue and south of South Lakes Drive.

**Wiehle Avenue**

Wiehle Avenue also will have different functions and design challenges within the Transit Station Areas as compared to outside the Transit Station Area.

**Wiehle Avenue between Sunset Hills Road and Sunrise Valley Drive** - This segment faces challenging conflicts between the high-volume of motor vehicle and pedestrian traffic. Pedestrian connections across Wiehle Avenue and along both sides need to be significantly improved in this area. The success of the TSA and its attractiveness to people living outside the Wiehle TSA will be affected by its ability to achieve a comfortable, walkable neighborhood that both spans Wiehle Avenue and also connects both sides of the Dulles Toll Road.

**Wiehle Avenue North of Sunset Hills Road** - This area of Wiehle Avenue extends through existing residential neighborhoods. Attention to moderating traffic on Wiehle needs to begin to the north of Sunset Hills since there are few roads between Baron Cameron and Sunset Hills and since the road's undulations reduce visibility. The road's safety, convenience, and attractiveness for pedestrians and bicycles require special attention.

*Top: Wiehle Avenue sidewalk and bikeway between Sunset Hills Road and Sunrise Valley Drive*

*Bottom: Proposed tree-lined boulevard for Sunrise Valley Drive with cycle track and sidewalk*



**Sunrise Valley Drive**

For its full length in Reston and into Herndon, this street should be substantially improved to create a tree-lined boulevard with ample open spaces that serve as a transition between the Transit Station Areas and the adjacent residential neighborhoods. New buildings should have a setback of a minimum of 50 feet to provide ample space for safe, convenient, and attractive pedestrian and bicycle facilities. The future design of this street should provide protection for the adjacent residential community as well as a substantial improvement to the character of Reston.

**Sunset Hills Road**

This street extends along the entire length of Reston and into the Herndon area and serves as a major entryway into Reston. The south side of this road connects commercial areas in the TSAs. The north side of this road between Wiehle Avenue and Reston Parkway is located along the planned route of an expanded linear park that should include the W&OD Trail. Local-serving overhead electric lines should be undergrounded.

**Other Minor Arterials (Type A and B) and Collectors in Reston Neighborhoods**

To strengthen the overall development quality and reflect the uniqueness of the landscape-design character in Reston, Minor Arterials (Type A and B) and

Collector streets should incorporate an alternative streetscape that includes wide, thickly planted areas of irregularly spaced street trees as a contrast to the regularly spaced street trees along the Local Streets in the Transit Station Areas. A planting plan should be established for the medians of all divided arterials.

### Local Streets in the Transit Station Areas

The Local Streets located in the Transit Station Areas should be complete streets for motor vehicles and bicycles, with on-street parking and ample sidewalks. Street trees should be closely spaced. On-street parking should be provided on one or both sides of these streets, with an adequate step-out zone. Street furniture such as benches, bicycle racks, trash enclosures and bus shelters should be provided to serve the adjacent land uses. Attractive and closely spaced, pedestrian-oriented street lighting should be provided to illuminate both the street and the sidewalk.

When residential uses with direct access onto the street are located on the ground level, a building zone should be provided to accommodate entry stairs and other design elements. When ground-level retail is provided, a portion of the building zone should be used for retail browsing or outdoor dining. Supplemental plantings (to include shade and flowering trees, shrubs, flowering plants, ground cover, and grasses) may be provided for buildings without retail uses.

The local streets in the TSAs with the highest volume of pedestrian traffic will connect major projects and thus should have outstanding placemaking features that encourage pedestrian and biking activity. These streets include:

- Market Street in the existing Reston Town Center
- Library Street in the Town Center North area
- Inspiration Street located parallel to Sunset Hills Road
- Visionary Way located perpendicular to Sunset Hills Road in the Gateway Project near the Town Center Metro Station
- Isaac Newton Square South, located parallel to Sunset Hills Road
- Reston Station Boulevard in the Wiehle Metro Station Area

Local streets with sidewalks should extend from the TSAs into adjacent existing office parks, to the maximum extent practical. Such streets and sidewalks should be designed to improve internal mobility within those areas and also mobility connections to the TSAs. In the absence of redevelopment, local streets within existing office parks should link and incorporate existing internal

**Below top:** Pedestrian bridge crossing over the Washington and Old Dominion Trail near Reston Town Center.

**Below bottom:** Placemaking for local streets with proposed streets and sidewalk areas in the Town Center Gateway project located adjacent to the Town Center Metro Station



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streets, sidewalks, and paved areas, as practical, and may not have all the features of complete streets.

## WAYFINDING AND SIGNAGE

Signage is an important element of placemaking that will enhance the character of Reston. The three predominant signage types that contribute to placemaking are **on-site signage** (signs used to identify a place of business, residential building, or public facilities), **regulatory signage** (on-street parking, loading areas, curb pick-up and drop-off areas, and stop signs that are placed in the public realm), and **directional/location signage** (assistance and location information--including street addresses--for pedestrians, cyclists, and motorists).

The quantity and quality of all signage should be considered in a comprehensive manner within developments. A Comprehensive Sign Plan (CSP) should be submitted for all redevelopment applications especially in the Transit Station Areas, Village Centers and other areas located outside the Transit Station Areas. All signage should be well organized into a comprehensive and integrated system, well maintained, and legible. Signage should fit with the architectural character of the project, using complementary materials and colors, and incorporated into the architectural elements of structures. All buildings must display their street address numbers on or above entrances where they can be conveniently viewed by passing pedestrians and drivers.

**Below left:** Reston Association Blue Trail and wayfinding signpost

**Below right:** Reston Van Gogh Bridge and wayfinding trail to Lake Anne Village Center



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# ENVIRONMENTAL STEWARDSHIP

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Reston is an environmentally sustainable community founded on the integration of nature into the community. Since its founding, Reston’s structural and natural features have been fostered and recognized through its preservation of trees and open space areas, its landscape, its architecture, and a pathway system that connects residents to nature within and between residential, employment, and recreational areas. Stewardship, through the protection, restoration, and enhancement of wetlands, streams, lakes, forests and other natural areas, and the creation of wildlife habitats is prioritized. Protecting, restoring, and enhancing Reston’s diverse natural areas will remain a central planning principle and will help Reston to model sustainability, resiliency, and climate-change preparedness and mitigation within Fairfax County.

## ***Reston Sustainability Examples -***

***Top:*** One of four lakes

***Middle:*** Tributaries and headwaters of Difficult Run, Sugarland Run and Horsepen Creek

***Bottom:*** Significant tree canopy and forest coverage



In 2018 Reston became the thirteenth community worldwide to be accepted into the Biophilic Cities Network, a global network of partner communities working collectively to pursue the vision of a community planned and designed with abundant nature, where citizens have contact with the natural world as an element of daily life. The literal translation of biophilia is “love of nature” and recognizes that humans derive substantial physiological, psychological, and behavioral benefits from interactions with nature. Biophilic Cities preserve nature as shared habitat for people and non-human life and embraces nature as a core planning element to help communities become healthier and more resilient. Today there are 25 Biophilic Cities Network partner communities around the world, including four in Virginia: Richmond; Arlington; Norfolk; and Reston. Reston was the first Virginia community to be accepted into the Network and underscores Reston’s commitment to integrate nature into its community design. In addition to its neighborhood design featuring abundant green open spaces, Reston connects its residents to the natural environment through its walking paths, trails, nature center, golf courses, accessible recreation areas, and outreach programs. Interactions with nature are intended to be frequent, immersive, enduring, and close at hand.

## **MAJOR OBJECTIVES**

The Reston Association, the Reston Town Center Association (RTCA), Reston Community Center (RCC), the Northern Virginia Regional Park Authority (NOVA Parks), Fairfax County, community associations, and individual property owners each have a role in managing Reston’s natural resources and in creating a healthy and resilient community. The following objectives collectively describe a vision for Reston, offer insight into various environmental issues germane to the community, and offer recommendations to address challenges.

All recommendations in this chapter apply to all public and private projects.

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Examples of public projects are schools, libraries, parks, recreation centers and other public use facilities funded by FFX county or other governmental sources.

### Community Design Recommendations:

Plan, design, develop and maintain Reston to protect, restore, and enhance ecological systems and the health, safety, and welfare of the community.

1. Design landscapes, infrastructure, and buildings with consideration of site resources, underlying ecological systems and processes, and the quality of life in the community.
2. Design plans early in the development process to benefit the environment, property owners, and the local and regional economies.
3. Provide visual and physical access to restorative open spaces and the provision of outdoor gathering spaces where people can socialize, eat, work, and recreate to strengthen community social connections.
4. Provide on-site spaces that encourage outdoor physical activity.
5. Provide ready access to natural systems to allow exploration, foster understanding, and encourage stewardship of those systems.
6. Plan development that connects people to nature to enhance physical and mental health.
7. Plan development that protects the integrity of the community and helps create a community identity.
8. Promote equity through attention to community design principles within neighborhoods and comfortable, safe connections between neighborhoods.
9. Make every effort to reduce Reston's contributions to the causes of climate change while resiliently and equitably adapting to and thriving in the face of the environmental changes that cannot be prevented

### Ecosystem Health - wildlife edge habitats

*Top: Red-tailed Hawk*

*Middle: Turtle*

*Bottom: Blue birds*



### Ecosystem Health

Built landscapes have the capacity to protect and regenerate natural systems and the ecosystem services that they provide. Ecosystem services are goods and services of direct and indirect benefit to humans that are produced by ecological processes that involve the interaction of living elements, such as vegetation and soil organisms, and non-living elements, such as bedrock, water, and air. Healthy ecosystems perform many functions. Their economic value is significant, and they protect people's investments. Ecosystem services provided onsite include:

- Climate regulation - maintaining healthy air quality, sequestering carbon, and regulating local temperature, precipitation, and humidity through shading, evapotranspiration, and windbreaks;
- Air and water cleaning - removing or reducing pollutants;
- Water supply retention - storing and conserving water within watersheds and aquifers;
- Erosion and sediment control - retaining soil within an ecosystem and preventing damage from erosion and siltation;

- Hazard mitigation - reducing vulnerability to damage from flooding and drought;
  - Pollination - providing for the reproduction of crops and other plants;
  - Habitat functions - providing refuge and reproduction habitats for plants and animals and contributing to the conservation of biological diversity, genetic diversity, and evolutionary processes;
  - Waste decomposition and treatment - breaking down waste and cycling nutrients;
  - Human health and well-being - enhancing physical, mental, and social well-being as a result of interactions with nature;
  - Food and renewable non-food products - producing food, energy, or other products for human use;
  - Cultural benefits - enhancing cultural, educational, and aesthetic experiences as a result of interactions with nature.
- (Source: Fairfax County Sustainable Sites Initiative)

#### Recommendations:

1. Plan each Reston area project to protect, enhance, and restore local ecosystems and their associated services.
2. In proposals for development projects, describe how this is being done and steps that go beyond minimums.

#### Resiliency Recommendations:

1. Plan development in Reston to create ecologically resilient communities that are able to withstand and recover from floods, droughts, and other disruptive events, which are projected to become more harmful as climate change progresses.
2. Improve resiliency by adopting measures, such as enhanced energy efficiency, on-site renewable energy, daylighting and energy storage, which improve resiliency for building occupants.
3. Foster resiliency through:
  - a. protecting and restoring natural resources such as soil, water, and vegetation;
  - b. encouraging biodiversity;
  - c. enhancing landscapes to provide multiple ecosystem services such as cleaning air and water, providing habitat, and storing carbon;
  - d. mitigating for evolving hazards and disruptive events;
  - e. planning for monitoring and adaptive management;
  - f. and increasing the capacity of carbon sinks and heat island effects through re-vegetation.
4. Describe in development proposals measures to address both internal and external resiliency.
5. In addition to Fairfax County documents addressing climate change and resiliency, refer to the Reston Association’s **Reston Climate Assessment** for specific suggestions for individual, business and organization participation in improving Reston specific climate change resiliency.

#### **Examples of open space biodiversity**

**Top:** Great blue heron  
(Photo credit: William Schreiner)

**Middle:** Blooming apple tree

**Bottom:** Streaming on Reston Trails  
(Photo credit: William Schreiner)



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## RESOURCE-SPECIFIC OBJECTIVES

### Sustainable Landscapes

The Reston landscape consists of a network of vegetated and built areas. If managed carefully, high-performance landscapes that provide ecosystem services will result.

#### Recommendations:

1. Preserve on-site, healthy soil, vegetation, and habitats to conserve long-term health and viability of biodiversity.
2. Plant native species of trees and other vegetation to the maximum extent feasible.
3. Remove and manage undesirable landscape elements that contribute to the loss of ecosystem function, such as invasive species.
4. Manage deer populations to control decimation of forest understories.
5. Create continuous ecological corridors and nodes to allow the establishment of plants and migration of animals throughout the landscape and to ensure viability of native species populations. Landscape nodes are a key component of migration corridors and provide resting areas for migrating species as well as a larger and more diverse area for food and shelter. Even small spaces have the potential to enhance the resilience and sustainability of the community by converting landscapes previously managed with exotic species into naturalized habitats with native vegetation.
6. Protect, enhance and maintain productive features, such as wetlands, habitat, and floodplains.
7. Restore features such as large trees or streams have been lost to previous development.
8. On sites with compromised ecological value, restore ecosystem services through the planting of native vegetation or implementing technologies such as rain gardens or vegetated green or purple roofs. (See Stormwater Management for more information.)
9. Encourage the creation of new natural areas where disturbed areas currently exist. Natural areas built as additions to stream valley parks can increase riparian buffers and enhance stream valley corridors. Natural areas outside of Resource Protection Areas serve as nodes for human activities and improve the quality of life while relieving stress on existing riparian areas. Preclude large hardscape areas, other than trails, in stream valley park expansions.
10. Prioritize resource management as a major consideration in park design.

#### Soils

Healthy soils cycle nutrients, store carbon as organic matter, reduce runoff, and increase water-holding capacity. Soils absorb excess nutrients, sediment, and pollutants, and provide a healthy rooting environment and habitat to a wide range of organisms. Soil preservation reduces the need for expensive soil restoration and drainage improvements. By limiting grading activity,

*Below: Examples of sustainable landscapes*

*Top: Lake Thoreau*

*Middle: Golden Alexanders  
(Photo Credit: Kathy Walden Kaplan)*

*Bottom: Golf Course Island Cluster landscaping*





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development costs for construction machinery and the transportation of imported soils can be reduced.

**Recommendations:**

1. Develop soil management plans during the design stages to promote healthy plants, healthy biological communities, and enhanced water storage and infiltration.
2. Limit soil disturbance during construction whenever possible.
3. Describe in development proposals soil management plans.

**Vegetation**

Together with healthy soils, vegetation, which includes canopy trees, understory trees, shrubs, and perennials, performs a critical role in the community. Environmental, economic, and social benefits accruing to vegetation include the shading of structures, paths, open spaces and streams; the cooling of the atmosphere and buildings; protection from wind; reduced soil water evaporation; improved air quality (including the absorption of particulates and low-level ozone); reduced noise levels; reduced stormwater runoff (from improved soil permeability, canopy water interception, and transpiration); improved water quality; decreased reflected light; enhanced aesthetics; the provision of habitat; and the creation of a sense of safety and protection from traffic.

The selection of plants adapted to site conditions and the local climate, proper installation of plant materials, and regular maintenance can conserve water, reduce mowing costs, provide habitat, reduce erosion, reduce the use of fertilizers and pesticides, and save money. The use of a variety of plants native to the area contributes to the regional floral diversity and provides habitat for wildlife, including birds and pollinators.

Trees are of particular importance to the Reston community’s distinctive character and its biophilic goals. Trees provide useable natural spaces, stormwater management, shading of paths and streams, heat-island mitigation, energy conservation, and mitigation of ozone and carbon in the air. They are also critical to biophilic placemaking in redeveloped and newly developed areas.

**Recommendations:**

1. Plant vegetation species within Reston’s urban areas that are able to tolerate heat, drought, salt contamination of the soil, pollution, reflected light, and stormwater runoff.
2. Avoid the exclusive use of any one tree species along a street corridor.
3. Design and maintain planted areas to ensure healthy soil and a combination of trees, shrubs, and perennials to form an integrated, beneficial biome to foster long-lived healthy trees.,
4. Develop long-term maintenance agreements with Fairfax County to ensure:
  - a. Maintenance responsibilities are clear;
  - b. County inspections are permitted;

*Below: Street trees in Reston Town Center*



- c. Reasonable steps by the developer and/or its successor nurture and maintain plants and planting areas and, if necessary, replace unhealthy plants with suitable new plants;
  - d. An appropriate bond supports the agreement. Maintenance agreements with the County include, but are not limited to, watering, feeding, pruning and pest control.
  - e. Prune trees along streets to avoid vehicular damage until they are of sufficient height to escape such damage.
  - f. Install automatic irrigation systems.
5. Meet or exceed the goals of the Fairfax County's 20-year Tree Action Plan, including Reston's own goal for a tree canopy including street trees covering at least 45% of the One Reston area. Trees are a critical component of the ecological functionality of each site and a major element of development and redevelopment projects in Reston.
  6. Consult Reston Association's list of "banned" plants and "preferred" native plantings and the Fairfax County Urban Forestry staff when selecting trees and other plants for landscaping, as well as to remove banned plants.
  7. Plant large-canopy tree species throughout the community to provide shading and to create continuous linear canopies along all transportation corridors.
  8. Use trees and other plants native to Fairfax County in landscaping with consideration given to locational factors and foreseeable climatic changes during the plants' lifetimes. Because horticultural zones are changing rapidly, consult with experts to select appropriate plants for current zones including micro-zones in TSA areas with more asphalt and concrete.
  9. Develop plan to:
    - a. Plant only proven, durable native species of trees and vegetation that support native wildlife;
    - b. Plant a mix of tree species including deciduous and evergreen trees;
    - c. Plant appropriately spaced, large-canopy, trees wherever possible to achieve shading and a continuous canopy; and
    - d. Coordinate plans with VDOT, FCDOT, utility providers and county officials to avoid impediments to implementation.
    - e. Maintain and, as needed, replace trees and other vegetation pursuant to a clear programmatic commitment.
  10. Because carbon sequestration by trees is an important mechanism to counteract climate change, preserve established trees to the extent possible. If developers remove mature trees from project sites, replace each with carbon sequestration equivalents, meaning multiple smaller trees must replace the loss of a single larger one.
  11. Where appropriate, manage deer populations to prevent destruction of forest understories and RPA vegetative buffer protections.
  12. Soil quality and quantity are critical when planting trees and other landscaping.
    - a. Plan all planting beds to be of sufficient size and depth and with nutrient rich, non-compacted soil to maximize prospects for success.
    - b. Plan beds adjacent to streets to have a minimum width of 8' and

**Below top:** Manage deer population  
(Photo credit: William Schreiner)

**Middle:** Milkweed Meadow  
(Photo Credit: Kathy Walden Kaplan)

**Bottom:** Preserve tree canopy



wider, if possible, with an optimum width of be 12', and a depth of 4' or more.

- c. Install long landscape panels with continuous open soil for adequate root growth and structural cells and cantilevering to support sidewalks above uncompressed soils needed for root systems.
- d. Allow roots of adjacent trees to form an integrated, beneficial biome to foster long-lived healthy trees.
- e. Select appropriate native vegetation, including flowering plants, shrubs and grasses to be planted under the trees to enhance the streetscape, support tree health, and attract birds and pollinators.
- f. Follow guidance for sizing and designing planting areas referenced in Appendix A-1. A of Fairfax Urban Design Guidelines

### **Invasive Plant Species**

Invasive plant species are a detriment to the ecological health of community landscapes, particularly in areas where contiguous forests and soils are disturbed and where invasives spread aggressively.

#### **Recommendations:**

1. Assess the potential for the introduction or spread of invasives, manage existing species, and preclude the introduction of new species.
2. Avoid all plants classified as invasive by the Virginia Department of Conservation and Recreation or listed in Reston Association's a list of "banned" plants and "preferred" plants.
3. Remove existing invasive plants and replace with appropriate native species.
4. Minimize the damage to local ecosystem services by the development and implementation of an invasive species management plan
5. Only use exotic species if native species are unavailable and if they have been demonstrated to be non-invasive

### **Water**

#### **Watersheds**

Approximately three-quarters of Reston is located within the Difficult Run Watershed, which is in the north-central portion of the county and is the largest watershed in Fairfax County. Difficult Run flows through a wide variety of watershed conditions, from forest to urban areas, and drains directly to the Potomac River. It contains four constructed lakes: Lake Anne and Lake Newport on Colvin Run, and Lake Thoreau and Lake Audubon on Snakeden Branch.

The balance of Reston is located within the Sugarland Run and Horsepen Creek Watersheds, which are located in the northwestern part of Fairfax County, and cross into Loudoun County. Sugarland Run drains to the Potomac River and Horsepen Creek drains into the South Fork of Broad Run, which then drains into the Potomac River.

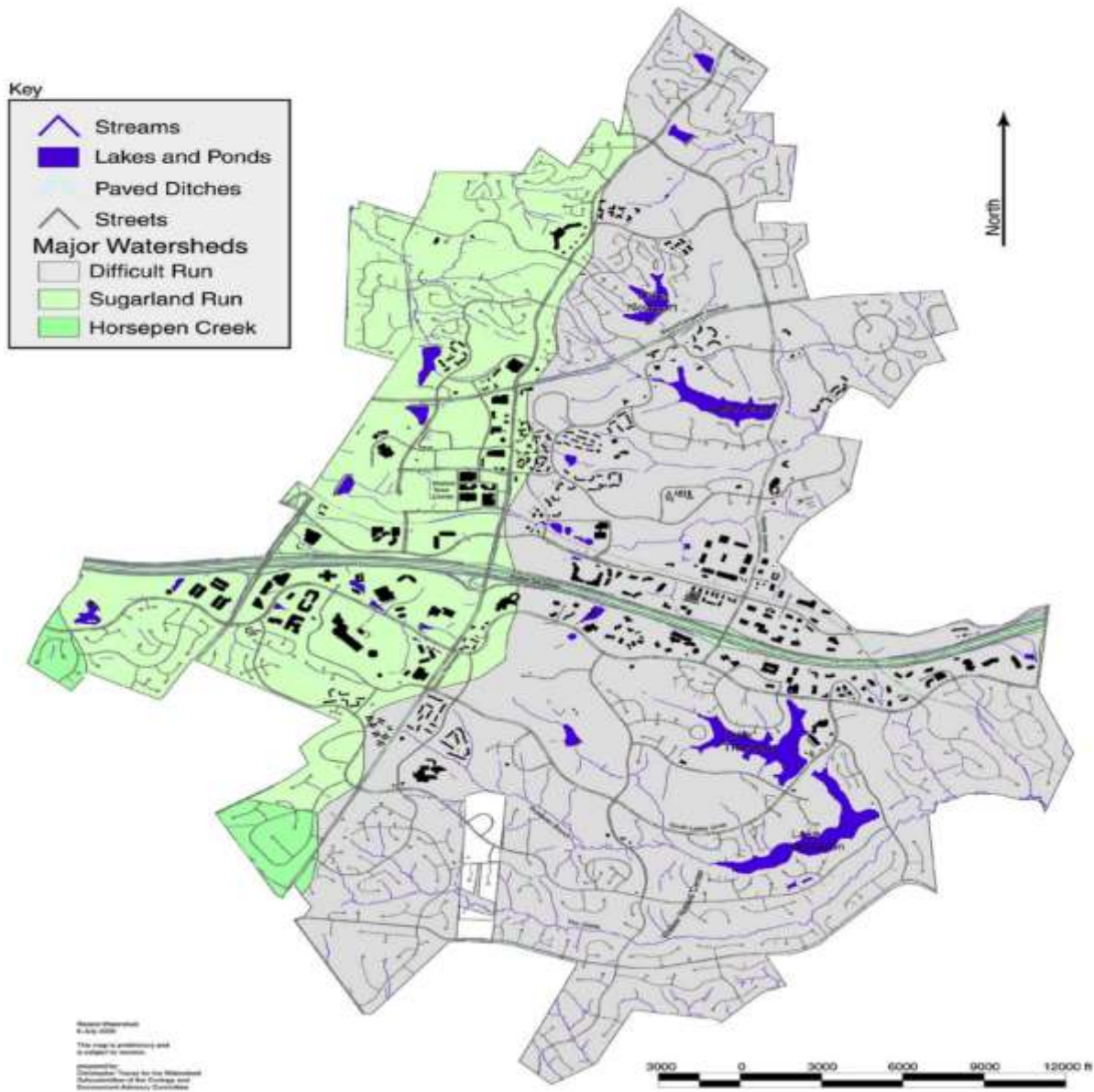
**Below top:** *Invasive plant species*  
(Photo credit: William Schreiner)

**Middle:** *Preserve Reston's wetlands*  
(Photo credit: William Schreiner)

**Below bottom:** *Tributaries and headwaters of Difficult Run, Sugarland Run and Horsepen Creek*



# Reston's Watersheds



The Difficult Run Watershed Management Plan and the Sugarland Run and Horsepen Creek Watershed Management Plan identify areas of opportunity for implementing both structural and non-structural improvement projects such as stream restorations, stormwater facility retrofits, community education and stewardship, streamside buffer enhancements, and the installation of green stormwater infrastructure (GSI).

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**Recommendation:**

1. Implement elements of these plans, when applicable, into new development.

**Water Resources**

Water resources within the Reston community include wetlands, streams and buffer areas, and lakes and ponds.

**Recommendations:**

1. Protect, enhance, and manage these resources for the long-term viability of water-based habitats.
2. Design development, including street and other transportation infrastructure, to mitigate impacts to natural resources and to enhance natural resources consistent with Reston's biophilic philosophy.

**Wetlands**

Wetlands filter pollutants, provide protection against flooding, and provide important habitats for native plants and animals. One notable wetlands habitat is the Sunrise Valley Wetlands, which lies within ¼-mile of the Herndon Station. This privately owned land is a federally mandated mitigation site established by the 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. Other wetlands occur throughout the community with distinctive hydrology, soils, and plants.

**Recommendations:**

1. Encourage recreational uses such as public pathways that are compatible with the environmental, public accessibility, and educational objectives of wetlands.
2. Remediate degraded wetlands as part of any redevelopment plan.



*Left: Reston Wetland Map*

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## Streams and Buffer Areas

The Reston Association manages many of the stream valleys and lakes within Reston as part of its water resource program. Fairfax County restores stream and buffer areas within Reston when damages are related to County owned properties. Various tributaries have been negatively impacted by years of excessive stormwater runoff. Streams suffer from exposed utilities, areas of severe stream bank erosion, and a significant amount of sediment deposition. The Reston Association is implementing a long-term Watershed Master Plan to restore the Glade Stream Valley, Snakeden Branch, and tributaries to Difficult Run.

### Recommendations:

1. Implement redevelopment proposals that mitigate past and future damage to stream and buffer areas.
2. Identify areas prone to flooding and correct underlying deficiencies whether due to insufficient infrastructure or excessive runoff. whether or not located in Reston. See Stormwater Guidelines for further details.

## 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 the Reston Association for aquatic health, sediment, algae, and shoreline stabilization. Smaller ponds provide stormwater management and have become important features of the Reston area. A costly, but necessary, regular cycle of dredging protects the lakes from sediment build-up.

### Recommendations:

1. Enhance tree canopy and other vegetative enhancements and shoreline stabilization to protect Reston's lakes and ponds;
2. Adopt stormwater management plans to reduce pollution and sediment flowing into the lakes to mitigate adverse impacts to the lakes and to the people and wildlife that use them;
3. Enact safe stormwater practices affecting the four Reston Association-owned dams which control the water levels of Reston's lakes.

## Stormwater Management

Reston includes the headwaters of two major watersheds, Difficult Run and Sugarland Run, with a smaller portion of Reston located within the Horsepen Creek Watershed. Stormwater from Reston can adversely affect Reston's four lakes, four dams, and numerous streams and properties. Reston's lakes, which support recreation, flora, and fauna, already require expensive dredging and other maintenance to remediate sediment build-up and

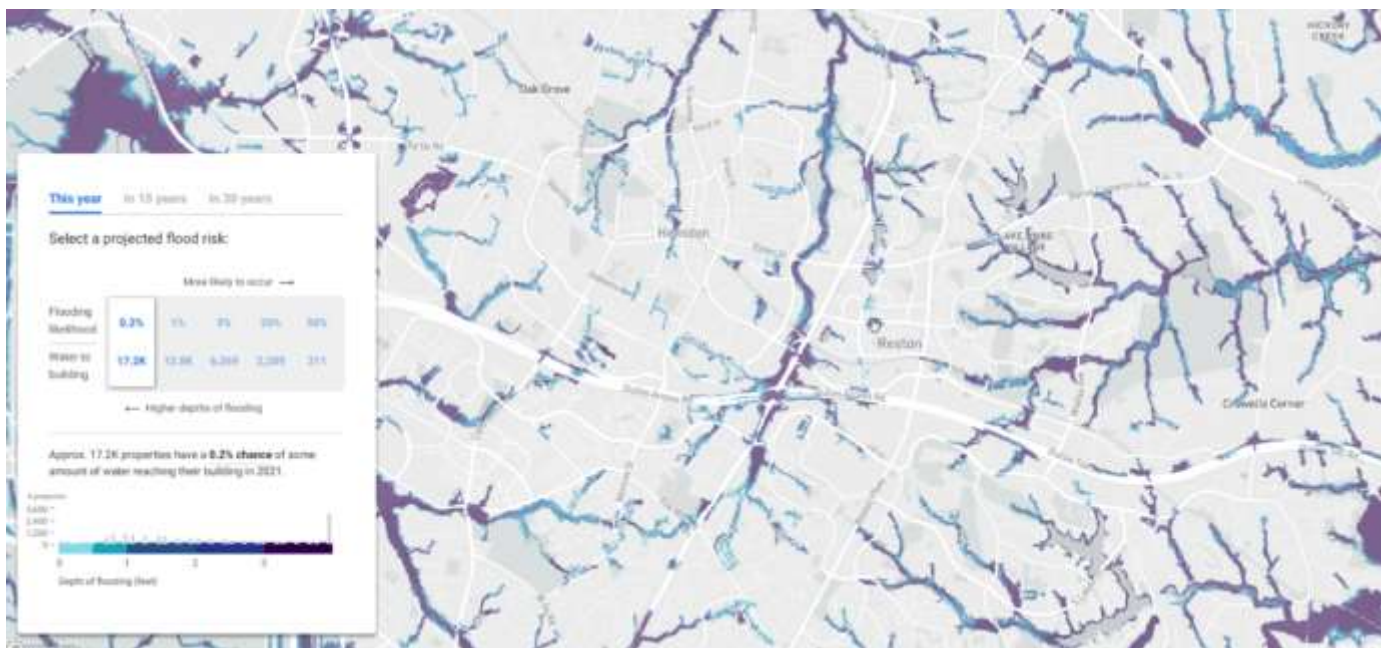
*Below: Examples of Reston's lakes*



pollution. Stormwater runoff problems from impervious surfaces are substantial, particularly since stormwater runoff from existing developments' impervious surfaces often is not mitigated by modern stormwater protections. The Reston Association State of the Environment Report (RASER) indicates that inadequate stormwater management is one of the most pervasive environmental problems in the Reston community.

Stormwater quantity and quality control goals are intended to reduce total runoff volume and significantly delay its entry into the stream system. Future development offers considerable opportunities to improve upon past stormwater management practices in furtherance of efforts to protect and restore local streams and lakes, to reduce pollutant loads entering the Potomac River and the Chesapeake Bay, and to prepare for increasingly intense, climate-driven storms. Fairfax County has examined various climate hazards, including extreme heat, extreme cold, heavy precipitation, inland flooding, coastal flooding, severe storm and wind events, and drought. Studies show that some of these hazards are projected to become more severe, including extreme heat, heavy precipitation, and inland flooding. Development and redevelopment in Reston will need to prepare for these precipitation changes.

**Below:** Reston Flood Area Map



### Stormwater Guidelines

These guidelines are intended to improve stormwater management controls sufficiently to allow for improvements to the habitat and recreational values of wetlands, streams, and water bodies in Reston. They are not intended to weaken any otherwise applicable standards from Fairfax County or the Commonwealth of Virginia.

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**Recommendations:**

1. Design stormwater management systems to accommodate climate change's increasingly extreme precipitation events.
2. Phase stormwater management measures with development;
3. Incorporate environmentally friendly stormwater measures that can handle more intense storms and rain events attributable to climate change into all phases of site planning and development
4. Protect property owners in and downstream of areas where flooding may occur. Identified areas of known flooding are:
  - a. VDOT parking lot north of Sunset Hills Road adjacent to Hidden Creek Country Club between Isaac Newton Square on east and Dominion VA substation on west, including simultaneously impacted adjacent area south of Sunset Hills Road @ 1886 Metro Center Drive (Comstock) and @ 1890 Metro Center Drive (Kaiser Permanente).
  - b. On Wiehle Avenue in vicinity of Chestnut Grove Condo development (north of Isaac Newton Square and adjacent to Hidden Creek Country Club to west.)
5. Minimize the effect of impervious cover on stormwater design;
6. Incorporate stormwater reuse, retention, detention, extended filtration, and, where soils and infrastructure allow or are properly designed, infiltration to improve downstream waters;
7. Incorporate stormwater management strategies into parks and other open space areas to support and complement recreational amenities.
8. Emphasize, by replication of natural hydrologic conditions, Low Impact Development (LID) techniques that evapotranspire water, filter water through vegetation and/or soil, return water into the ground, or reuse water. LID practices can include, but are not limited to, bioretention or biofiltration facilities (commonly known as rain gardens), vegetated swales, porous pavements, vegetated roofs, tree box filters, the collection and reuse of stormwater runoff, and approaches that infiltrate water into the ground to replenish aquifers and provide summer base flows to local streams.
9. Incorporate LID techniques of stormwater management into new and redesigned streets. Design and locate these measures to promote pedestrian safety and to avoid interference with passengers' ability to exit street-parked vehicles. Coordinate stormwater management controls among multiple development sites. For additional illustrations, see [https://www.fairfaxcounty.gov/tysons/sites/tysons/files/assets/documents/pdf/environment/urbanstormwaterconceptsfortysons\\_corner.pdf](https://www.fairfaxcounty.gov/tysons/sites/tysons/files/assets/documents/pdf/environment/urbanstormwaterconceptsfortysons_corner.pdf)
10. Manage sediment through strict adherence to erosion and sediment control measures during construction and through stormwater management measures that control discharge volumes and flows to prevent downstream erosion. Assess flooding risks during project development to ensure that downstream areas are not unduly impacted.
11. Coordinate development proposals with Fairfax County regarding active projects in downstream areas to determine whether the potential exists for collaboration to meet stormwater requirements.



12. When infiltration of runoff into the ground is not feasible, reduce the volume of runoff through the use of LIDs such as soil compost amendments, vegetated roofs, water reuse, bioretention basins, and tree pits.
13. Install vegetated roofs, including “purple roofs” to meet the stormwater quality and quantity requirements of the Fairfax County Stormwater Ordinance. (“Green” roofs are more traditional vegetated roofs, while “purple” roofs incorporate additional materials and structures to capture and retain or, at least, detain rainfall. Each type of vegetated roof has well established technology and can also accommodate solar panels.) Roofs can be designed to allow occupant access, provide habitat, connect occupants with nature, reduce urban heat island effects, allow urban gardening, and temper indoor temperatures to reduce heating and cooling loads.
14. Implement extended detention to reduce the peak runoff rate from a newly developed or a redevelopment site to that of a good, forested condition.
15. Control the use of pesticides, herbicides, and fertilizers in order to minimize the runoff of these substances into receiving waters, the contamination of impacted soils, and impacts to local flora and fauna.

*Below top: Example of LID techniques*

*Below bottom: Bioswale*

**Recommended metrics for stormwater runoff:**

1. Reduce Phosphorus for **new** impervious areas to meet the most current regulatory requirements. Reduce the phosphorus load from **existing** impervious area by at least 30 percent below predevelopment loads.
2. **In developments with an intensity of 1.0 Floor Area Ratio (FAR) and greater:**
  - a. Retain, to the extent feasible, the first inch of rainfall on-site through infiltration, evapotranspiration, and/or reuse. If, on a given site, the retention on-site of the first inch of rainfall is demonstrated not to be fully achievable, the portion of the first inch of rain that cannot be retained should be detained and gradually released. Implement all available measures to the extent practical to support this goal for retention or mixed retention/detention of the first inch of rainfall.
  - b. In addition to retaining (or as necessary detaining) the first inch of rainfall described above, comply with the following guidelines (any one of A, B or C below, the application of which will take into account retention of the first inch.) The combination of the first inch retention standard and guidelines in A, B or C is intended to address the increasing number of storms expected to drop an inch or more of rain.
3. **Specific Performance Targets**
  - a. Provide a combination of runoff volume reduction and peak flow and velocity reduction to protect downstream water resources, even where runoff would be discharged directly into a pipe or constructed channel.
    - For sites that have **more than 50 percent impervious cover** in the existing condition, reduce the total volume of runoff released from the site in the post-developed condition for the 10-year, 24-hour storm to be at least 40 percent less than the total volume of runoff released in the existing condition for the same storm.



*Photo Placeholder for Purple Roofs*

*Photo Placeholder for Bioswale*

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- Require the peak runoff rate for the 10-year, 24-hour storm in the post-developed condition to be at least 40 percent less than the existing condition peak runoff rate for the same storm.
  - For sites that have **50 percent or less impervious cover** in the existing condition, reduce the total volume of runoff (net of water retained or detained) released as well as the peak release rate for the 10-year, 24-hour storm in the post-developed condition to be at least 25 percent less than the total runoff volume and peak release rate in the existing condition for the same storm.
- b. Linkage to Green Building Rating Systems:
- If no less protective than the targets set forth in A, provide stormwater management measures 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 Core & Shell (LEED-CS) rating system (or equivalent of this/these credit(s) based on an alternate rating system).
  - Apply stormwater management practices toward this outcome to provide runoff reduction/rainfall volume retention, rather than just stormwater treatment, to the maximum extent practicable.
- c. Alternative Approach:
- If no less protective than the targets set forth in A, pursue stormwater management measures and/or downstream improvements 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.
  - Design efforts 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.
  - Give consideration to other stormwater runoff-related factors such as downstream flooding, drainage complaints, the character and condition of downstream channels, and identified stream impairments.
3. **For those developments that propose less than 1.0 FAR (or equivalent residential density), the following guidelines apply:**
- a. For sites that have **greater than 50 percent impervious cover** in the existing condition, reduce the total volume of runoff released (net of water retained or detained) from the site in the post-developed condition for the 10-year, 24-hour storm to at least 40 percent less than the total volume of runoff released in the existing condition for the same storm. Reduce the peak runoff rate for the 10-year, 24-hour storm in the post-developed condition to be at least 40 percent less than the existing condition peak runoff rate for the same storm.
- b. For sites that have **50 percent or less impervious cover** in the existing condition, the total volume of runoff (net of water retained or detained) released as well as the peak release rate for the 10-year, 24-hour storm in the post-developed condition should be at least 25 percent less than the total runoff volume and peak release rate in the

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existing condition for the same storm.

4. Regardless of FAR, for any proposed project that would fail to meet the stormwater reduction standards described above,
  - a. Notify downstream property owners affected by the excess of stormwater and
  - b. Submit to the County documents describing planned measures to protect downstream properties and the results of consultations with affected property owners.

### **Salt Management**

Salt, often used to melt snow and ice to help provide safe passage for pedestrians, cyclists, and drivers, can harm water quality (especially drinking water), impact plants and animals, and damage infrastructure and vehicles.

#### **Recommendations:**

1. Balance the beneficial use of salt against the negative consequences to water quality, terrestrial habitats, property, and road infrastructure through the implementation of best practices.
2. Reduce salt in area waters to levels protective of aquatic life and drinking water sources.
3. Apply salt only where and when needed and remove any excess or leftover salt to reuse at a later date.
4. Improve winter maintenance practices by measuring and monitoring salt use , and increasing public awareness.
5. Include plans to minimize application of salt and other chemicals to sidewalks and private roads consistent with safe travel.
6. After approval by the County, share those plans with contractors, personnel and successor owners or operators.
7. Approve plans to permit future inspections and enforcement by County official.

### **Air And Climate**

Human-caused climate change is the greatest environmental threat facing people, wild resources, agriculture, the economy and national security. Climate-change mitigation is critical now; it cannot safely be delayed. Carbon-dioxide will adversely impact the climate for centuries after it is emitted, and more potent greenhouse gases will also cause near and long-term environmental disruptions. Worldwide and regional harms to people, the environment and businesses from climate change are rapidly accelerating after decades of inadequate global action. Combustion of fossil fuels also contributes to local air pollution and other harms to human health and the environment.

The transportation sector is one of our two largest sources of pollution harming our climate and health. (See Green Building section for the other.) Better transportation systems can mitigate near and long-term harm.

#### **Recommendations:**

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1. Carry out the goals and objectives of the county Community-Wide Energy and Climate Action Plan (CECAP) and Resilient Fairfax's 'Climate Adaptation Resilience Plan'.
  2. Incorporate the County's equity goals in transit solutions.
  3. Protect all of Reston's residents, amenities, and economy now and in the long-term by planning and development that emphasizes environmental protection, climate preparedness, multimodal transportation, green neighborhoods, and green building practices.
  4. Because transportation is one of the largest sources of carbon emissions and air pollution, support county goals for carbon emission reductions through Transit Oriented Development (TOD) in its TSAs and by increasing transit ridership, walking, and biking throughout the entire community. These actions are intended to significantly reduce annual household rates of driving and car ownership for those living, working, and/or shopping in Reston.
  5. Expand transit options, whether privately or publicly funded, to serve transit stations, higher density areas, and low-income communities with frequent, reliable transit options and to better link Reston and its Metro stations to centers of employment, commerce, and government, particularly those centers relatively far from Metro.
  6. Replace diesel buses with zero-carbon electric buses and car-pooling.
  7. Expand the use of electric vehicles to reduce pollution that harms human health and our climate. (See EV Charging section.)

## **Sustainability**

### **Green Buildings and Green Neighborhoods**

Buildings are one of Reston's two largest sources of greenhouse gas emissions and air pollution. However, when intentionally designed, buildings can reduce the use of natural resources, protect and enhance the natural environment, increase the health and well-being of occupants, reduce energy use, and save building owners and tenants money.

Green buildings are designed to reduce energy use, water use, and waste generation; provide for healthy indoor air quality; use local and sustainable materials in construction; generate renewable energy. Their benefits are increased when located near public transit and mixed-use development to encourage sustainable transportation and efficient land use. Increasingly, sustainable design is moving toward net-zero energy use and Climate Positive Design, which aims to reduce net onsite carbon dioxide emissions to zero or below zero through increased energy efficiency and the generation of on-site (or off-site) renewable energy.

Green neighborhoods are neighborhoods that are intentionally designed to improve lives of residents, employees and visitors with an appealing, healthy local environment that is well vegetated and well activated for healthy living. Green neighborhood practices are described by LEED and others and are consistent with other parts of the Plan. Recognizing the value added to the

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community through green building practices, the Policy Plan’s Environment Element provides guidance for green building practices. The goal in Reston is to exceed the applicable standards for comparable development to prevent construction of buildings that can create harmful impacts and may have a limited economic life. A broad range of practices can be pursued in support of or in addition to green building certification.

**Recommendations:**

1. Implement green neighborhood practices.
2. Achieve LEED Silver certification or the equivalent, at a minimum, with higher levels of energy efficiency and other forms of sustainability as development intensity increases for development in TSA’s.
3. Meet and exceed guidelines in the Policy Plan objectives on Resource Conservation and Green Building Practices and certification for residential development.
4. Incorporate multiple energy and ecologically conscious approaches to site and building design to minimize adverse impacts to the environment, especially climate, air and water.
5. In applications for rezonings and permits for new construction, additions, rehabilitation and changes of occupancy, explain steps being taken to increase energy efficiency and sustainability and to minimize on-site air and water pollution from building operations.
6. Maximize energy and water efficiency, minimize greenhouse gas emissions and other forms of pollution, and maximize the incorporation of sustainable design, placemaking, and landscaping.
7. In buildings undergoing major rehabilitation, implement energy retrofits that minimize energy usage and carbon emissions, including zero on-site emissions.
8. Incorporate solar panels throughout the community, including on rooftops, in parking lots, and on structured parking to shade parking spaces.
9. Strongly encourage **new buildings** in Reston to implement at least one of the following:
  - a. Go beyond the maximum energy and water efficiency points for LEED Silver certification in commercial or residential construction OR achieve LEED Gold with maximum efficiency points OR achieve LEED Platinum certification (or the equivalent) (density bonus eligible) in commercial building construction (including maximizing points for energy efficiency);
  - b. Implement net-zero construction pursuant to Appendix CC Zero Energy Commercial Building Provisions of the 2021 International Energy Conservation Code (IECC) or Appendix RC Zero Energy Residential Buildings of the 2021 IECC (or well-recognized equivalent Net Zero standards);
  - c. Achieve net-zero readiness by implementing efficiency levels prescribed by the applicable IECC Net Zero standards (or Energy Star HERS rating of 47 or less or Passive House or equivalent low-energy buildings) PLUS comply with solar readiness Appendix CB Solar Ready Zone Commercial or Appendix RB Solar Ready Provisions for Detached 1 or 2 Family residential and Townhouses;

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- d. Emit no carbon dioxide on a site basis (*i.e.*, from on-site building operations) net-zero carbon on-site emissions; or
  - e. Install green or purple vegetated roof systems and/or install solar PV and/or hot water systems covering buildings and/or above parking lots.
- 10.** In concert with Green Neighborhood planning, for **buildings undergoing major rehabilitation**:
- a. Encourage deep energy retrofits that minimize energy usage and carbon emissions and incorporate the measures required for new buildings.
  - b. Install green or purple roofing and/or solar panels (PV or hot water) on available space if rehabilitation includes roof replacement.
- 11.** Applications for permits and accompanying documentation are expected to explain how these goals will be implemented.
- 12.** Strongly encourage developers to:
- a. Commit to submitting annual reports of building energy usage which may be used by the County to inform the public about building efficiencies by type and square foot.
  - b. Install highly efficient building energy systems (HVAC, water heating, lighting, energy management) and landlord/builder-supplied appliances.
  - c. Implement water efficiency measures at least as stringent as the higher of U.S. EPA Water Sense, NAHB Green Building Standards, or ASHRAE/International Green Construction Code.
  - d. Plant trees adjacent to buildings to reduce heating/cooling and along sidewalks and plazas to provide shade and support birds, pollinators and other beneficial wildlife.
  - e. Implement landscaping plans that support birds and pollinators and reflect Reston's biophilic philosophy.
  - f. Use outside light shades that provide shading for glass while directing sunlight deep into interior building spaces.
  - g. Implement enhanced building commissioning to provide early and ongoing verification of system performance.
  - h. Operate community energy distribution systems that reduce energy use and pollution by sharing energy/heat generated on one site among nearby sites.
  - i. Harvest stormwater runoff to be used for irrigation.
  - j. Where consistent with building codes, re-use treated grey water.
  - k. Install, energy management systems to improve the efficiency and economy of building operations.
  - l. Provide waste mitigation management plans for all development projects documenting how waste will be disposed or recycled and use locally produced materials to extent possible.
  - m. Incorporate passive cooling through proper shading and ventilation.
  - n. Use ground source or other high-efficiency heat pumps for heating and cooling systems for space conditioning and hot water requirements.

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## Noise

Given that exposure to high levels of urban noise can produce disturbances of daily necessities such as sleeping, relaxation, learning, and general well-being, the Environment Element of the Policy Plan recommends against new residential development in areas with projected highway or other noise exposures exceeding DNL 75 dBA. However, broader planning goals for the Reston TSAs suggest that sites near major highways and Metrorail would be appropriate for residential development and/or other noise sensitive uses, even when projected noise impacts may exceed DNL 75 dBA.

### Recommendations:

1. Design noise-sensitive uses to minimize noise impacts when facades of noise sensitive interior spaces are located in noise levels above DNL 75 dBA.
2. Require a noise study during the review of the development, appropriate commitments to noise mitigation measures, and, potentially, commitments to the provision of disclosure statements and a post-development noise study where residential or other noise sensitive uses are proposed near rail and major highways.
3. In such noise studies, clearly define the noise levels impacting the proposed uses as a measure of dBA DNL, identifying noise contours and/or noise impacts at each façade of each affected building with current noise levels and future noise levels based on a minimum 20-year traffic volume projection for the roadway and other transportation noise sources.
4. Identify differing noise levels that may affect building facades at different elevations.
5. For those studies that indicate noise levels in excess of DNL 65 dBA on proposed noise sensitive uses, provide noise attenuation measures to achieve goal of DNL 45 dBA for interior spaces and DNL 65 dBA for outdoor recreation areas. Attenuation may include the appropriate siting and orientation of the noise sensitive use, as well as the use of appropriate building materials and noise barriers. Plantings may also be provided to screen views of the noise sources, including broad-leaved trees, conifers, and plantings that extend close to the ground.
6. In areas where projected noise impacts at affected building facades will exceed DNL 75 dBA and for dwelling units where outdoor spaces, including balconies, are projected to be exposed to noise levels that exceed DNL 65 dBA, provide disclosure statements to potentially affected residents and users within the impacted uses or units, which clearly identify the unmitigated and mitigated noise levels for interior spaces, affected balconies, and outdoor recreational areas.
7. Conduct post-development noise studies, when requested, to help staff evaluate the effectiveness of noise mitigation measures.

## Lighting

While moderate outdoor lighting is often desirable in residential and commercial areas, it is potentially harmful. For many plants and animals, darkness is required, and interrupting it is detrimental. Residents' enjoyment of the night sky can also be impacted. Lighting impacts extend beyond the

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property boundaries of any individual site. Although the long-term effects of nighttime light on humans and other species is not yet completely understood, color temperature, which is used to describe the warmth or coolness of a light's color, can adversely affect people, wildlife, and plants.

Excessive building lighting, outdoor lighting and poorly directed night lighting also exacerbates problems for wildlife, affecting migration, feeding, and mating. All species, whether diurnal or nocturnal, including humans, birds, insects, bats, aquatic invertebrates, and reptiles, are affected.

**Recommendations:**

1. Minimize the negative effects of lighting on nocturnal environments and human health and functioning, reduce skyglow, and reduce light trespass while maintaining appropriate nighttime visibility.
2. Design all lighting, including security lighting, to be fully-shielded, downward-directed, LED, not overly bright, and of an appropriate color temperature.
3. Manage interior lighting to conserve energy, delete bird collision hazards or confusion for migrating birds.
4. Provide lighting designs, impact assessments, and plans to avoid impacts to people, wildlife species, and the night sky for exterior and interior lighting for special uses, including commercial canopies and recreational lighting.
5. Turn off building and outdoor lighting at night unless necessary for security or work.
6. Implement lighting systems to automatically turn off unessential lighting at night, and disclose night lighting systems and plans to the County

**Electric Vehicle Charging**

Expanding the use of electric vehicles in Reston is critical to reducing carbon emissions, as emissions attributable to electric vehicles are significantly less than emissions attributable to internal combustion engines. As vehicle manufacturers expand electric vehicle production, supporting the shift to electric vehicles requires the installation of electric vehicle (EV) charging in residential and commercial parking facilities and other locations. A significant majority of electric vehicle (EV) charging occurs overnight at residences.

**Recommendations:**

1. Increase EV charging throughout the community, especially at residences.
2. Include, in all garages, readiness for EV Level 2 charging, one charging station per dwelling unit, with conduits/raceways for the future installation of stations and an option for initial purchasers to have EV charging facilities installed.
3. For residences without garages, increase or equip other on-lot parking, including driveways and parking lots, readiness for EV Level 2 charging. Include adequate space for electric panels, chargers, and raceways with drawstrings from the electric panels to parking spaces as needed to expand the number of chargers.



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4. For multifamily residential developments where opportunity may be limited, Installation of and readiness for charging stations and related infrastructure for electric vehicles is particularly important.
  5. Install EV Level 2 facilities sufficient to serve at least 50% of residential parking spaces and 20% of commercial parking spaces with readiness for additional charging stations in the future.
  6. As an option, substitute Level 3 chargers for resident use for multiple Level 2 chargers when supported by a reasonable plan for occupant access and equivalent charging capabilities.

### **Bird-Friendly Design**

Buildings represent a significant hazard to birds, particularly due to the extensive use of plate glass and artificial lighting. Describe bird-friendly design strategies in development proposals and describe to what extent these strategies will be implemented. Include descriptions of bird-friendly glazing and building designs to reduce collision dangers, including bird-safe windows and bird-friendly lighting designs and practices.

#### **Recommendations:**

1. Incorporate bird-friendly design strategies and features, with particular attention to glazing features.
2. Design strategies that make buildings visible to birds in flight and reduce reflections that distract or confuse birds, using appropriate glazing treatments or architectural elements, such as color, texture, opacity, patterns, louvers, screens, interior window treatments, or ultraviolet materials visible to birds.
3. In addition, reduce or modify interior lighting so that light is not as visible from the exterior, to reduce a building's attractiveness to birds flying at night and to preclude disorientation.

### **Food**

Growing and distributing foods locally can reduce negative impacts to the environment, enhance the local economy, promote community development, and enhance the quality and freshness of produce. Locally grown foods such as nuts, fruits, vegetables, and herbs are an essential part of daily nutrition and the overall health and well-being of people. Gardening improves people's quality of life by providing a catalyst for neighborhood and community development; stimulating social connection; encouraging self-reliance; beautifying neighborhoods; producing nutritious food; reducing family food budgets; conserving resources; and creating opportunities for recreation, exercise, therapy, and education.

#### **Recommendations:**

1. Encourage community gardening into development plans.
2. Expand gardening opportunities with green and purple rooftops.
3. Encourage development proposals that design and manage food production onsite, including food production locations, assess points and water sources

*Below: Bird-friendly Design*

*Placeholders for bird-friendly designed buildings*

*Placeholders for bird-friendly designed buildings*

*Placeholders for bird-friendly lighting*

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(Source: Sustainable Sites Initiative).

4. Encourage development of proposals that provide spaces or facilities for collection of food waste from businesses or restaurants so such waste can be diverted to composting facilities vs. landfills.

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# PARKS, RECREATION & OPEN SPACE

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## INTRODUCTION

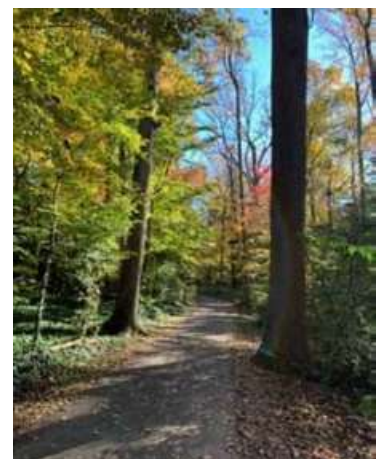
The existing parks, recreation, and open space system is recognized as one of the most outstanding features in Reston. It includes several large open spaces such as forest and stream conservation areas, lakes, stream valley parks including the Reston Association (RA) Walker Nature Center, and two privately owned 18-hole golf courses denoted as landmarks in the November 2018, Fairfax County Office of Revitalization Guidelines for Development: Reston Transit Station Areas (TSAs). Reston offers over 55 miles of Reston Association (RA) maintained Reston trails, and about 4 miles of publicly accessible trails owned and maintained by NOVA Parks, including the W&OD trail, and recreational trails owned and maintained by the Fairfax County Park Authority (FPCA). In addition, large active recreation facilities, public indoor facilities, other sports facilities and smaller parks and open spaces are found in Reston today, including privately owned tennis courts, swimming pools and public and private recreation and exercise facilities.

With the increase in development, Reston's goal is to augment and enhance the existing hierarchy of open spaces and active recreation facilities to serve the additional population and address existing deficiencies. The planning principles for this enhanced system include the following:

- Preserve the natural features including forests, lakes and stream valleys
- Protect, preserve and conserve habitat for birds, pollinators and wildlife
- Establish wildlife corridors by augmenting the landscape features in the natural and developed areas
- Provide consistent quality and quantity of parks, recreation and open space for all residents and employees in Reston, regardless of localized variations in age, race and income levels
- Plan for a variety of recreation experiences to serve all ages, backgrounds, interests and abilities to meet the needs of the culturally and economically diverse Reston community
- Provide for indoor and outdoor cultural activities
- Provide for community gathering spaces
- Establish inclusive and equitable community engagement to inform and guide planning for parks, recreation and open spaces

Several public, non-profit, and private organizations currently provide parks, recreation and open space, recreation areas, cultural facilities, golf courses, and amenities for Reston. These organizations include the Reston Association (RA), the Reston Town Center Association (RTCA), the Reston Community Center (RCC), Cathy Hudgins Community Center at Southgate, Fairfax County Public Schools, the Northern Virginia Regional Park Authority (NOVA Parks), the Fairfax County Park Authority (FPCA), Reston National Golf Course, Hidden Creek Country Club, and the YMCA. This variety of providers offers a broad range of benefits, but it also requires a continued commitment to collaborative planning and implementation. Reston Association is a private homeowners association

**Existing examples of open space:**  
*Reston open space and trail areas (van Gogh Bridge over Reston Canal), Lake Anne area, and Reston trail and forest area*



that owns, operates, and maintains its parks, recreation, and open space facilities for the benefit of its members and non-members.

FCPA provides publicly accessible parks that feature athletic fields, recreational facilities, and a variety of active and passive park amenities. As development and redevelopment occurs, additional publicly accessible parks, recreation, and cultural facilities will be needed beyond those that now exist. As development occurs, new public parks, recreation facilities and open space will be addressed collaboratively through contributions towards and provision of publicly accessible parkland and facilities, without compromising the assets that the community currently enjoys.

**FCPA Classifications -**

Public parks provided by the FCPA and NOVA Parks, shown in the table below, are classified by park name and type as described in the Fairfax County Policy Plan, based on the general park service area, size, facility types, extent of development, and user experience. Public parks provide equitable and inclusive access for all residents and employees in Reston. Reston public parks and classifications include the following:

Park Name	Classification
W&OD Trail	NOVA Regional Park
Baron Cameron Park	District Park
Reston Town Green	Local Urban Park
South Lakes Drive Park	Local Park
Reston North Park	Local Park
Stuart Road Park	Local Park

*Top: Natural Resource area in Reston*

*Bottom: Rectangular play field at Isaac Newton Square*



Prior to developing parkland, the Fairfax County Park Authority and other providers initiate respective master planning processes to determine the appropriate facilities and design for that park. Because of the significant growth in population in Reston and Fairfax County, revisions to the park plans and funding of new recreation facilities are necessary for parks within and adjacent to Reston, and the adjacent areas of the W&OD Trail. The planning process involves extensive, equitable, and inclusive citizen review and participation. Implementation of park master plans is through the County and Park Authority Capital Improvement Program and proffered contributions.

**PLANNING FOR PARKS, RECREATION AND OPEN SPACE**

Reston Association (RA), Fairfax County Park Authority (FCPA), the Northern Virginia Regional Park Authority (NOVA Parks), the Reston Community Association (RCC), and CHCC@S, continue to work together to identify new park, recreation, and cultural needs in Reston, including in the Transit Station Areas (TSAs). These needs also relate to the overall Reston area, and they are impacted by the development planned outside the TSAs. Facilities and amenities to meet these needs must be provided in the TSAs and elsewhere in the Reston area. Access and close proximity to development are priority characteristics of

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local-serving parks, trails, open space, playgrounds, sport courts, and other recreational facilities.

**Interwoven Equity** - To promote equity and inclusion, add and improve the parks, recreation, and open space system to increase use of high-quality publicly accessible parks and recreation facilities in underrepresented and underserved sections of Reston. As development in the TSAs occurs, improvements to publicly accessible parks and recreation facilities located outside of the TSAs and in areas with higher concentrations of low-income and racially diverse populations is encouraged to promote equity and inclusion.

**Countywide Service Levels** - Countywide service level standards established in the Parks and Recreation Section of the Policy Plan form the basis to determine of how many facilities are needed. FCPA needs assessments inform Fairfax County’s Capital Improvement Program (CIP) process and provide additional guidance for the provision of publicly funded countywide parks and recreation facilities. Adopted service level standards generally apply to playgrounds and courts. Adjusted service level standards for athletic fields account for expanded field capacity through use of lighting and synthetic turf and different use patterns. More guidance for the provision of parks, recreation and open space is provided in the Recommendation Sections of this Chapter. The need to expand or add significant indoor facilities including a recreation center with an aquatic center has been identified. Trails are needed throughout in a quantity sufficient to meet connectivity and recreation goals.

Development in the TSAs incorporates new park spaces by utilizing guidance from the Urban Parks Framework in the Parks and Recreation section of the Policy Plan (Appendix 2) and the Guidelines for Development: Reston TSAs. The Urban Parks Framework was established to guide the creation of park systems in Fairfax County’s urbanizing and redevelopment areas, and it is to be used to guide park development. This framework provides service level standards, design guidelines and a typology of urban park types to guide the creation of urban parks in Fairfax County. The Parks and Recreation Section in the Policy Plan will be used for the Reston neighborhoods and all other areas.

In implementing elements of the urban park system, consideration should be given to factors including service areas and targets, core facility purpose, and access. Facilities serving a local neighborhood will look different and have different support facilities than a facility designed to serve an entire TSA or the larger Reston community. As an example, a local-serving playground might include a few pieces of play equipment, seating, special landscaping, and pedestrian features. It might serve a cluster of residential buildings or a residential/office mixed-use area. This playground might be used daily by residents, and it is most useful if accessible by pedestrians.

A larger-scale playground or athletic field that serves as a destination facility would be designed to serve a broader area than a local-serving playground and have a larger footprint. One would expect that visitors might walk, bike, use transit, or drive to get to such a destination that may not be used daily, but would spend more time once there. Factors such as context/location, access,

*Top example - Indoor recreation center*

*Bottom example - Performing Arts Center*



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function/purpose, general length of stay, and amenities should be considered to inform provision of urban parks, recreation, and open space.

Recommendations are identified for publicly accessible parks, open space, and recreation amenities. With the exception of the W&OD Trail, the needs and recommendations are subject to the FCPA master planning and needs assessment process to determine the appropriate facilities and design for parks. Implementation of park master plans is through the County and FCPA Capital Improvement Program and proffered contributions.

## RECOMMENDATIONS

### Natural Resources:

The Fairfax County Park Authority and Reston Association identify issues, strategies and projects to protect open space, parkland and valuable natural resources. Lakes and stream valleys are one of the most recognizable natural resources in Reston. In the neighborhoods, most are owned and maintained by the Reston Association or a variety of homeowner associations. In the TSAs, these resources are managed by the FCPA and private entities regulated by Fairfax County. The lakes and streams are identified by Fairfax County as flood plains, Resource Protection Areas and Environmental Quality Corridors. Mostly maintained as natural areas, they often include picturesque trails and forest areas. Up-to-date storm water management near the stream valleys is imperative. Prioritize the following:

- **Difficult Run and tributaries such as Colvin Run and Snakeden Branch** - Prioritize the preservation of the natural environment by improving the stormwater management system and extending the trail system. Remove a portion of the existing parking lot owned by VDOT located along Sunset Hills Road west of Wiehle Avenue and north of Sunset Hills Road.
- **Tributaries of Sugarland Run** - This stream valley is located in the Town Center and Herndon Station TSAs. Preserve the large wetland area near the Herndon Station and improve the pedestrian access.
- **Streams near the Walker Nature Center** - Preserve and protect the natural environment including the stream.

### Indoor Facilities:

The major indoor facilities include:

- **FCPA Indoor Recreation Center** - Provide a large-scale destination facility at RTCN that provides indoor recreation features such as an indoor track and sports courts as well as an aquatic center that includes a 50-meter pool.
- **Performing Arts Center** - Consider a Performing Arts Center that can support a large footprint, music, theater, and dance organizations to be located on Block J north of Sunset Hills Road adjacent to the Town Center Metro Station. The facility is intended to serve Fairfax County.

*Below: Natural Resources including mature forest in the stream valley of the Colvin Run Tributary*



**Signature Open Spaces and Corridors:**

- **Open Space at RTCN** - Create a substantial public open space at the Reston Town Center North Civic Square area that contains both open areas for public gathering and performance. Establish the open space as a central feature of Town Center North to serve the entire Reston community. Integration with FCPA park features including the recreation center and adjacent playfield is encouraged.

*Below left top and bottom: Precedents for the large public open space in RTCN*

*Below right: Concept map for Reston Town Center North with the large central green, rectangular field and grid of streets*



- **Open Space along the W&OD Regional Trail and Greenway** - The Policy Plan identifies “Regional Trail” as a Regional Park. The area is designated as a network of linear corridors or parks that connect recreational, natural, and cultural resources. The W&OD Trail, including the portion in Reston, is part of a Regional Trail and Greenway. Implementation of recommendations includes coordination with NOVA Parks. Small-scale recreational waysides (e.g. seating areas, playgrounds) or larger recreational or cultural facilities (e.g. gathering places, Garden of Remembrance) and supporting amenities (e.g. publicly accessible restrooms, water fountains) near the W&OD are encouraged. The W&OD Trail is currently used often for exercise, with cyclists riding at high speeds. As redevelopment occurs adjacent to the W&OD, developers are providing significant open spaces and sidewalks for

safe pedestrian use that is separated from recreational uses on the trail. Construction of the sidewalk along Sunset Hills that runs parallel to the W&OD is a priority.

Planning for this signature open space is part of a new, long-term effort to provide a highly visible and useable public park. The following list provides concept ideas for this area in Reston:

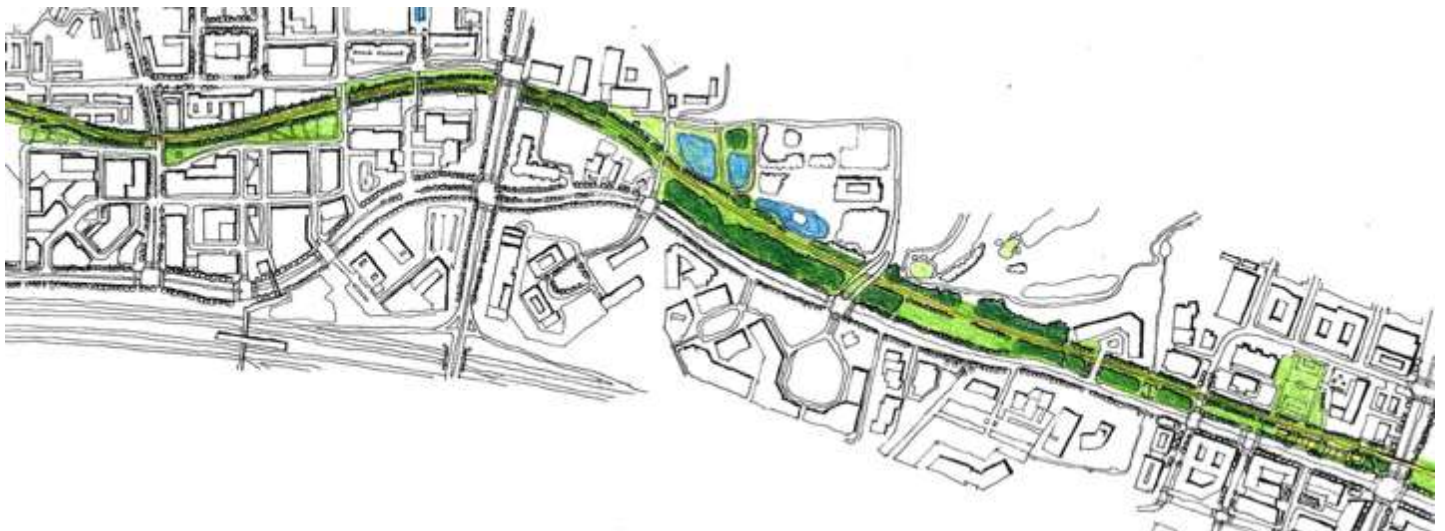
- **West of Reston Parkway:** Playgrounds, new W&OD Trail access, parking for the trail and open spaces, and small practice fields.
- **Old Reston Area:** Historic Town of Wiehle and Old Town Hall, Old Train Station, Gazebo, original ponds, dedication to NOVA Parks, additional public open space and existing parking lot.
- **Park Overlook Area:** Virginia landscape conservation area, garden of remembrance, improved access to the W&OD Trail, additional tree canopy, and stream restoration area.
- **Isaac Newton Square Area:** Rectangular field and practice area, playground areas, new access to the W&OD Trail, bridge over Wiehle Avenue, and public parking areas.
- **Sunrise Valley Drive Corridor** - Provide a cycle track, sidewalks with landscaped buffers, street trees, street lighting, large setbacks of at least 50 feet between Sunrise Valley Drive and the adjacent buildings. Increase landscaping; protect and expand the tree canopy.
- **Reston Parkway Corridor** - Enhance connections and linkages of the series of existing parks, recreation, and open space areas. Preserve existing trees and increase the tree canopy. The Reston Parkway runs between Fox Mill Road and Route 7. This parkway has 4 to 6 lanes, wide medians, significant green areas, large existing trees along each side, and a series of recreation fields, and other open space areas. Outside the TSAs, the large-lot character of this area with forests, linked open spaces and recreation spaces is intended to remain and be reinforced. Retain existing open spaces and improve the pedestrian infrastructure, crosswalks, pedestrian scaled street lighting, setbacks for buildings, and trees in the median and along both sides.



**Top right:** Original gazebo from the historic Town of Wiehle

**Middle right:** Rectangular field approved for Isaac Newton Square

**Below:** Concept Diagram for the Signature Open Space along the W&OD Regional Trail and Greenway Park





- **Pinecrest Green Space Corridor** - Provide natural surface trail on an abandoned VDOT right-of-way between Glade Drive and the east end of the Pinecrest Drive cul-de-sac off Fox Mill Road for meditation and quiet enjoyment.

*Below top: Baron Cameron*

*Below middle: Linear Park along Sunrise Valley Drive Corridor from the Town Center Parkway to Wiehle Avenue*

*Below bottom: Playground and Map of approved open spaces in the Reston Transit Station Areas*

**Park, Open Space and Recreation including Athletic Fields:**

**Athletic Fields** - Provide rectangular and diamond fields for a wide variety of scheduled and unscheduled sport play for all age groups and abilities. According to the population needs in Reston determined by the FCPA, provide at least 12 full athletic fields, including one in or nearby each of the three TSA’s, through development contributions of primarily land, new facilities, and improvements to increase capacity at existing facilities and secondarily, funds. Encourage options to increase field capacity by including air rights over the Dulles Toll Road corridor. Include complimentary active and passive park features, playgrounds, seating areas, and other amenities to enable a wide range of activities for all ages and abilities.

- **RTCN Rectangular Field and Practice facility** - Provide a large rectangular field, practice area and shared parking facility as part of the park adjacent to the future FCPA recreation center in Reston Town Center North Civic Square.
- **Parks and Schools Planning** – Schools, parks and Fairfax County are encouraged to work together to provide needed capacity especially within RTCN. Establish increased capacity of park and school facilities to allow integration of facilities within development areas, on rooftops, over stormwater detention facilities, in utility corridors, and other alternative locations.
- **Baron Cameron Park** - Support retention and upgrades to Baron Cameron Park existing facilities as FCPA undertakes the master planning process.



**Other Parks, Recreation and Open Spaces:**

- **Sports Courts** - Incorporate into developments and local parks, multi-use and single-use hard-surfaced courts. Examples include, basketball courts, volleyball courts, pickle ball courts, and other hard and soft surface facilities. Indoor tennis and sport court facilities to accommodate recreational and possibly competitive play like tennis, basketball, pickleball, volleyball, and badminton are also examples.
- **Playgrounds** - Include neighborhood-scale playgrounds as well as one publicly accessible destination playground to serve the entirety of Reston.



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Options should include adding and improving playgrounds in underrepresented and underserved communities in Reston.

- Neighborhood-scale playgrounds should explore opportunities to incorporate distinguishing features (e.g., public art, sculpture that serves as play equipment) and inclusive amenities for all ages and abilities.
- Publicly accessible destination playground should explore opportunities to incorporate themes (Reston history, civic engagement, nature and biophilia, community building, equity, and social justice). Explore locations in South Reston

**Below Top:** Outdoor concert at Reston Wiehle Metro Plaza



**Below Bottom:** Lake Anne Village Center community gathering space



- **Dog Exercise areas and parks** - Provide areas of varying sizes for on-leash and off-leash dog walking and exercise within and outside the TSAs.
- **Garden of Remembrance and Reflection** - Provide an outdoor memorial sculpture garden to be used as a special place where one can go to remember and memorialize loved ones.

#### Community Gathering Spaces:

- **TSAs** - Create large signature open spaces or parks in areas north and south of the three Metro stations in the TSAs to meet the needs generated by development near the stations. Provide athletic field commitments for the Wiehle Station Area at Isaac Newton Square, Reston Town Center North, and Woodland Park areas located in the TSAs. Athletic field commitments outside of the TSAs include the Hunter Mill Road location adjacent to the Reston area. Development of athletic fields within and outside of the TSAs should include complimentary active and passive park features.
- **Village Centers** - Incorporate a large, well-connected plaza or other community gathering space into each of the Village Centers. These plazas are designed to serve as a focal point of neighborhood life. These gathering spaces were identified as important features in the original plan for Reston.

#### Golf Courses:

The two existing 18-hole golf courses are to remain as open space golf courses as originally planned for Reston. Incorporate conservation and open space easements to protect the headwaters of the Colvin Run Tributary of Difficult Run.

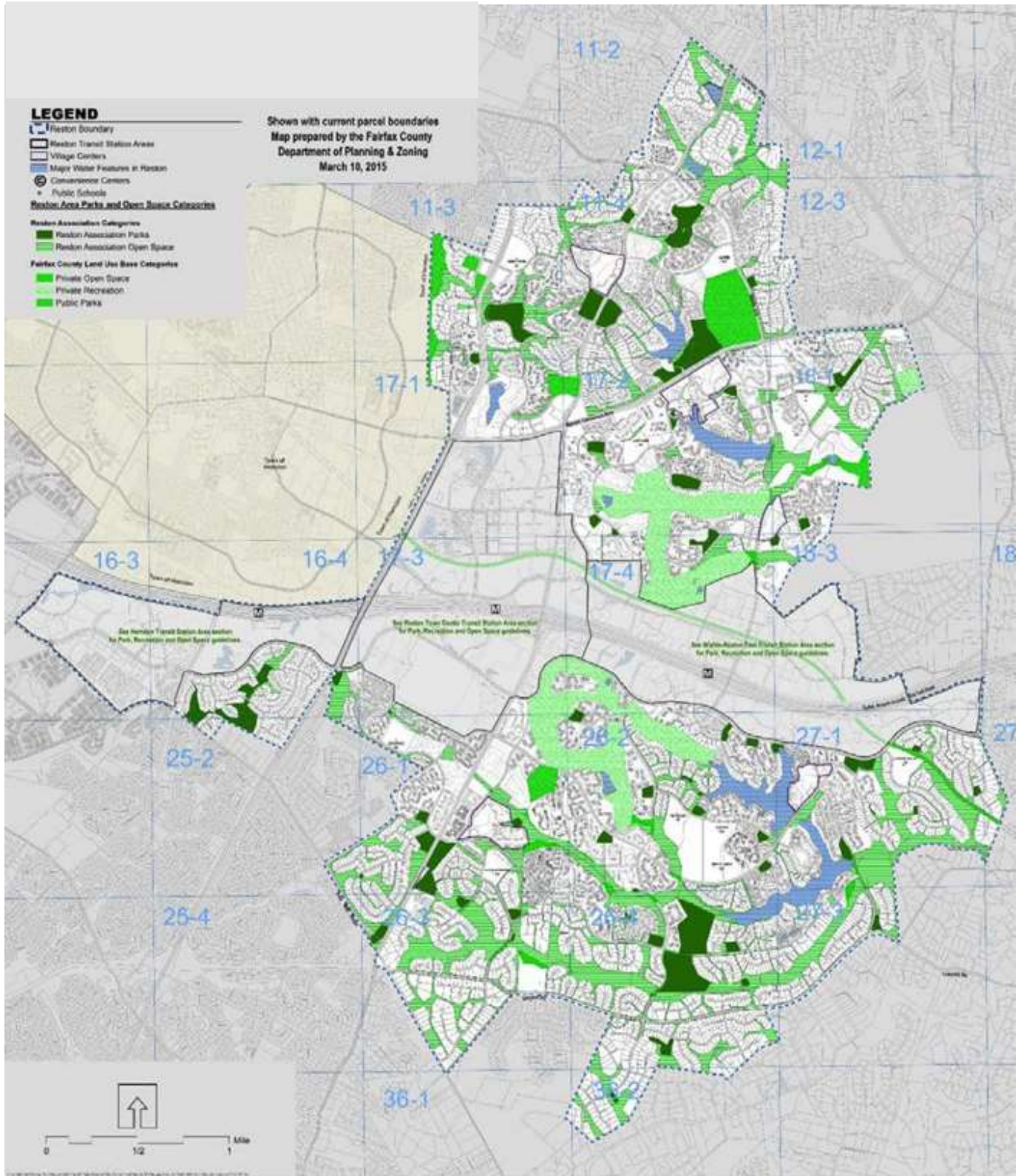
**Below right:** Hidden Creek Country Club Golf Course



**Below left:** Reston National Golf Course



# MAP OF PARKS, RECREATION AND OPEN SPACES



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## IMPLEMENTATION OF PARKS, RECREATION AND OPEN SPACE IN THE TRANSIT STATION AREAS (TSAs)

The Transit Station Areas will include parks, recreation, open spaces, and public facilities in the various development projects. Meet the need generated in the TSAs primarily through the integration of urban parks, recreation, and open space within the mixed-use developments. For publicly funded amenities, determine the exact number of urban parks, their sizes and distribution by the amount and type of new development in accordance with the Urban Parks Framework in the Policy Plan.

To supplement these parks and facilities, elements of the larger Reston area's park and recreation system (outside of the TSAs) should be improved to help meet the needs of future residents and employees. This opportunity to meet parks, recreation and open space needs both within and beyond the TSAs can only be realized if adequate and accessible pedestrian and bicycle connections are created within the TSAs, between the TSAs, and to the existing extensive trail system in Reston.

- **Urban Park Service Level Standards and Typology** - The Urban Park Framework in the Parks and Recreation Section of the Fairfax County Policy Plan has been established to guide the creation of park systems in urbanizing and redevelopment areas of Fairfax County. This framework provides service level standards. The service area for each park and open space should be within a 5-10 minute walking distance ( $\frac{1}{4}$  -  $\frac{1}{2}$  mile) from nearby offices, retail spaces, and residences. The urban park standard calls for 1.5 acres of park space per 1,000 residents and 1.0 acre of park space per 10,000 employees integrated into the surrounding area. The primary use and function of urban parkland should be as a park and should be distinguished from supporting or secondary uses.
- **Guidelines for Development: Reston TSAs** - The guidelines are intended to assist in implementing the Comprehensive Plan's Transit Station Area recommendations. It assists by providing ideas and strategies for meeting best practices in planning, site design and development. Endorsed by the Board of Supervisors, the Guidelines are used by Fairfax County staff and the Reston Community for both framing the discussion with developers and in evaluating proposed development applications. Anticipate providing local, neighborhood-serving amenities (e.g., sports courts, playgrounds, dog exercise areas) as well as contributing to area-wide, broader-serving amenities (e.g., athletic fields, destination playgrounds, trails, indoor facilities). Stakeholders, providers, and developers are encouraged to work together to offer these in ways that are well suited to the context of an urbanizing transit-oriented community. Public ownership of parkland is encouraged. The Urban Design and Placemaking section of the Comprehensive Plan for Reston provides guidance and recommendations for development in the TSAs.

- Additional recommendations include:
  - Provide a significant new open space at Reston Town Center North to serve as a defining element in the organization of a new, more urban pattern of blocks. The open space should support performances and gatherings.
  - Provide large, well-activated plazas and other community gathering spaces in the TSAs both north and south of the Dulles Toll Road.
  - Create recreation spaces for volleyball and other facilities in the TSAs and Reston neighborhoods. Innovative uses of space for exercise should be considered (examples include mini-pitches on rooftops).



## PUBLICLY ACCESSIBLE OPEN SPACE

High quality open spaces of all types provide opportunities for spontaneous interaction and programmed activities as well as for introducing variability in the fabric of the built environment. Provide a variety of publicly accessible open spaces throughout the Reston community. Provide usable pocket parks large enough to afford leisure, play or exercise opportunities.

In some instances, open spaces can be sited to preserve, augment and enhance the natural environment. In certain parts of Reston’s TSAs, preserve areas with existing trees to help connect these more urban areas to the larger fabric of biophilic Reston and to combat climate change.

### Definition of Publicly Accessible Open Space

For the purposes of this Plan, open spaces are for public enjoyment and may be either public or privately owned space with public access. They may include:

- Carefully designed trails through protected environmentally sensitive areas, such as Resource Protection Areas (including wetlands, streams, and stream buffers) and existing stands of trees,
- Active recreation areas, such as large active play fields and smaller outdoor recreation areas for activities such as tennis and volleyball,
- Designated privately owned, publicly accessible open spaces, such as gardens, plazas, walkways, pathways, trails, urban parks, through-block connections, civic spaces, and town squares.

**Above:** Water feature in Reston Town Square Park, Reston Town Center

**Below Top:** Athletic field

**Below Bottom:** West Market at Reston Town Center Open space



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Identify publicly accessible open spaces by providing wayfinding signs that welcome users as well as publicly accessible open space such as an outdoor performance space, active recreation fields, and public parks.

### **Calculation of Publicly Accessible Open Space**

The following guidelines apply when considering the total amount of publicly accessible open space to be provided by each project:

- The open space goal is 20 percent of the net lot area (total lot area not including areas for public or private streets, areas for vehicle use such as parking or driveways, 12 feet of the streetscape area, and roof top areas not readily accessible to the public). Some portions of the 20 percent goal may be more readily located in the immediate proximity of the TSAs.
- The publicly accessible open space goal for each parcel may be met by open space combined with other adjacent properties within the TSA to create larger public spaces (e.g., the proposed large civic green in the South TOD area of the Town Center TSA and the proposed green, linear park along Sunrise Valley Drive). In limited cases, monetary contributions for open space may be provided in lieu of land contributions, if the contribution can be used to either acquire new or to improve existing open space and to be phased with the development.

### **IMPLEMENTATION OF OPEN SPACE AND RECREATION IN THE VILLAGE CENTERS**

In the Village Centers, apply the Parks and Recreation Section of the Fairfax County Policy Plan. In addition to this non-TSA Framework, the following principles apply:

- Focus on an activated Central Public Plaza.
- Highlight the Village Centers as neighborhood-scale gathering places, in contrast to the regional gathering places in the Town Center and in the other TSAs.
- Create spaces that are flexible and adaptable to different uses, during each season, for groups of varying sizes (e.g., farmers markets, concerts, and other programmed events).

### **IMPLEMENTATION OF OPEN SPACE AND RECREATION IN THE OTHER RESTON NEIGHBORHOOD AREAS**

In Reston neighborhoods, provide appropriate parks, recreation, and open space. The Parks and Recreation Section of the Fairfax County Policy Plan apply to this area of Reston. Cathy Hudgins Community Center at Southgate is one example of an important facility with indoor and outdoor recreation space. This facility is a key community gathering space in its south Reston neighborhood. The Reston Community Center at the Hunters Woods Village Center and Lake Anne Village Center also provide important gathering places for the community. Accomplish creation of open spaces without sacrificing Reston's viable existing open space amenities.

# PUBLIC FACILITIES

Public Facilities should accommodate population needs and adhere to the principles identified in this plan, including: public participation in decision-making; excellence in design; phased additions to infrastructure; addressing mixed urban and suburban lifestyles; addressing needs and taking advantage of opportunities generated in the TSAs; supporting a vibrant and diverse employment center; addressing the housing needs of all ages and incomes; ensuring environmental sustainability and using green technology in facilities; supporting connectivity, mobility, and equitable transportation access to facilities; creating and sustaining high quality education and open space; and promoting health and wellness. Public facilities should also take advantage of co-location opportunities to optimize resources and ensure effective delivery of public services, and improve access through technology (e.g., public wi-fi when feasible) and public policy.

The table below provides an inventory of current and proposed facilities covered in this chapter.

**Table: Summary of Current and Proposed Public Facilities**

Name	Status	Location	Responsibility
<b>Government Offices</b>			
1. Supervisors Office: North County Governmental Center	Established	Reston Town Center North	Fairfax County
<b>Schools</b>			
2. Elementary Schools (11): Armstrong, Aldrin, Coates, Dogwood, Forest Edge, Forestville, Hunters Woods, Lake Anne, McNair, Sunrise Valley, Terraset	Established	Reston Comp Plan area and vicinity	Fairfax County Public Schools
3. Middle Schools (4): Carson, Cooper, Herndon and Hughes	Established	Reston Comp Plan area and Vicinity	
4. High Schools (4): Herndon, Langley, South Lakes, Westfield	Established	Reston Comp Plan area and Vicinity	
5. New Elementary Schools (3)	Future	Reston Town Center North, Central Sunrise Valley District, and to be determined.	
6. New Middle School (1) and new High School (1)	Future	West of Reston, potentially Innovation Center area	

Name	Status	Location	Responsibility
<b>Fire and Rescue</b>			
7. Reston Fire and Rescue Station 25	Established	1820 Wiehle Avenue	Fairfax County Fire and Rescue Department
8. Fox Mill Fire and Rescue Station 31	Established	2610 Reston Parkway	
9. Frying Pan Fire and Rescue Station 36	Established	2660 West Ox Road	
10. Herndon Fire and Rescue Station 4	Established	680 Spring Street	
11. North Point Fire and Rescue Station 39	Established	1117 Reston Avenue	
<b>Law Enforcement</b>			
12. Reston District Station, North County Governmental Center	Established	Reston Town Center North	Fairfax County Police Department
<b>Library</b>			
13. Reston Regional Library	Established, Future Relocation	11925 Bowman Towne Drive; planned relocation to Reston Town Center North	Fairfax County Public Library
<b>Health and Human Services</b>			
14. North County Human Services Office building	Established, Expansion Planned	Reston Town Center North	Fairfax County Health and Human Services
<b>Housing and Facilities for Homeless Population</b>			
15. Embry Rucker Shelter, Transitional Housing Units, Affordable Townhomes	Established, Expansion Planned	Reston Town Center North	Cornerstones, Fairfax County
<b>Entertainment and Recreational Facilities</b>			
16. Reston Community Center (RCC)	Established	Hunters Woods and Lake Anne	RCC, Fairfax County
17. Cathy Hudgins Community Center at Southgate	Established	12125 Pinecrest Rd.	Fairfax County
18. FCPA recreational facilities in Reston, including at Baron Cameron, South Lakes, Reston North, Stuart Road	Existing		Fairfax County Park Authority
19. Hunter Mill District FCPA Recreation Center	Future	Reston Town Center North	Fairfax County Park Authority
20. Fairfax County Performing and Visual Arts Center	Future	Adjacent to the Town Center Metro Station (TBD)	Fairfax County, other Government and Private Sector contributions
21. Washington and Old Dominion Trail	Current	Spans the length of central Reston in a Southeast/ Northwest direction	Northern Virginia Regional Park Authority



Name	Status	Location	Responsibility
Water, Wastewater & Stormwater Management, Solid Waste & Recycling			
22. Fairfax Water Authority	Established	Area wide	Fairfax County
23. Fairfax Wastewater Management	Established	Area wide	Fairfax County Private Septic
24. Fairfax County Stormwater Management	Established	Area wide	Fairfax County
25. Solid Waste and Recycling	Established	Area wide	Private Haulers

### Supervisors Office

The North County Governmental Center is located in the Reston Town Center North (Non-TOD District) and includes offices for the county supervisor and police. This will continue to be an important facility operating from its current location. (Table #1)

*Top: Entrance to North County Governmental Center – Supervisors office and Fairfax County Police - Reston Station*

### Schools

Reston is currently served by a total of 19 public schools (listed in Table #2 to #6 above). In planning for the future, FCPS should consider housing data from the Land Use Chapter of the Comprehensive Plan when applying their standard formulas for determining school requirements in Reston. The build-out growth envisioned in Reston over the next 20-30 years could generate a need for at least two – and potentially three - new elementary school sites and capacity enhancements at existing facilities. One new middle school and one new high school, as well as capacity enhancements at existing facilities, would be needed to accommodate the projected student increases. School location considerations should include a middle school and a high school to the west of Reston, potentially in the Innovation Center area, an elementary school located in the Town Center North District and a second elementary school in the Central Sunrise Valley District. The location of a third new elementary school would be determined by future growth patterns and needs.

*Middle: South Lakes High School*

*Bottom: Buzz Aldrin Elementary School*

During the development review process, developers will provide funds or equivalent alternatives (e.g., school site) 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.



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## Fire & Rescue

**Top:** Entrance to North County Governmental Center – Supervisors office and Fairfax County Police - Reston Station

**Middle:** Reston Fire Station #25 Wiehle-Reston

**Bottom:** Reston Fire Stations #31 –Fox Mill and #39 - North Point



Reston is currently served by five Fire and Rescue stations, including:

- 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. (Table #7)
- The Fox Mill Fire and Rescue Station 31, located at 2610 Reston Parkway, serves the south side of the Wiehle-Reston East TSA immediately along the DAAR. This station also serves all of the Reston Town Center TSA south of the DAAR as well as the southeastern portion of the Herndon TSA. (Table #8)
- The Frying Pan Fire and Rescue Station 36, located at 2660 West Ox Road, serves the southwestern portion of the Herndon TSA. (Table #9)
- The Herndon Fire and Rescue Station 4, located at 680 Spring Street, serves the northwest corner of the Reston Town Center TSA. (Table #10)
- 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. (Table #11)

The planned increases in residential dwelling units and non-residential uses in Reston could result in excessive workloads of several of the existing fire stations. To maintain acceptable levels of service to the community, several facilities have been replaced or are planned to be expanded/replaced to provide additional capacity to support future growth and development. The new Reston Fire and Rescue Station 25 on the Wiehle Avenue site became operational in January 2022. The new station is 17,386 square feet on two levels with four apparatus bays which accommodates an engine, a transport unit, tiller truck, and command vehicle as well as capacity for additional staffing and response units to support increased demand for emergency services. In addition, the new Reston fire station was designed to allow vehicular access from the rear of the station to improve safety and traffic flow when development of a future road network occurs.

In 2017, a larger Herndon Fire and Rescue Station 4 was constructed on the existing site at 680 Spring Street. The new Herndon fire station is a 14,500 square foot two level station with three apparatus bays which accommodates an engine and a transport unit as well as a third bay for another response unit to support future growth. In addition, the Fox Mill and Frying Pan fire stations are projects included in the adopted Fairfax County Capital Improvement Program (CIP) planned for either renovation/expansion or replacement to provide capacity for additional response units to support future increased demand for emergency services.

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## Law Enforcement

One of the objectives of Police in the Fairfax County Comprehensive Plan is to “locate police stations and facilities so as to provide the most efficient and expeditious law enforcement/protective service to the county as a whole and to the individual police districts.” The Reston District Station of the Fairfax County Police Department is centrally located at the North County Governmental Center on Cameron Glen Drive. (Table #12)

## Library

Reston is served by the Reston Regional library, located at 11925 Bowman Towne Drive. (Table #13) The library is one of the most heavily visited in the system, with a dynamic collection of 145,000 items, with over a half million items circulated each year. The library has a dedicated children's wing. It has an active volunteer base that has contributed over a million dollars to support programs and events such as English as a Second Language lessons, guest lectures, a Teen Advisory Board, makerspace and genealogy assistance in addition to organizing and staffing several book sales a year. The new library, planned to be located in Reston Town Center North, will be larger, with a minimum of 39,000 square feet, including 4,000 square feet of additional meeting space and dedicated parking appropriate for a regional library. The new facility will be operational prior to retiring the existing facility, thereby ensuring no disruption in library services. Following best practices in community design, the new library facility should serve as a location for placemaking, which means designing spaces to create community interaction in indoor and outdoor settings. Equitable transportation access should be ensured so all residents can access the library.

## Health and Human Services

The Health and Human Services (HHS) System is a network of county agencies and community partners that supports the well-being of all who live, work, and play in Fairfax County. The system’s mission is to create opportunities for individuals and families to be safe, be healthy, and realize their potential. HHS facility locations in the Reston Area include the Cameron Glen/Reston Human Services Center, Lake Anne Human Services Offices, and the Embry Rucker Shelter.

An area under direct county control consists of the land and facilities at the Fairfax County Governmental Center at Cameron Glen Drive in the Reston Town Center North area. The county maintains health and human services offices in this area to serve community needs in Reston and the surrounding region. As part of the Reston Town Center North redevelopment, a new Human Services Center is planned that will consolidate the programs and services provided at the existing Lake Anne and Cameron Glen into one centralized Human Services Center for North County. (Table #14) The Human Service Center is proposed to support a consolidation of existing leased spaces into one Human Services Center and provide enhanced, integrated multidisciplinary services to residents in the western part of the County.

*Top: North County Governmental Center*

*Middle: Reston Regional Library*

*Bottom: North County HHS*



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Residents of Reston zip codes 20191 and 20190 have a moderate to high number of encounters with HHS centralized programs and services. The redevelopment of HHS facilities at Reston Town Center North will provide for the centralized delivery of a wide range of HHS programs and services and support continued and increased demand for these programs and services as the population grows.

The Reston Community Center is also considered part of HHS, although it operates independently of the County and is funded through the special tax district that is governed by the Reston Community Center Board of Governors.

**Below Top:** Embry Rucker Shelter

**Below Middle:** Affordable Townhomes

**Below Bottom:** Washington & Old Dominion (W&OD) Trail – Reston **and** proposed rectangular play field at Isaac Newton Square



### **Housing and Facilities for Homeless Population**

Housing is an important area of consideration for public facilities for the population that is homeless or at risk of homelessness. The Embry Rucker shelter, a vital HHS resource, is located in the RTC North area and provides housing to families and adults without families. A replacement facility for the Embry Rucker Shelter is planned and was approved and budgeted in the 2016 Bond Referendum. The shelter will be expanded to 25,000 square feet with a daytime service facility, and 30 transitional housing units will be attached. The 30 affordable town homes currently located in the vicinity of the shelter will remain. (Table #15)

### **Public Recreational and Entertainment Facilities**

Reston Community Center (RCC) has locations at both Hunters Woods and Lake Anne and is operated by an independent board of governors pursuant to a Memorandum of Understanding with the Board of Supervisors. (Table #16) RCC provides recreational, educational and cultural activities and services. RCC works closely with schools, agencies and other organizations to serve the Reston community. RCC operations are supported by revenues from a special property tax collected on all residential and commercial properties within Small Tax District 5 and from activity fees. As the population of Reston increases and changes, RCC's facilities, programs and services will continue to evolve to meet changing needs and interests. In addition to RCC, the Cathy Hudgins Community Center at Southgate provides educational and recreational programming to serve a diverse audience, including youth, adults and seniors. (Table #17) The land is owned by Reston Association and leased to Fairfax County (owner of the building) while the center is operated by an Advisory Council, volunteers and employees. It is located off Pinecrest Road south of the Dulles Toll Road.

FCPA maintains four parks in Reston. (Table #18) Also planned for Reston Town Center North is a large-scale destination facility providing indoor aquatic and fitness recreation, to include a family-friendly pool with water features, and/or a pool for competitive swimming (50 meter) as well as other indoor recreation features. (Table #19) The Park Authority will follow a master planning process to determine the specific details of this facility and will include community input.

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A location for a proposed Reston Arts Center is identified adjacent to the Reston Town Center Metro station, pending identification of capital project financing resources from Fairfax County, other public (state, federal, local incorporated) entities and private sector contributions. Similarly, operator identification will be required. (Table #20)

The Washington and Old Dominion Trail is a linear park operated by the Northern Virginia Regional Park Authority. The 45 mile trail is heavily used by pedestrians and cyclists and passes through Reston in a Southeast to Northwest direction. (Table #21)

### **Water and Sewer**

Utility planning in Reston, particularly in the Transit Service Area (TSA), must monitor and assess water, sanitary and storm sewer capacity demands. Upgrades will also occur with new development. The county should monitor existing current capacity against planned land use and recommend necessary upgrades to ensure planned development is not stalled due to lack of capacity. The Fairfax County Comprehensive Plan states that one of the water supply objectives is to “plan and provide for facilities to treat, transmit and distribute a safe and adequate potable water supply.” The plan includes specific standards for potable water supply per person on a regular and peak basis, as well as standards for fire protection flow. (Table #22)

For sanitary sewers, Plan objectives identify a need to “maintain a system of conveyance and treatment facilities that is responsive and compatible with the development and environmental goals of the county and provide necessary renovations and improvements that will permit the entire system to function at a high level of efficiency.” The plan includes specific sanitary design flow standards based on the mix of residential, commercial, industrial, and school development. As new development is proposed, county planners, developers and the county sewer authority must evaluate existing capacity for water, sanitary and storm sewers, with development proceeding only with the necessary capacity in place. The county should review existing current capacity against planned land uses and recommend necessary upgrades to ensure planned development is not stalled due to a lack of capacity. (Table #23 and #24)

### **Solid Waste and Recycling**

Reston’s solid waste is handled by private haulers, but the county operates two glass recycling facilities in Reston: across from the Fox Mill Fire Station and in Baron Cameron Park. In addition, Reston area residents can dispose of solid waste and dangerous substances at the Rt. 66 Transfer Station on West Ox Road in Fairfax. Recycling is required in Fairfax County. (Table #25)

**Below Top:** Baron Cameron Park

**Below Middle:** James J. Corbalis Jr. Water Treatment Plant

**Below Bottom:** Glass Recycling at Baron Cameron Park



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# EQUITY

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From its very founding, the Reston Community has been committed to promoting racial and social equity and removing barriers that perpetuate injustice in our society. More than an aspirational goal, these values are foundational to the development of our community and are central to the principles that guide the development of our built and natural environments.

Viewed as radical thinking at the time, the vision was clear – to create a community of opportunity where all residents could fully participate in the success of the community by ensuring Reston would offer housing for all, would allow residents to “Live, Work & Play” in the same community, and would put the importance and dignity of each individual as the focal point of planning.

Community efforts to push equity to the forefront have defined Reston and planning of our built and natural environment. For instance, in 1969, after recognizing that insufficient efforts were being made to market Reston as a community that is open to all races, residents demanded that the developer revise their marketing materials to reflect the accepting nature of the space. This is the spirit of Reston. This is the type of intentional effort that has pushed equity to the forefront and has shaped not only the culture of our community, but the planning of the built and natural environment as well.



*"Welcome to Reston - An Open Community" poster from the 1969 campaign.*

Today, Reston has an opportunity to once again engage the radical thinking that made it an innovative community at its founding. In particular, the advent of the recent Transit Station Area (TSA) development is set to substantially transform Reston and significantly increase the population. Reston’s commitment to equity must be prioritized to ensure new housing, employment, and transit options, especially in the TOD sections of the TSAs closest to employment and Metro, create opportunities for all residents to more fully participate in the success of the community. In 2017, the Board of Supervisors passed the One Fairfax Policy, which commits the County and schools to intentionally consider equity when making policies or delivering programs and services. The One Fairfax Policy defines equity as: "The commitment to promote fairness and justice in the formation of public policy that results in all residents – regardless of age, race, color, sex, sexual orientation, gender identity, religion, national origin, marital status, disability, socio-economic status or neighborhood of residence or other characteristics – having opportunity to fully participate in the region’s economic vitality, contribute to its readiness for the future, and connect to its assets and resources."

With this Plan update, Reston will be the first community in Fairfax County to explicitly consider equity in the comprehensive plan, seeking to understand and address the cumulative effects of past and current development, determining access to opportunity and the presence of population and geographic vulnerability, and using planning to build a more inclusive economy and connect people to opportunity. Through a community-driven process this amendment to the Reston Comprehensive Plan seeks to continue Reston’s long-standing commitment to removing barriers that perpetuate injustice in our society and unite Reston around a shared set of goals for its future. All Restonians will benefit by removing barriers that perpetuate inequity. As the One Fairfax Policy states, “For us to compete in the global economy, it is vital to help people reach their highest level of personal achievement. Not only does it create greater economic security for families, but also it generates increased business revenues and jobs.”

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## VISION FOR AN EQUITABLE COMMUNITY

Reston's vision for an equitable community can only be achieved when development and planning are assessed through an equity lens and subsequently supported through identified, concerted, and focused desired outcomes incorporated into development. This includes identifying populations that will be burdened and benefit from development and demonstrating efforts taken to create opportunities for underserved communities. Planning in Reston will contribute to the goals of promoting equity, inclusion, and community resilience by applying the following objectives, as appropriate and relevant, to land use development applications:

- Planning Principles – Encourage the engagement of diverse stakeholders, including historically underrepresented and underserved communities, during the planning and development process from vision to implementation to ensure that development and redevelopment reflect community values and address community priorities and needs.
- Land Use - Continue to plan for and preserve mixed-income neighborhoods that provide a mixture of housing types to promote demographic diversity and equity and enable families to maintain residence within Reston's boundaries as they mature, and their structures evolve. Continue to plan for and promote a strong jobs-to-housing balance through a mixture of commercial uses that contribute to an inclusive economy from smaller-scaled buildings in industrial zoned properties to high-rise class A buildings in mixed-use zoned properties.
- Economic Development – Support inclusive economic expansion and community resilience by encouraging workforce diversity, development, and access that reduces employment and entrepreneurship disparities across race, geography, and educational attainment status.
  - Encourage the retention, development, and growth of local businesses that are small, minority-owned, and female-owned - a driving force of job creation in Fairfax County and Reston.
- Affordable Housing - Ensure affordable housing is focused on the importance and dignity of each individual and is an integral component of the community's design.
  - Maintain and preserve all existing market- and committed-affordable housing.
    - If redevelopment of affordable housing must occur, provide replacement of the affordable housing on a one-for-one basis onsite and retain the existing bedroom mix and level of affordability.
  - Increase production of new affordable housing units, especially in the mixed-use areas in the TSAs.
    - Incorporate affordable housing with new office and retail spaces to facilitate opportunities for individuals to live in close proximity to employment.
    - Incorporate affordable housing for older adults and people with disabilities, including designs that allow for independent living, various degrees of assisted living, and/ or skilled nursing care, in or near areas with access to health care, other services and amenities, and Reston friends and families.



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- Transportation - Provide a multi-modal transportation system that is accessible to the entire community and addresses diverse mobility needs of residents, businesses, and visitors.
    - Include meaningful participation of vulnerable populations in transportation planning to ensure that disadvantaged communities unique and unmet needs are prioritized, including considerations for proximity to public transit critical to accessing jobs, education, shopping, and community services.
    - Develop a transportation system that supports accessible mobility solutions that are based on the principles of universal design and promote sustainability, resilience, and community health.
  - Community Health - Community Health - Incorporate land use solutions to address community health inequities. Create opportunities for development that promotes access to affordable health care and addresses unmet health needs in communities of vulnerability. In development with ADUs/WDUs, provide onsite infrastructure to support active transportation, exercise, play, and access to healthy foods, and incorporate healthy building guidance and green infrastructure. Throughout the community, provide accessible and free public spaces to promote social cohesion.
  - Public Facilities, Parks, Open Space, & Public Art - Distribute community facilities, parks, public gathering areas, and public art to equitably provide all residents with opportunities to enjoy the benefits of a rich social and physical environment, in both the urban and suburban parts of Reston.
    - Locate community facilities, including libraries, schools, health and human services, community centers, and art and cultural facilities, crucial to the long-term viability of the community, to afford all residents with safe and convenient access.
    - Support equitable provision of parks, recreation facilities, greenways, and open spaces near all neighborhoods resulting in a range of benefits to residents, including opportunities for increased physical activity, community engagement, and mental wellbeing.
  - Environment - Provide planning and development that supports sustainability and community resilience and bolsters vulnerable communities against environmental injustice and climate change.
    - Incorporate principles of Biophilic Design, Green Neighborhoods, and other sustainable building practices with the goal of supporting quality built and natural environments for all residents.
    - Provide inclusive, accessible, authentic engagement and representation in processes to develop and implement sustainability and community resilience initiatives.

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# AFFORDABLE HOUSING

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## INTRODUCTION

Housing serves as a platform for individual and family well-being. Affordable, inclusive housing supports diverse communities and sustainable local economic growth. Affordable housing is price-appropriate rental housing at 80 percent of the Area Median Income (AMI) and below and for-sale housing at 120 percent the AMI and below. Affordable, inclusive housing supports diverse communities and sustainable local economic growth. From its inception, the development of Reston intentionally sought to create an inclusive community with mixed-income neighborhoods that would provide housing for all. As Reston’s founder, Robert E. Simon, Jr. explained,

*“The idea of community means people of all incomes and races living happily together.”* (In His Own Words: Stories from the Extraordinary Life of Reston’s Founder, Robert E. Simon Jr. (2016)

Reston’s goal of fostering a community of people of all ages, physical abilities, and economic circumstances, and households of all sizes and stages of family life is in line with the One Fairfax Racial and Social Equity Policy (One Fairfax). Today, Reston provides shelter for people without housing, committed and market-rate affordable housing, and dedicated affordable housing for seniors and people with disabilities.

Affordable housing in Reston is designed to make the importance and dignity of each individual the focal point, is intermixed throughout the Reston community, and is an integral component of the community’s design. Providers of affordable housing are expected to meet the same high standards of design as market rate housing to ensure all residents of Reston can have a high-quality of life. When affordable housing is included with market rate units, building and property amenities are expected to be available to all residents, regardless of income. All housing units are expected to be maintained and renovated when necessary to promote quality of life for residents and ensure long-term success of every property.

## RESTON AFFORDABLE HOUSING GOALS AND POLICIES

In addition to the goals for fostering affordable housing growth and preservation as articulated in the Fairfax County Strategic Plan, Communitywide Housing Strategic Plan, Housing Element of the Policy Plan, Reston seeks to advance the following goals:

- 1. Preservation:** Maintain and preserve all existing market- and committed-affordable housing.

### **Reston Affordable Housing Examples:**

**Top:** Island Walk

**Middle:** Cedar Ridge

**Bottom:** Stonegate Apartments



- If redevelopment of affordable housing must occur, replacement of the affordable housing is expected to be provided on a one-for-one basis onsite and is expected to retain the existing bedroom mix and level of affordability.

- 2. New Affordable Housing Development:** Increase production of new affordable housing units, especially in the mixed-use areas in the TSAs.
- The provision of housing affordability is encouraged through a variety of means to create mixed-income neighborhoods with a special emphasis on providing affordable housing for families and individuals at the lower end of the income spectrum.
  - The adaptive reuse of commercial properties for affordable housing is encouraged in the mixed-use areas of the TSA's.
  - Proposals for residential development outside of the TSAs are expected to contribute toward the creation of affordable housing in Reston according to the requirements of the Affordable Dwelling Unit (ADU) Ordinance, the Guidelines for the Provision of Workforce Dwelling Units (WDU policy) in Appendix 1 of the Housing section of the Policy Plan, and Appendix 9 of the Land Use section of the Policy Plan.
  - Proposals for residential development in the TSAs are expected to provide for a minimum of 12 percent of the residential units as affordable housing consisting of both ADUs and WDUs. For proposals at or above a 1.0 FAR, an increased proportion of affordable housing is expected to be provided as development intensities increase, as shown in the following figures.

***New and Recent Affordable Housing Examples:***

***Top: Crescent Apartments***

***Bottom: Colvin Woods Apartments***

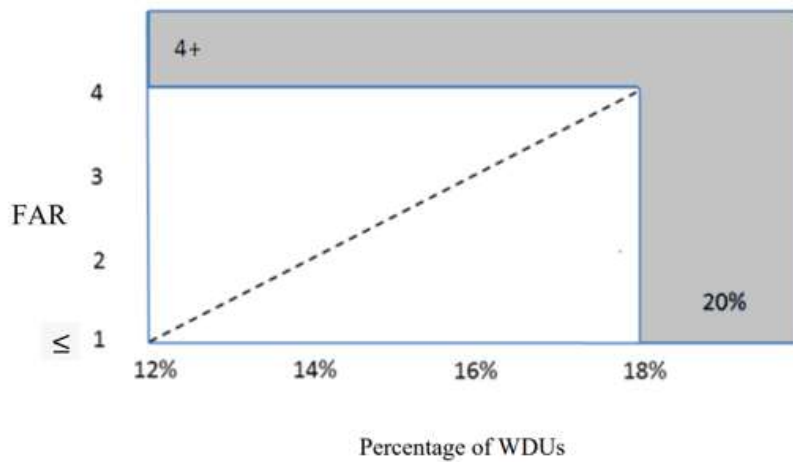


**Table 1: Income Tiers for Workforce Dwelling Units in Reston**

Income Tiers	For Sale TSA*	For Sale Non-TSA*	Rental TSA*	Rental Non-TSA*
<b>101-120% AMI</b>	4%	4%	--	--
<b>81-100% AMI</b>	4%	4%	--	--
<b>71-80% AMI</b>	4%	4%	6%	4%
<b>61-70% AMI</b>	--	--	3%	2%
<b>Up to 60% AMI</b>	--	--	3%	2%
<b>Total</b>	<b>12%</b>	<b>12%</b>	<b>12%</b>	<b>8%</b>

\* Except as modified where site specific language recommends a higher expectation.

**Table 2: Percentage of Affordable Housing in Reston TSAs**



**Examples of Inclusionary Zoning and Workforce Housing Units:**

**Top:** Aperture Apartments at the Wiehle Station Area

**Bottom:** Valley Park Townhomes



- For proposals that are subject to the Affordable Dwelling Unit (ADU) Ordinance, the number of required ADUs is calculated first and any remaining units are expected to be Workforce Dwelling Units (WDUs) until the minimum commitment level is met. For proposals that are exempt from the ADU Ordinance, the minimum percentage of affordable units is expected to be WDUs.
- In accordance with WDU Policy and described in the table below, proposals that include WDUs may realize the following bonus density, with a maximum bonus of 20 percent. It is understood that ADUs are permitted bonus units in accordance with the Zoning Ordinance; however, the maximum bonus permitted by the combination of ADUs and WDUs may not exceed 20 percent.

**Table 3: Workforce Dwelling Units and Associated Maximum Bonus Density**

WDU Commitment %	12%	14%	16%	18%	20%
Rental Bonus %	17%	20%	20%	20%	20%
For Sale Bonus %	12%	16%	19%	20%	20%

It is expected that non-residential development in the TSAs will contribute \$3.43 (baseline amount set at end of 2021) per square foot of new development intensity to a housing trust fund that will be used to create affordable housing opportunities in Reston. This amount is to be adjusted annually based on the Consumer Price Index. The contribution may be made over a period of time to be determined at the time of the rezoning at a rate of at least 25 cents per non-residential square foot. An equivalent contribution of land in Reston or affordable units in Reston may be provided in lieu of a cash contribution. If non-residential floor area is achieved through a bonus for providing WDUs, the

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bonus floor area should not be included when calculating the contribution amount.

- 3. Affordable Housing for Vulnerable Populations: Expand housing and services for individuals and families without homes and those in need of affordable housing with supportive services.**
  - Support for people who are homeless is a part of the goal that Reston should contain equitable housing for all. The Embry Rucker Community Shelter is scheduled to be replaced with a new facility that is expected to have permanent supportive housing component for extremely low-income individuals and families, including those transitioning from homelessness. This is consistent with the goals of this plan. (Refer to the Land Use and Public Facilities Chapters for further information.)
  - The availability of affordable housing options for vulnerable populations, including persons with disabilities, should be preserved and expanded. This housing should be located within a short walking distance of public community services and public transportation that is regular and frequent.
- 4. Affordable Senior Housing: Increase the amount of affordable senior housing (age 65+) available in Reston to provide the opportunity for residents to age in place.**
  - Locate affordable housing for seniors within a short walking distance of community services and public transportation that encouraged in the TSAs.
  - Affordable senior housing facilities that provide a continuum of care from independent living through skilled nursing services are encouraged.

Universal design should be provided in affordable senior housing.

**Right:** Lake Anne House,  
affordable senior housing



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## **AFFORDABLE HOUSING FOLLOW-ON MOTIONS**

- 1.** Direct Staff to study the implications and develop a plan for lowering the current AMI categories of for-sale Workforce Dwelling Units. The review should also look at the need to create a separate policy for WDUs in high-rise condominiums outside of Tysons.
- 2.** Direct Staff to develop a formal proposal to create a Community Land Trust (CLT) Pilot Program in Reston to study the effectiveness and long-term financial implications of using a CLT to increase the number of affordable housing units. The key goals of such a Pilot Program should be to determine if a CLT will preserve the long-term affordability of these dwelling units; if a CLT will lower the overall costs of buyers, renters, and the County taxpayers; and if a CLT will allow a significant expansion in unit availability for County residents in need of affordable housing while still controlling overall costs.
- 3.** Direct staff to study the control period for Workforce Dwelling Units to determine if the control period can be extended from the current 50 years for rental and 30 years for for-sale units.

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# ECONOMIC DEVELOPMENT

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## INTRODUCTION

The Economic Development Chapter is new to the Reston Comprehensive Plan and many of the area plans in Fairfax County. This Chapter is consistent with the current Fairfax County Policy Plan for Economic Development. It also appropriately emphasizes equity as described in the Fairfax County Policy for “One Fairfax,” and the emphasis on equity that the Reston Comprehensive Plan supports in other Chapters. This Chapter reflects the critical importance of Economic Development to Reston, Fairfax County, Northern Virginia, the State of Virginia, and the region.

The Economic Development Chapter does not identify any one particular county department with total responsibility for implementing all of the recommendations. Responsibilities should be spread across various public and private organizations and businesses in Fairfax County. This Chapter has expectations for Reston that are appropriately aspirational but may not necessarily fall under the purview of land use planning decisions.

The Fairfax County Policy Plan for Economic Development states: Because sustained economic health is essential to a community’s well-being, the goal of achieving this is imbedded in every aspect of the Fairfax County Policy Plan. The responsibility for implementing these policies is cross-disciplinary and found in the mission statement of many agencies in Fairfax County. The economic development recommendations identified as necessary to support land use decisions in the Reston Comprehensive Plan are listed under **Recommendations One**. The recommendations identified as aspirational and apply to other Fairfax County organizations are noted in **Recommendations Two**. These aspirational recommendations would not be required to be addressed as part of individual land use decision

## PRINCIPLES AND VISION

### **Reston is a Hub For Global and Regional Business and Innovation**

The economic strength of Reston is built on its history of creativity, innovation, and community diversity in all aspects of life. These historical attributes, along with its exceptional location, continue to make Reston a choice for businesses, organizations, and an outstanding workforce. The Reston community, in conjunction with Fairfax County, works to attract innovative, entrepreneurial, and essential businesses by ensuring that our neighborhoods, cultural amenities, public schools, digital infrastructure, transportation network, and business climate are among the nation’s best. Reston is the home of four Fortune 500 companies and is the County’s second-largest commercial office market with over twenty-one million square feet of space. Reston has been, is, and will continue to be, welcoming to minority and women-owned businesses. The Greater Reston Chamber of Commerce identifies over 300 different business product and service categories within its membership.

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## Economic Development Overarching Strategies

**Examples of a growing Reston:**  
*Renderings of Gateway at Reston  
Town Center; proposed Wegmans at  
Halley Rise*



Reston will regularly update its Economic Development strategy, staying forward-looking and focused, adjusting as needed, and keeping to its uniqueness. Reston’s strategic approaches include basic business information technologies, regulations, incentives, business assistance services, and strategic infrastructure investments. National trends show a growing preference for mixed-use environments, particularly for young professionals and retirees. Retailers across the nation have often reduced the design of stores to better fit these trends. Niche shopping opportunities, attractions, and service-oriented establishments are growing retail market segments, and many older suburban centers are evolving to provide these new shopping and lifestyle experiences. Reston must be cognizant of incorporating these developments, along with existing suburban centers and industrial parks to provide a comprehensive array of options to promote economic development.

### Business Climate

Reston’s premiere business climate strongly affects the ability to attract talent and investment. Reston must continue to leverage its unique community assets to nurture a climate of innovation and entrepreneurship that connects the local economy to the global, national, and regional marketplace as well as the Federal government and its contracting partners. Shares of future employment growth are likely to come from existing businesses, making business retention and support critically important.

Continuation of Reston’s proven economic development record will provide additional opportunities for its community and allow for a deeper investment in critical infrastructure and amenities. Recruitment of new firms - from nurturing small businesses; start-ups and existing businesses to attracting large national or international firms - is an important economic development strategy. Nurturing a solid business climate to support the future economy requires an array of efforts. These include:

- Conventional focus on high-quality services and facilities, and a thoughtful County tax and fee structure.
- Efforts to recognize and leverage Reston’s demographic diversity, high educational attainment and attractive lifestyle as pathways for further development as a global business center, and
- Investments in environmental sustainability, carbon reductions and climate-change preparedness in new and refurbished buildings and infrastructure.

### Community Livability and Character

Reston is well known as a community that offers a high quality of life for its residents and workers. That quality of life is created in part by the many public and private amenities offered in the community, such as beautiful parks, trails, and greenways, 18-hole golf courses, recreation activities, performing and visual arts, access to first-rate health care, and abundant choices for shopping, dining, and services. Community livability also requires recognizing the importance of affordable and diverse housing options that provide a range of workers with convenient access

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between jobs and home. Livability requires paying attention to aging buildings and infrastructure. They present opportunities to reposition areas to adapt to market changes.

## **Planning and Infrastructure**

Reston is located six miles from Dulles International Airport and is home to three stations on the Washington Metro Silver Line. The ability to easily connect residents, employers, and employees, to Washington, D.C. and Dulles International Airport has been key to Reston’s economic growth. As population around these transit hubs grows, emphasis must be given to increasing, improving, and balancing jobs, transportation and civic infrastructure including schools, safety services (police and fire), health and human services, affordable housing, and childcare.

## **Education**

Education plays a huge role in the Reston economy, driven in large part by the Federal government, government contracting, information technology, technical and professional services, and NGOs. Reston schools are a strong attractor for local businesses and talent. In addition, an early childhood education system is critical for future educational, and thus economic success. Attracting one or more recognized universities to Reston would help establish an economic development strength. Growth in higher education will help catalyze Reston as a center for innovation and the economic benefits this provides.

## **Direction for Success**

Reston’s direction since its inception is the future, and includes:

- Diverse and vibrant local economy that establishes Reston as a regional economic leader and gateway for international business opportunities.
- Opportunity and prosperity for residents of all incomes and personal equity as described in the County “One Fairfax” Policy.
- A Reston that lives up to its founding principles including: a culture of innovation and entrepreneurship that attracts and nurtures new talent, businesses, and organizations as well as retaining current ones; housing that is truly diverse and allows people of all ages to live in Reston throughout their lifetime; policies which demonstrably signify Reston’s desire and openness for economic growth; and land that is environmentally protected and has widespread trees, open space; and a focus on biophilic design.
- Best in class digital infrastructure that supports telecommuting and Internet based businesses as well as on-the-ground ones. This includes supporting new businesses like “co-location spaces” which are location-focused businesses for work, Internet use, entertainment, and gaming.
- An expansion of a range of small businesses from high technology to retail services to skilled trades.

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## POLICY DIRECTION AND INTENT

The following policies reflect the economic development desires of Reston.

### **Policy 1: Grow A Sustainable and Diversifying Workforce**

Support the growth of a sustainable and diverse workforce that meets the needs of Reston's businesses over time, and that supports and attracts future economic growth. An objective of this policy is to create a sustainable workforce - one that includes a variety of skill sets, ages, races, gender preferences, and career stages. Growing a diverse workforce requires housing, transportation, shopping, and recreational options that meet the needs of the changing 21<sup>st</sup> century workforce. Reston emphasizes its heritage of developing a broad-spectrum workforce.

### **Policy 2: Enhance Locational Appeal and Built Infrastructure to Businesses, Organizations, and Workers**

With three Silver Line Metro stations, and close proximity to Dulles International Airport, Tysons Corner, the Dulles Toll Road, Washington, D.C, Fairfax, beautiful Virginia countryside to the west, and access to the historic, 45-mile W&OD Trail, Reston is uniquely positioned to succeed as a place to live and work. Reston provides and this Plan focuses on a quality of life and a built environment that appeals to, and attracts, both businesses/employers and the workforce of today and tomorrow. Additional details are provided in the Introduction and Principles, Land Use, Public Facilities, Parks and Open Space, Housing, and Public Art Chapters. Further, this policy is intended to address basic service employers and employees in every area and type such as: auto service and repair; pet care and grooming; food service; service delivery; contractors; data centers; and senior care. Reston's recent efforts during the COVID-19 pandemic helped its local restaurants which faced an unprecedented economic challenge. Reston supports all businesses from small, to newly invented, to large international, to historically old.

### **Policy 3: Diversify Reston's Economy**

Support development that diversifies the economy through the recruitment or growth of selected under-represented industries and employees, in coordination with Fairfax County, Commonwealth, and regional partners. The intention is to increase the diversity of Reston's economic base, to make the community more economically resilient to unforeseen downturns in different market sectors. It also supports the County "One Fairfax" Policy and equity goals to make Reston more desirable for businesses, organizations, and employees to locate or stay.

### **Policy 4: Attract New, High-Value Businesses**

Attract new businesses that support high "quality of life" business and community cultures and offer higher than average wages, regardless of wage scale, relative to the business's industry. Promote Reston as a premier destination in the County while recognizing that competition enhances all Fairfax County and regional communities. Synchronicity of business diversity helps all community members.

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### **Policy 5: Attract New and Nurture Existing Small Businesses**

Prioritize, promote, and commit to a supportive regulatory, programmatic, and investment environment that attracts and nurtures small businesses and start-ups and supports the growth of existing small businesses. This policy recognizes that the presence of existing businesses in Reston is of vital importance to the community. A key objective is to create a local regulatory, programmatic, and business environment that is supportive of small businesses and avoids creating undue barriers to market-entry and market expansion for small enterprises. This is especially critical for Reston’s COVID-19 recovery. A key goal is to retain firms and jobs that are already located here. Supporting both non-profit and for-profit businesses is important to the community. Reston supports the expansion of internet-based businesses and telecommuting by striving to assure that it has premium cellular and wired infrastructure. Continuous enhancement of digital pathways for residents, businesses, health care, and government are critical in a global, competitive environment. One example of Reston’s efforts is the establishment of a “Reston” webpage and associated new technologies designed to lead businesses, new residents, workers, and visitors here.

### **Policy 6: Ensure the Economic Vitality of Town Center, the TSAs, and Village Centers**

Ensure the economic vitality of businesses throughout Reston, including Reston Town Center (RTC), the transit station areas (TSAs), village centers, and other employment areas. All these areas are important to Reston’s success as a place where residents and employees can live, work, and play. RTC and the TSAs will provide important retail and entertainment amenities for residents, workers and visitors. Despite its decades of success, RTC needs continuous attention.

### **Policy 7: Promote High-Quality Education**

Strengthen and support local access to a comprehensive range of high-quality educational opportunities as an important part of Reston’s identity. Recognize the impact that access to high quality education has on local business recruitment efforts and attracting new workers to Reston. Encourage efforts to grow and strengthen the quality, capacity, and accessibility of local educational offerings. The policy applies to all types and levels of education including public and private, early childhood, preschool, K-12, college, graduate education, and specialized professional and technical education and training. This policy recognizes the importance of coordinating approaches involving Fairfax County, the State of Virginia, the business community, and Reston organizations working in cooperation.

### **Recommendations One:**

These recommendations apply to specific land use actions.

- 1. Affordable Housing Options:** Promote the development of housing options that are affordable and appealing to an expanding diverse workforce. See the Housing Chapter for more information.
- 2. Metro Access:** Fairfax County, VDOT and WMATA should continue their leadership and coordination role in promoting better access via automobile (including drop-off and parking), bus, bike and walking to the three Metrorail stations to support vibrant potential transit services (including

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transit-oriented development) thus increasing regional coverage and connectivity. See further information in the Transportation Chapter.

3. **Placemaking and Biophilic Design:** New development must meet the placemaking, quality and appearance standards set forth in this Comprehensive Plan and Urban Design Guidelines, including its biophilic and sustainability requirements to increase its desirability as a location of choice. See the Land Use Chapter and Urban Design Guidelines for further information.
4. **Transportation:** Ensure and enhance transportation access and availability to central Reston, including parking, to protect and foster a strong business climate. See the Transportation Chapter for more information.
5. **Jobs and Housing:** Establish an appropriate balance of jobs and housing that provides a variety of jobs and creates an opportunity for residents in Reston to live near their work as addressed in the Land Use Chapter.

#### **Recommendations Two:**

The following Recommendations are more aspirational, but they are important to Economic Development in Reston. The recommendations support the Policy Plan for Economic Development, the One Fairfax Policy, and other policy documents by Fairfax County. These recommendations are implemented by various Fairfax County organizations and may rely, in some cases, on implementation by Reston organizations. Although not necessarily directly related to land use decisions, they should still be considered as part of separate implementation strategies.

1. **Recruitment:** Employers in Reston should have intentional, focused recruitment efforts that bolster a diverse applicant pool, enhancing Reston's desirability as a place to work. Fostering strong affinities between businesses and the community's arts, culture, educational and human services helps to attract a world-class workforce.
2. **Community Benefit:** Businesses in Reston are expected to show their commitment to responsible contracting as a community benefit.
3. **Partnership:** The Greater Reston Chamber of Commerce, Reston Association, Reston Town Center Association, and Reston Citizens Association should build strong partnerships with the local business community and business development partners associated with Fairfax County, the Commonwealth and the region to facilitate regular and frequent collaboration to specifically include actions such as:
  4. In coordination with the Hunter Mill Supervisor Office, collaboratively identify and prioritize capital improvements and changes to facilities or services that might have the most positive impact on business and job retention and growth through reviewing the County Capital Improvement Program on a yearly basis, and
  5. Collaboratively evaluating and identifying regulations and programs that help support business and employee retention and growth on a periodic basis.
6. **Diversify the Economic Base:** The Greater Reston Chamber of Commerce will, in coordination with the Fairfax County Economic Development Authority, study and identify business sectors with the greatest promise for diversifying Reston's economic base; focus recruitment efforts accordingly, including through business-focused organizations such as the Black

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Chamber of Commerce, Hispanic Chamber of Commerce, and the Asian American Chamber of Commerce.

7. **Small Business:** The County should create and develop initiatives to support the creation and growth of small businesses. Current businesses in Village Centers, industrial areas, Town Center, and other areas must be strongly supported from a retention perspective as well as new businesses.
8. **Major Employers:** A partnership of key Reston organizations should actively maintain a relationship with major employers to facilitate not only their success, but also the success of businesses and organizations that support the larger employers and the community. This partnership should be created as a working group of business leaders, Hunter Mill District staff, County Economic Development Authority staff, the Department of Economic Initiatives, and other relevant stakeholders that meet at regular intervals to keep abreast of new challenges and opportunities.
9. **Website:** The Reston community in association with Fairfax County should develop marketing material and a new promotional website to promote Reston for business, employment, living, and visiting. This should be done in association with Reston community organizations including the Greater Reston Chamber of Commerce, Reston Community Center, Reston Association, Reston Town Center Association, and Reston Citizens Association.
10. **Education and Business:** Support County efforts to enhance education partnerships with businesses to ensure that the education system is strategically focused to meet the educational needs of the future job market. Consistent with any County initiatives, include the availability and encourage the use of high-quality continuing adult education and retraining programs with a specific focus on availability in Reston.
11. **Major University:** Attract one or more universities to establish a significant educational presence in Reston.
12. **Early Childhood Education:** Support County efforts to enhance affordable early childhood education to ensure all children can enter kindergarten at their optimal developmental level and provide adequate childcare resources to support parents to fully participate in the workforce.
13. **Apprenticeship and Mentorship:** Create workforce development pathways, such as pursuing apprenticeship and mentorship programs, which provide all residents with the opportunity to develop knowledge and skills to participate in a diverse economy and earn sufficient income to support their families. Expand the County's apprenticeship programs to enhance the effectiveness of small and medium-size businesses outside of the "high-tech" business sphere. Promote apprenticeship programs registered with the U.S. or Virginia Departments of Labor and Industry.
14. **Diverse Business Climate:** Support Reston with a holistic, diverse business climate that provides necessary services to its population (e.g. vehicle maintenance, plumbers, and electricians). Just as we need affordable housing, we need to support infrastructure for small business owners and startups, innovative worker spaces and business incubator services.
15. **Industrial Properties:** Industrial zoned parcels should remain industrially zoned to provide business diversity needed for Reston's successful business mode.

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# COMMUNITY HEALTH

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# HERITAGE RESOURCES

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Reston encapsulates a unique glimpse of Fairfax County’s history with its roots resting in the Colonial period as part of the Northern Neck Proprietary under Lord Thomas Fairfax. Early development along the Washington & Old Dominion (W&OD) Railroad included one of the first attempts, by Carl A. Wiehle, to establish a cohesive community in the area. In 1961, most of the lands would come to Robert E. Simon and Reston grew into the planned community that exists today.

Reston contains a rich diversity of both known and potential heritage resources. As defined by the [Heritage Resources Element of the Policy Plan](#), heritage resources are those sites or structures, including their landscape settings, that exemplify the cultural, architectural, economic, social, political, prehistoric or historic heritage of the county or its communities. Such sites or structures are 1) listed in, or determined eligible for listing in, the National Register of Historic Places or the Virginia Landmarks Register; 2) determined to be a contributing structure or site within a district so listed or eligible for listing; 3) located within and considered as a contributing structure within a Fairfax County Historic Overlay District; or 4) listed in, or meeting the criteria for listing in, the Fairfax County Inventory of Historic Sites.

Heritage resources contribute to the quality of life in Reston, with such resources presenting opportunities to positively impact Reston’s economic vitality; playing an essential role in cultural tourism; representing the County’s history; and providing a touchstone for a sense of place. As Fairfax County grows, the need to protect, support and enhance both known and potential heritage resources is essential to retain a decisive link for interpreting Reston’s history and defining a sense of place.

Reston is likely to contain significant heritage resources, particularly in open spaces and early and mid-20th century neighborhoods. Reston’s developers commissioned notable architects to design residential building clusters and individual buildings that are likely to warrant designation for National Register of Historic Places (NRHP) eligibility under distinctive characteristics of a type, period, or method of construction, or representations of the work of a master. If determined eligible for the NRHP owners should consider designation on the Virginia Landmarks Register and specifically the Fairfax County’s Inventory of Historic Sites.

A list and map of identified heritage resources in Reston are included. The Inventory of Historic Sites is open-ended and continues to grow. For detailed information about these and other historic sites, consult the Fairfax County Department of Planning and Development.

***Below top:*** Brown’s Chapel

***Below middle:*** Smith Bowman House

***Below bottom:*** Old Wiehle Town Hall



**Table: Inventory of Historic Sites in Reston**

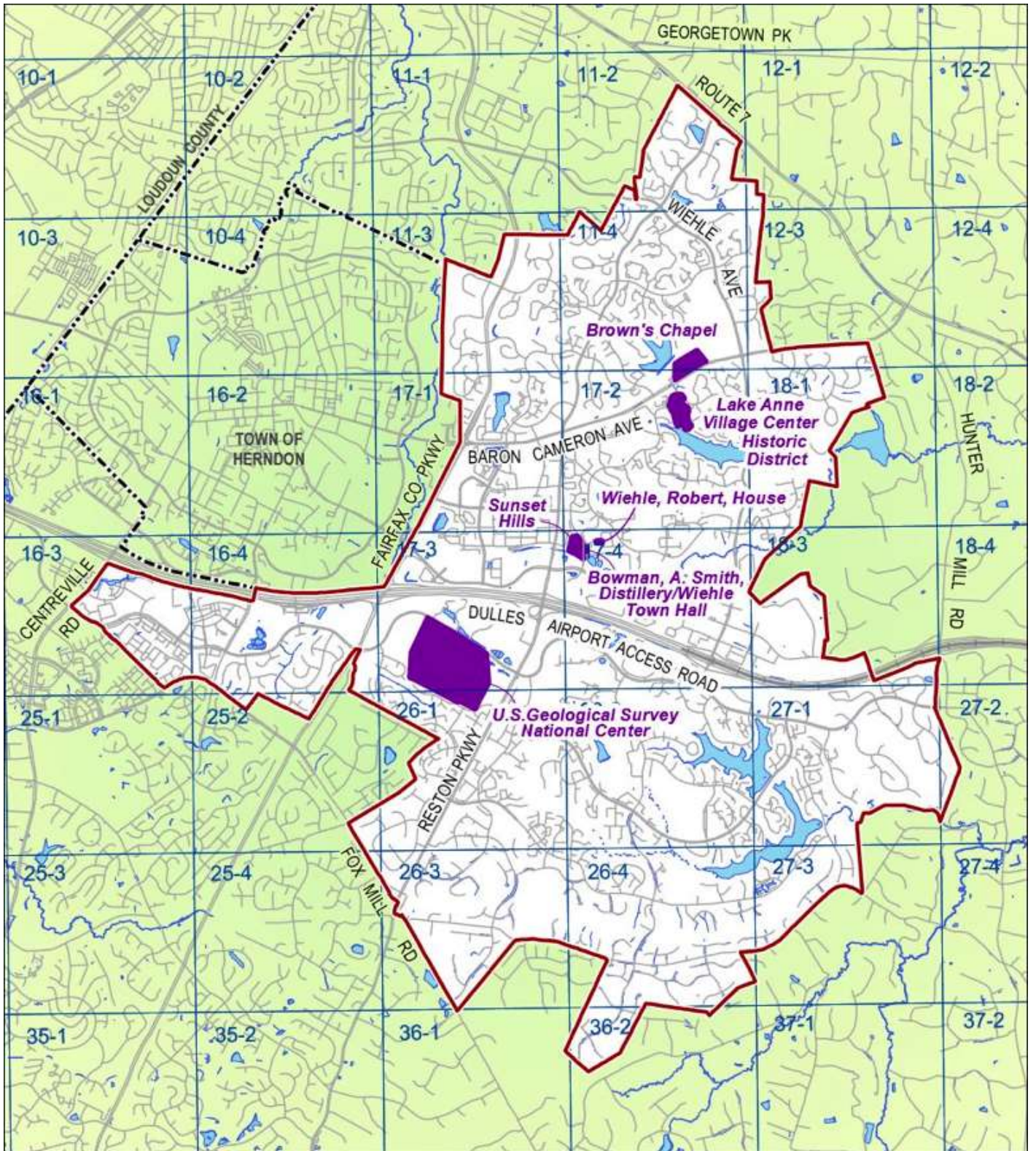
Name	Location	Parcel Number	Date
Bowman, A. Smith, Distillery/Wiehle Town Hall N, V	1865 Old Reston Avenue	17-4 ((1)) 5B	c.1890-1892
Brown’s Chapel	1525 Browns Chapel Road	11-4 ((1)) 8	c. 1879
Lake Anne Village Center H, V, N	North Washington Plaza and Chimney House Road	17-2 ((6)) ((7)) ((9)) ((31))	1963-1967
Sunset Hills/A. Smith Bowman House	1850 Old Reston Avenue	17-4 ((1)) 1	1899
Wiehle, Robert, House	1830 Old Reston Avenue	17-4 ((1)) 3	c. 1895
U.S. Geological Survey National Center V, N	12201 Sunrise Valley Drive	0173 01 0012B, 0261 01 0002A, 0173 01 0012A	1969-1974

**Below left:** 1904 painting, Old Reston Avenue, Wiehle Town Hall, W&OD Train Station, and Gazebo, From: AAFMAA



**Below right:** Gazebo near Old Reston Avenue and the W&OD Train Station







**Inventory of Historic Sites  
Reston Area  
General Locator Map**

-  Reston Boundary
-  Inventory of Historic Sites Property
- \* Indicates Demolition

  
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MAP PREPARED BY DPD

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## Identification of Heritage Resources

The entire Greater Reston Community Planning Sector has not been formally surveyed to determine the presence or absence of heritage resources. A survey completed in 2016 included the Herndon TSA, the Reston Town Center TSA, and the Wiehle-Reston East TSA and identified potential architectural heritage resources for further study and evaluation. Three properties within the Reston are listed on the NRHP and Virginia Landmarks Register (VLR): the A. Smith Bowman Distillery/Wiehle Town Hall (Tax Map Parcel 17-4 ((1)) 5B), the Lake Anne Village Center District (Tax Map Grid 17-2) and the U.S. Geological Survey National Center (Tax Map Parcels 17-3 ((1)) 12B, 26-1 ((1)) 2A, and 17-3 ((1)) 12A).

In 2019, a reconnaissance-level architectural survey was conducted by the Virginia Department of Historic Resources (VDHR). The survey considered properties and districts with buildings constructed between 1961 and 1978, which were prime development years in Reston. The survey identified 51 buildings or districts that should be evaluated for potential architectural or historic significance, at the local, state, or national level. If found to be significant, a resource could be nominated for the Inventory of Historic Sites, the VLR or the NRHP, as appropriate. Of the 51 resources identified, some were identified as eligible for the NRHP. The full results of the survey can be accessed through the Department of Planning and Development.

A map of properties or districts identified as potential eligible resources from the 2016 TSA Survey and the 2019 reconnaissance-level architectural survey are shown. Given that many of the areas still lack an architectural survey and may contain high potential for unidentified existing heritage resources, the County, in coordination with public and private development proposals, should continue to identify and designate heritage resources in Reston, including but not limited to supporting expanded survey initiatives and pursuing formal listing of resources on the Inventory of Historic Sites. Development applications should be informed by survey information.

***Below right and left:*** Lake Anne Village Center Historic Overlay District



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## Lake Anne Village Center Historic Overlay District

Lake Anne Village Center Historic Overlay District (HOD) is in Reston. Opened in 1965, Lake Anne was the first village center built in Reston. It was designed by the New York firm of Whittlesey and Conklin to be pedestrian -scaled with a mix of residences, offices, and retail stores gathered around water and plazas, creating an urban space in the suburbs. The Lake Anne Village Center HOD was established in 1983 to recognize and preserve the special quality of this section of Reston, a renowned example of mid-20th-Century new town planning.

The Lake Anne Village Center HOD regulations are found in subsection 3101.12 of the Zoning Ordinance. The intent of the HOD is that a mix of residential and commercial space be maintained and that the commercial frontages along the lake are restricted to pedestrian access only. Specific external improvements and alterations of buildings in the HOD must be reviewed by the Architectural Review Board (ARB) as specified in subsection 3101.6 of the Zoning Ordinance. Developments proposed adjacent to the Lake Anne Village Center HOD are encouraged to seek the input of the ARB in the early planning stages of development to aid in incorporating compatible design approaches that would complement heritage resources.

## Reston Center for Associations and Educational Institutions

The Reston Center for Associations and Educational Institutions (RCAEI) office park complex ((Tax Map Parcels 17-4 ((12)) 01, 02, 03, 04A, 05A, 06, 07, 09, 10), referred to as the “Association Drive Historic District” by the VDHR, was determined eligible for listing in the NRHP in 2019 for its significance in community planning and development as part of Robert Simon’s original plan for Reston. Given the importance of the office park complex, preservation or adaptive reuse should be considered with any redevelopment proposal, particularly given the opportunity for tax credits at the State and Federal level. If preservation is not feasible, the impact on buildings and cultural landscape should first pursue measures for incorporating the resources in the design of the new development, or if minimization is not feasible through documentation and other interpretive measures in consultation with County Heritage Resources staff and relevant BACs.

## Heritage Resources Considerations and Preservation Incentives

Historic preservation provides most benefit to residents when it is integrated into the day-to-day decisions of planning and land use. By weaving historic preservation into planning activities for Reston, the community will ensure that preservation issues are identified and resolved early as a natural component of planning and land use.

Given the high potential for unidentified heritage resources in Reston and the community investment in smart sustainable design and development, there is a need to raise awareness of the role that rehabilitation and adaptive use of heritage resources play in addressing environmental issues and providing sustainable development. Development should consider how heritage resources may be incorporated, rehabilitated, or adaptively reused to support proposed

*Below top: United States Geological Center*

*Below bottom: Center for Associations and Educational Institutions, Association Drive Example*



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designs. The following recommendations should be considered for all development proposals affecting known heritage resources and areas with the potential for unidentified heritage resources in Reston:

- Ground disturbance and development in Reston on private and public land that requires a County permit or approval should be preceded by heritage resource studies (historical, architectural or archaeological, as appropriate), and alternatives should be explored for the avoidance, preservation, or recovery of identified heritage resources that are identified.
- Prior to any zoning action, heritage resource staff from the Department of Planning and Development should be consulted to identify the architectural surveys necessary to document any existing or potential on-site resources. Archaeological staff from the Park Authority should be consulted to develop a scope of work for any on-site archaeological surveys prior to any development or ground disturbing activity. Should architectural or archaeological resources be discovered that are potentially eligible for inclusion in the NRHP, the VLR, or the Inventory of Historic Sites, additional survey and testing should occur to evaluate these resources for eligibility. If resources are found to be eligible, avoidance, minimization, and mitigation measures should be pursued that may include modification of design minimization or incorporation of resource into new development, documentation, data recovery, excavation, and interpretation.
- The County and developers are encouraged to seek advice from the ARB on proposed development to identify opportunities to support, enhance, and incorporate preservation and protection of heritage resources through rehabilitation and adaptive reuse.
- In those areas where heritage resources have been identified, every effort should be made to preserve them and if possible, incorporate them into the proposed design through rehabilitation and adaptive reuse. Rehabilitation and adaptive reuse of existing building stock are complementary with other Reston comp plan objectives related to environment and community health through providing a diversity of development opportunities including energy conservation through reuse of the embodied energy of existing buildings and maintaining community character and a sense of place by providing links to the past through preservation.
- Development proposals for properties listed in either the VLR or the NRHP should consider incentives made available through the Virginia Historic Rehabilitation Tax Credit Program and the Federal Historic Preservation Tax Incentives Program.
- Development proposals affecting heritage resources outside of existing HODs are encouraged to seek advice from the ARB on proposed development to identify opportunities to support, enhance, and incorporate preservation and protection of heritage resources through rehabilitation and adaptive reuse.

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- Developments should provide opportunities to increase public awareness, appreciation of and, as appropriate, access to identified heritage resources through interpretation via signage and connectivity through pathways and other techniques within recreational or public spaces.
  - If preservation of a heritage resource is not feasible, then, in accordance with countywide objectives and policies as cited in the Heritage Resources Element of the Policy Plan, the threatened resource should be thoroughly recorded and in the case of archaeological resources, the artifacts recovered, if appropriate.
  - Development in 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.
  - A log building associated with the Fairfax Hunt Club is located on Tax Map Parcel 18-2 ((1)) 2. A cemetery, listed in Fairfax County records as Unnamed cemetery #FX242, is also located on or adjacent to 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 Archaeological staff of the Park Authority should be consulted about required surveys and studies for the cemetery. When the extent of graves is discovered, it is recommended that the cemetery be preserved, and state policies and procedures followed. Refer to the Land Use/Reston Neighborhoods Section for additional land use recommendations and options for this property.

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# PUBLIC ART

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Since Reston’s inception, public art has been a component of quality design. For Reston to remain a healthy, desirable place to live, work and play, public art will be required in future development. Developers will coordinate projects with Public Art Reston (PAR) to assure they meet the Reston Public Art Master Plan criteria. Fairfax County government has committed to incorporating public art projects in new construction of county facilities and amenities. Public art can be diverse. It can include 2- and 3-dimensional works, art that integrates vegetation, and art that is regularly rotated.

- Creative architecture can be a form of public art.
- Also included can be interactive sculptures that connect play with form, creating fun placemaking. Examples are the sculptures at Lake Anne Plaza and splash pads where people can dodge bouncing streams of water.

Public art includes the performing arts. 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.

**Bottom left:** Lake Anne Sculpture, Robert Simon

**Bottom middle:** Town Center Mural

**Bottom right:** Town Center Sculpture



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## RECOMMENDATIONS

Encourage developers to work with locally and nationally recognized artists and arts organizations early in the project design process to successfully integrate potential art into their developments. To promote equity, public art will reflect Reston's diversity, and provide access free of charge. provide onsite public art and cultural facilities to be accessible by all persons.

1. Provide equitably distributed public art and cultural facilities throughout Reston, with development proffers and Fairfax County supporting projects in underserved and underrepresented neighborhoods.
  - The Reston Art Master Plan is the Reston guide in establishment of public art and a resource for the review of new development and redevelopment proposals.
  - The PAR process will remain transparent with public artists and reviews of proposals. Options for satisfying a development's public art contribution include but are not limited by the If a developer gives proffered money to a specified entity, such as par, for implementation of the developer's public art commitments, such entity will assume responsibility for reporting to the public about the character, commencement, and completion of projects so funded. These contributions may include restoration funds for existing Reston public art, parks, recreation and open space.
2. Preserve existing iconic public art contributing to the iconic Lake Anne Historic Overlay District and National Register of Historic Places listed as Lake Anne Village Center Historic District.

### **Public art examples:**

**Bottom left:** Town Center Streetscape

**Bottom middle:** Lake Anne Fountain

**Bottom right/top:** Sculpture at Wiehle Metro Station

**Bottom right/bottom:** Town Center Fountain





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# EARNED DENSITY

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Reston is one of the premier New Towns in the United States. Developments in Reston have received numerous awards for outstanding architecture and town planning including the original Lake Anne Village, existing neighborhoods, and the Reston Town Center. Excellence in planning, urban design, and architecture will continue to be a priority in Reston. Property owners, business owners, community members, developers, and government officials continue to have high aspirations for the quality of future development in Reston. To address the quality of future development, this section of the Reston Comprehensive Plan introduces the concept of earned density.

## Definition

Earned density is a method to address community priorities and benefits that demonstrate excellence in planning, urban design and architecture.

## Discussion

Earned density has been established to address applications that meet all of the recommendations in the Comprehensive Plan, but desire to address additional community priorities and benefits that demonstrate excellence beyond the minimum recommendations in the Reston Comprehensive Plan. It is also designed to provide a method to assist applicants in achieving the density recommended in the Comprehensive Plan.

- **Bonus Density** - Earned density is not a method to achieve a bonus in density above the maximum recommendations in this Comprehensive Plan.
- **Relationship to the Recommendations in the Comprehensive Plan** - Earned density will only be considered if a project meets all of the principles and recommendations in the Comprehensive Plan.

As an example of other community priorities and benefits not required in the Reston Comprehensive Plan, an applicant for approval of an electrical contractor space could choose to enhance the application by providing an ongoing apprenticeship program for local high school students in addition to meeting the principles and recommendations in the Reston Comprehensive Plan.

## Categories

The following table provides a list of categories and a list of potential items for consideration during the review of future projects. The list of items should be expanded over time.

Category	List of Potential Items
<b>Diversity of Uses and Activities</b>	<ul style="list-style-type: none"> <li>▪ Improve the multi-family unit mix by providing for more 3-bedroom units</li> <li>▪ Incorporate Universal Building Design above the minimum requirements</li> <li>▪ Construct ADUs and WDUs in excess of the minimum requirements and guidelines (example: additional units, or reduction in income limits)</li> <li>▪ Provide retail space for small businesses</li> <li>▪ Provide prevailing wages and benefits and enter into worker protection agreements</li> <li>▪ Provide an apprenticeship program for youth ages 16-24 registered with local, state or federal agencies that will focus on low-income residents</li> <li>▪ Provide ongoing additional funding above the required contributions and programmatic support for academic and career enrichment opportunities in designated Reston public schools for a project or for a Reston Title I School</li> </ul>

<b>Placemaking, Quality Building and Site Design</b>	<ul style="list-style-type: none"> <li>▪ Provide open space in excess of the minimum requirements</li> <li>▪ Construct enhanced streetscape in accordance with the approved Design Guidelines including a landscape panel with closely spaced street trees, pedestrian scale street lighting, wide sidewalks and street furniture and, provide a building zone</li> <li>▪ Improve an existing playground for low-income communities including new equipment</li> <li>▪ Add public restrooms in parks</li> <li>▪ Provide land or assist in creating a “Garden of Remembrance”</li> <li>▪ Plant a mass of flowering trees (e.g. cherry or VA native redbuds, and magnolia) to create an annual local draw similar to the D.C. Tidal Basin (e.g. around a pond, along the Fairfax County Parkway, along Library Street in RTCN, along the Reston Greenway/W&amp;OD Trail)</li> <li>▪ Preserve through adaptive reuse an existing or new heritage resource off-site.</li> </ul>
<b>Enhancement of the Natural Environment</b>	<ul style="list-style-type: none"> <li>▪ Implement LEED standards above the minimum required</li> <li>▪ Provide electric charging stations above the minimum required</li> <li>▪ Provide solar panels</li> <li>▪ Preserve, enhance and improve existing streams off-site</li> <li>▪ Exceed the minimum water quantity and quality requirements for stormwater</li> <li>▪ Increase the emphasis on recycling of waste (e.g. install an underground vacuum waste system)</li> </ul>
<b>Connectivity and Mobility in Addition to Minimum Requirements</b>	<ul style="list-style-type: none"> <li>▪ Construct off-site roads identified in the new grid of streets in addition to off-site requirements</li> <li>▪ Contribute to providing a pedestrian overpass or underpass</li> <li>▪ Contribute to providing sidewalks, pathways, trails off-site or on both sides of a road</li> <li>▪ Widen and improve an existing pathway</li> <li>▪ Provide appropriate lighting for pathways, trails, sidewalks</li> <li>▪ Provide advanced dedication and construction of streets</li> <li>▪ Improve transit access off-site</li> <li>▪ Provide additional transit facilities (e.g. sheltered bus stops, benches, schedules, bike storage)</li> <li>▪ Provide way finding signage, including for RA pathways</li> </ul>
<b>Major Public Facility</b>	<ul style="list-style-type: none"> <li>▪ Dedicate a site for a major public facility, (e.g. health facility, public school)</li> <li>▪ Provide a public maker space, we-work hub, or manufacturing facility</li> </ul>