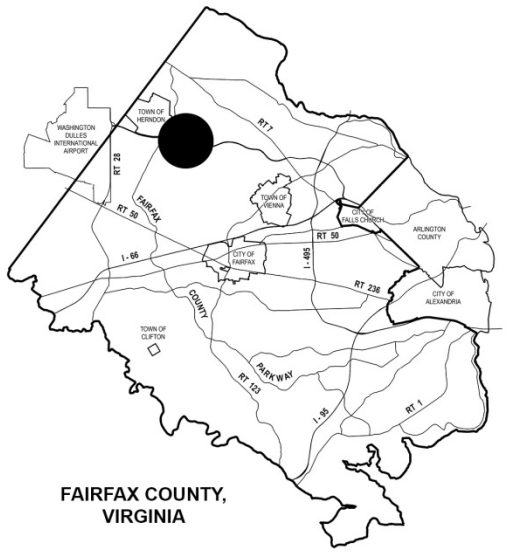
AMENDMENT NO. 2013-22



FAIRFAX COUNTY, VIRGINIA

AN AMENDMENT TO

THE COMPREHENSIVE PLAN FOR FAIRFAX COUNTY, VIRGINIA 2013 EDITION

GENERAL LOCATION: Located in the northwestern quadrant of Fairfax County and bisected by the Dulles Toll Road (DAAR, Route 267), west of Tysons, east of Washington Dulles International Airport.

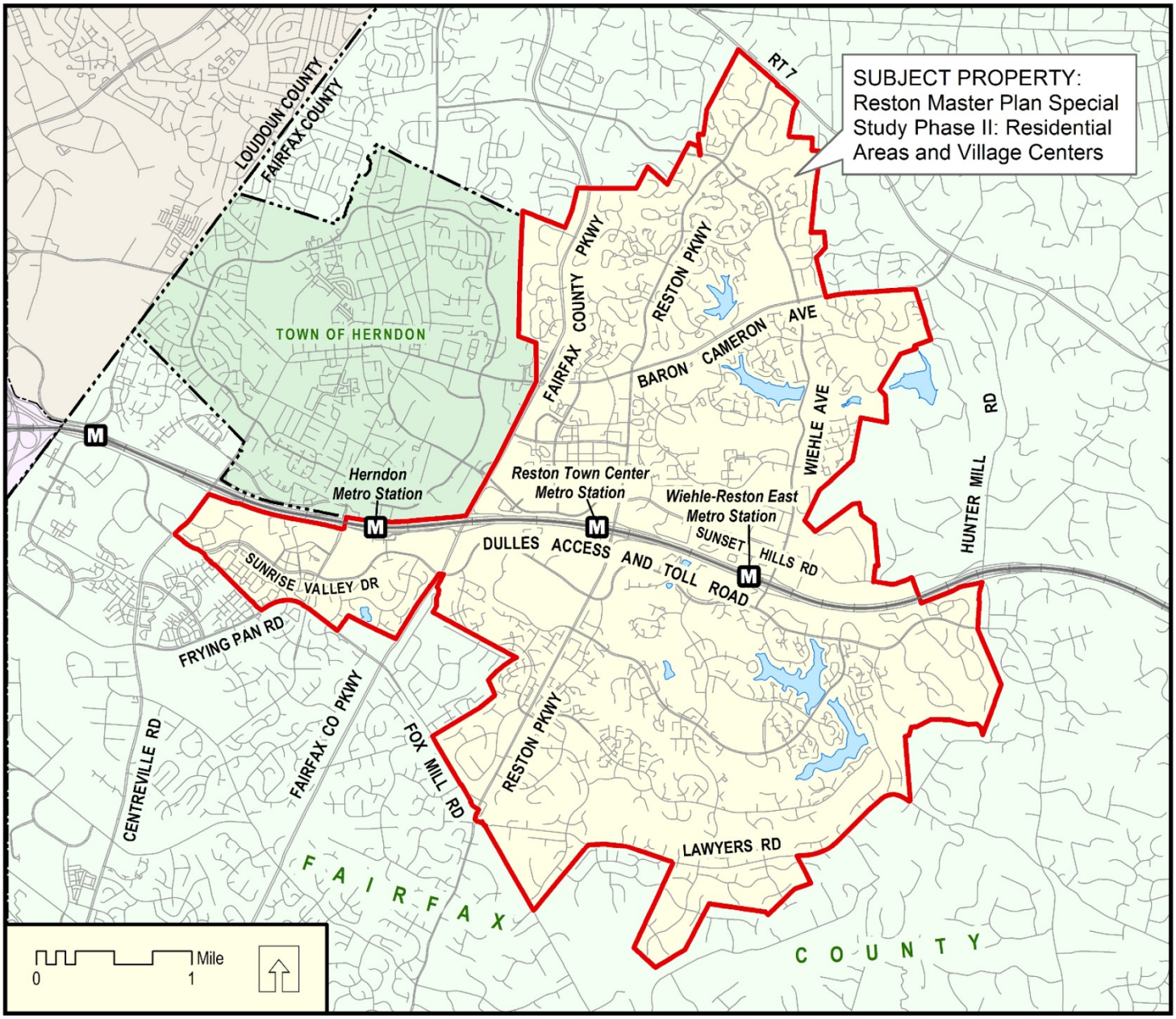
PLANNING AREA AND DISTRICT:
Area III, Upper Potomac Planning District

SUB-DISTRICT DESIGNATION: Reston

SUPERVISOR DISTRICT: Hunter Mill and Dranesville

ADOPTED: June 2, 2015 **ITEM NO.** ST09-III-UP1(B)

FOR ADDITIONAL INFORMATION CALL (703) 324-1380



This page intentionally left blank

Table of Contents

Page Number

Reston Master Plan …… 2
Changes to the Transit Station Areas Plan……. 187
Changes to the Area III Plan Overview……..... 305
Changes to the Upper Potomac Planning District, Overview Section……... 306
Changes to the UP3-Hickory Community Planning Sector……... 312
Changes to the UP4-Greater Herndon Community Planning Sector……. 313
Changes to the UP5-Reston Community Planning Sector……. 315
Changes to the UP7-West Ox Community Planning Sector……..…… 369

This page intentionally left blank

AMENDMENT TO THE COMPREHENSIVE PLAN (2013 EDITION)

The following changes to the Comprehensive Plan have been adopted by the Board of Supervisors. Where appropriate, to identify changes from the previously adopted Plan, new text is shown underlined and deleted text is shown with a ~~strikethrough~~.

ADOPTED RESTON MASTER PLAN

ADD: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Upper Potomac Planning District, as amended through 12-2-2014; a new tabbed section, to be called "Reston," as follows:

RESTON

INTRODUCTION

The Reston Community includes all of the area within the planned community of Reston. It is mostly zoned Planned Residential Community (PRC) with the exception of some areas along the Dulles Airport Access Road Dulles Toll Road (DAAR, Route 267) zoned for industrial and commercial uses. In addition, the Woodland Park mixed-use area and the Great Oak residential community to the west of Reston are included within this section because they are a part of the Herndon Transit Station Area (TSA).

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

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

Lake Anne Village Center and Bowman Distillery/Wiehle Town Hall are significant heritage resources listed in the Fairfax County Inventory of Historic Sites. Additional historic sites in this Plan are also included in the inventory. Bowman Distillery/Wiehle Town Hall is also listed in the Virginia Landmarks Register and the National Register of Historic Places. Lake Anne Village Center is protected by a county Historic Overlay Zoning District. In June 2011, Lake Anne Village Center was determined eligible for listing in the National Register of Historic Places. A list and map of heritage resources for Reston and the surrounding area are included in the Upper Potomac Planning District Overview section, Figures 4, 5 and 6.

LOCATION AND BOUNDARY

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

PLANNING HISTORY

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

In 1991, the part of Reston along the DAAR was designated as a Suburban Center, recognizing the extensive office development in this area, and guidance for future development in this area was added to the Fairfax County Comprehensive Plan. In 2001, transit-related development options were added to this area in expectation of a planned extension of a transit line along the DAAR to Dulles Airport. In 2014, these options were further refined to reflect subsequent planning decisions regarding the type of transit, Metrorail, and locations of stations as well as to better reflect best practices for transit-oriented development. The Suburban Center was redefined as three separate but contiguous Transit Station Areas (TSAs). Additional planning history of the Reston TSAs is found in the Transit Station Areas section.

Reston Master Plan Special Study

In October 2009, the Fairfax County Board of Supervisors authorized the Reston Master Plan Special Study and directed county planning staff to review current plan guidance related to the community of Reston in the Fairfax County Comprehensive Plan and make recommendations to the Planning Commission and Board regarding appropriate changes to the Comprehensive Plan. The study boundary is shown in the Reston Geography map (Figure 1). The study was conducted in two phases.

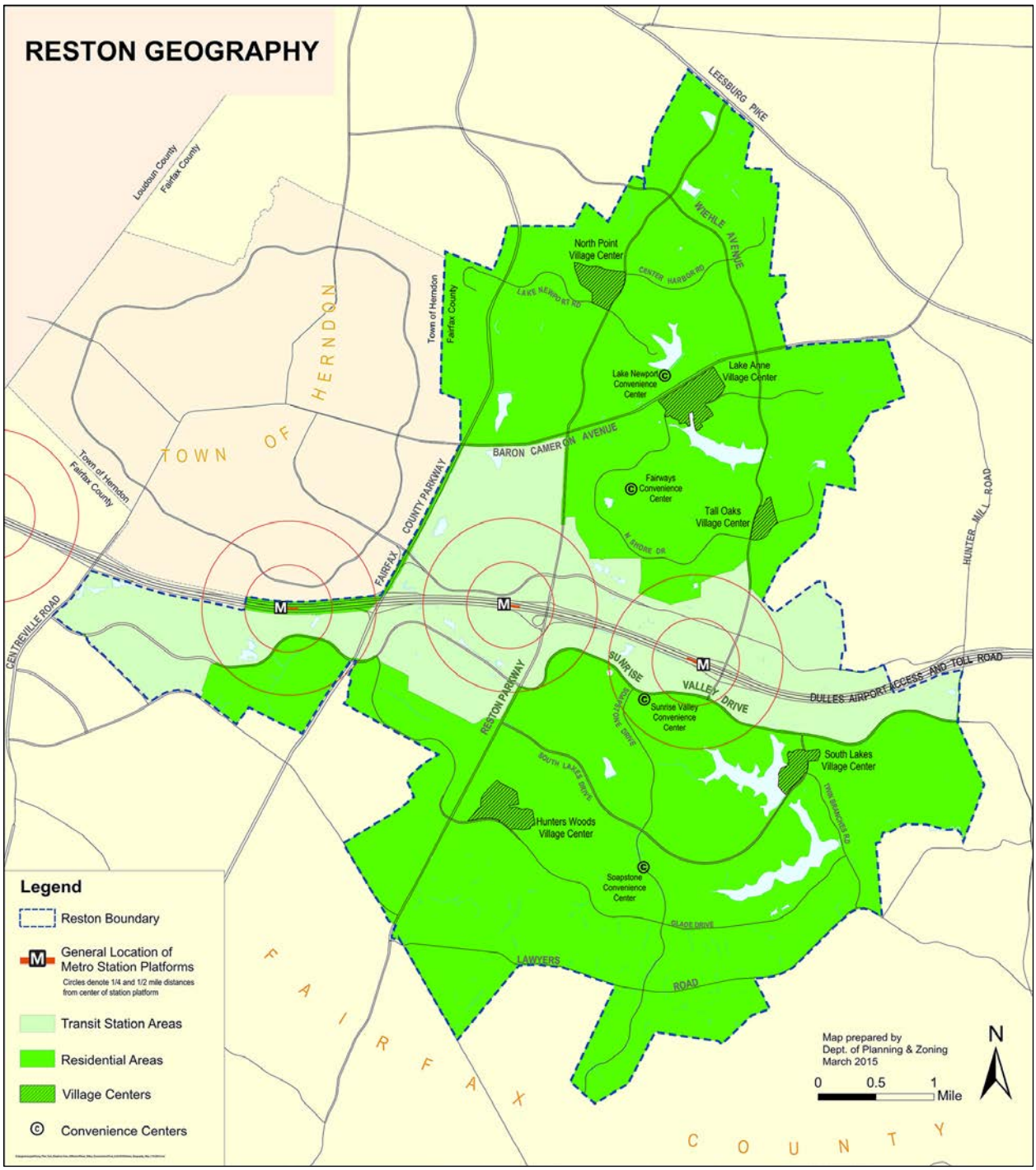
Phase I evaluated plan guidance for the areas around the three planned Metrorail Stations in Reston. A community task force, called the Reston Master Plan Special Study Task Force, was appointed to work with county staff during Phase I and provided input in developing recommendations for the Transit Station Areas (TSAs). The Task Force included over 40 members and its membership comprised representatives from multiple community organizations, including the Reston Association, the Reston Citizens Association, the Reston Community Center, the Greater Reston Chamber of Commerce, and the Reston Planning and Zoning Committee, as well as commercial property owners and residents. Phase II of the Special Study evaluated the Reston Master Plan Land Use Map and developed written guidance for Reston's residential neighborhoods and commercial areas located within the neighborhoods, including the Village Centers and the Convenience Centers.

OVERVIEW OF THE RESTON PLAN TEXT

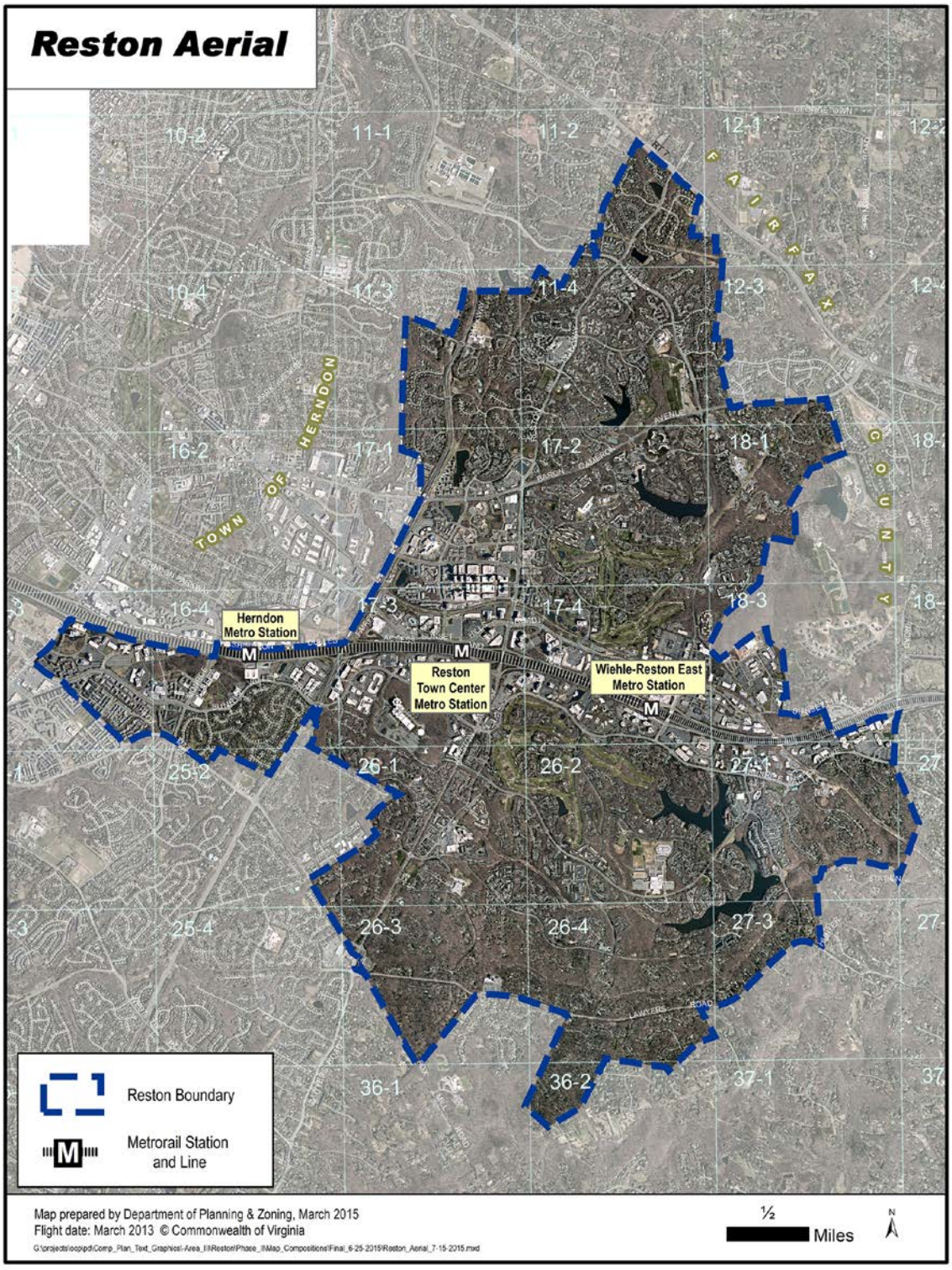
The Plan text for Reston is organized into the following six sections:

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

The Vision for Reston and Community-wide Recommendations sections address the entire Reston community. The Reston Neighborhoods, Reston Village Centers, Other Reston Commercial Areas and the Reston Transit Station Areas sections address four specific geographic areas that, in accordance with this Master Plan, comprise Reston.



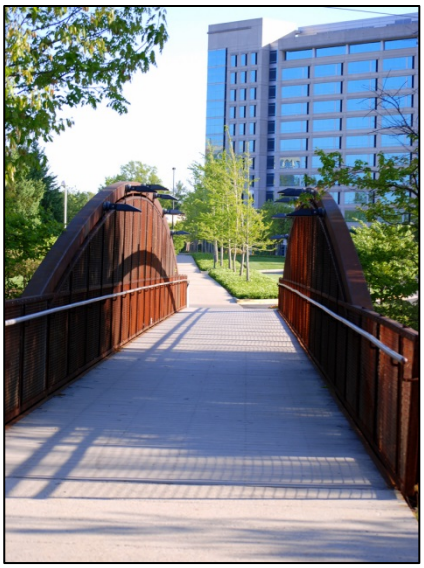
RESTON GEOGRAPHY **FIGURE 1**



RESTON AERIAL **FIGURE 2**

VISION FOR RESTON

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



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

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

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

- Place making:
  - Orientation of plazas and other public spaces to provide adequate solar access
  - Provision of a mix of uses at each TSA to minimize walking distances between uses
  - Provision of housing for all ages and incomes in close proximity to the transit stations to minimize walking distances
  - Use of site design principles for the orientation of streets and blocks to maximize solar access
  - Provision for outstanding architecture and public art for place making
- Pedestrian connections:

- Provision for enhanced linkages to transit stations
- Provision of tree-lined and shaded streets (streetscape) to improve the character of pedestrian experience
- Provision of a grid of local streets to provide a variety of opportunities for access to transit
- ~~o~~ Use of bikeways and trails to improve non-motorized travel throughout Reston.
- ~~o~~ Provision to link the northern and southern areas of Reston through the TSAs

- Energy conservation (see Environmental Stewardship section):
  - Provision of green and cool roof systems
  - Use of thermal and photovoltaic energy systems
  - Incorporation of passive cooling through proper shading and ventilation
  - Use of ground source heat pump heating and cooling systems for building conditioning and hot water requirements
  - Reduction of water consumption, including re-use of gray water where allowed
  - Use of radiant floor heating and cooling
  - Provision of wind turbines as an energy source
  - Recycling of materials and maximize use of locally produced materials
  - Use of cool roof systems or light reflecting roof surfaces
  - Use of light shades that provide shading for glass and direct sunlight deep into building spaces for daylighting
- Preservation of natural resources:
  - Protection of wetlands
  - Preservation of streams and buffer areas especially in the headwaters of streams
  - Enhancement and protection of lakes and ponds
  - Use of closely spaced street trees and landscaping in open space areas to increase tree canopy in the TSAs
  - Provision for enhanced stormwater management
  - Conservation of existing forest areas in accordance with the Fairfax County policies

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



Reston Town Square Park, Reston Town Center.

A second foundational characteristic of Reston has been a commitment to preserve natural areas and integrate open space throughout the community. The sustainable design of the community lends itself to the preservation of parkland, natural areas, clean lakes and walking trails. In the TSAs, this characteristic should be acknowledged via incorporation of a Reston-specific urban landscape. This landscape should preserve trees and existing landscaping in key, designated locations and incorporates more trees and plantings in the streetscape of selected new streets as further described in the Urban Design and Placemaking section.

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

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



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

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

The selection of an appropriate site would be key to the success of such a Garden. Candidate sites could include existing parks, open space, stream valleys or other available property owned by Fairfax County, Reston Association or other entities. Candidate sites could also be property that is currently owned by a developer, but acquired through a development agreement, land swap, proffer or other means. It could be clustered and integrated with other community uses. Efforts to develop a Garden of Remembrance and Reflection include facilitating community engagement, establishing design criteria, considering location

opportunities and requirements, exploring governance options, and determining financing for its development and operations in accordance with the principles and processes described in the Reston Public Art Master Plan that is incorporated here by reference.



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

Finally, public art has been a component of the effort to achieve quality urban design in Reston since the community's inception. In order to continue to realize the goal of making Reston a vibrant place to live, work and play, public art should be encouraged in future development in Reston. Additional guidance is provided in the Urban Design and Placemaking section and the Urban Parks Recreation Facilities and Cultural Facilities section.

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

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

VISION STATEMENT

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

- Planning will take full advantage of the Metrorail Silver Line Extension. Metrorail will connect to the Washington Metropolitan Region and Washington Dulles International Airport and will be complemented by improved station area connectivity, a strong local and regional bus network, complete streets that serve pedestrians, bicyclists and transit users, and a network of trails.

- The community's greatest densities will be at the three Metro station areas. A broad mix of regional retail and other attractions will be part of an enhanced urban center at the Town Center and strong local retail and a variety of amenities will characterize the other Metro station areas and village centers. To address congestion, the station areas will have an appropriate balance of residential uses and employment opportunities.

- A full range of housing choices will be provided for households of all incomes and needs.

- Employment opportunities will build upon the existing mix of international and national corporations, professional associations, centers for advanced technology, research and development companies, and local services.

- A strong institutional component will include a major hospital center, a regional government center, a new 21st century regional public library, a major fine and performing arts center, other civic and cultural uses, and public and private educational institutions of higher learning.

- Planning will emphasize protection of natural areas and the environment and the development of an array of cultural, educational, and recreational opportunities.

PLANNING PRINCIPLES

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

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

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

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

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

3. Development will be phased with infrastructure.

The phasing and funding of the expansion and modification of adequate transportation infrastructure and programs, and other infrastructure components such as schools, parks, and other public facilities should occur with development.

4. Reston will continue to offer a mix of urban and suburban life styles.

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

- **The Metro Station areas** will be livable urban places, with densities that step down from the Town Center to the other station areas. The station areas will also be the areas of highest commercial and residential intensity in the community.

- **The Village Centers** are important community gathering spaces that include a mix of neighborhood-serving retail and service uses, integrated with accessory office, institutional and residential uses. Redevelopment to augment and enhance the village

centers will be pedestrian-oriented, should include a plaza as a central element and provide adequate transition to surrounding neighborhoods. Convenient public transportation options should link the village centers and the transit stations.

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

5. The rail corridor will be transformed.

Over time the corridor will become an area with robust, livable, walkable mixed-use communities having an appropriate balance between residential and non-residential uses. Each of the TSAs will have a distinct character to meet multiple community needs. Town Center will be a livable regional urban center and destination with the community's highest densities and major shopping and cultural features to attract visitors. Wiehle-Reston East and Herndon will be urban transit neighborhoods. Special consideration for higher educational uses should be encouraged for the Wiehle-Reston East station. At the Herndon station, a special focus should be placed on its central environmental (wetlands) feature. The highest densities will be concentrated within ¼ mile of the rail stations, tapering down somewhat within ½ mile to maximize the use of rail. Residential and non-residential populations in each TSA will be balanced to further maximize rail use and reduce dependence on automobiles. Future air rights development around the stations should be pursued to enhance development opportunities, encourage transit use, and improve north-south connectivity across the DAAR.

6. Reston will become a more vibrant employment center.

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

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

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

8. Connectivity and mobility will be strengthened.

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

9. High quality public open spaces will be required.

Abundant open space and a range of recreational and cultural opportunities are essential components of the high quality of life in Reston. The TSAs and village centers should include a variety of public spaces such as a large urban central park, recreational facilities, urban plazas

and greens, pocket parks, playgrounds, and other public amenities within easy walking distance for area residents, workers and visitors. Larger active recreation areas appropriate to Reston's residential and commercial populations should be provided outside of the transit corridor.

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

Local participation should remain a hallmark of the planning and zoning processes as Reston continues to evolve as a complete community for the 21st century over several decades. The cumulative impacts of development and redevelopment should be routinely assessed and evaluated.



Water feature in Reston Town Square Park, Reston Town Center

COMMUNITY-WIDE RECOMMENDATIONS

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

LAND USE

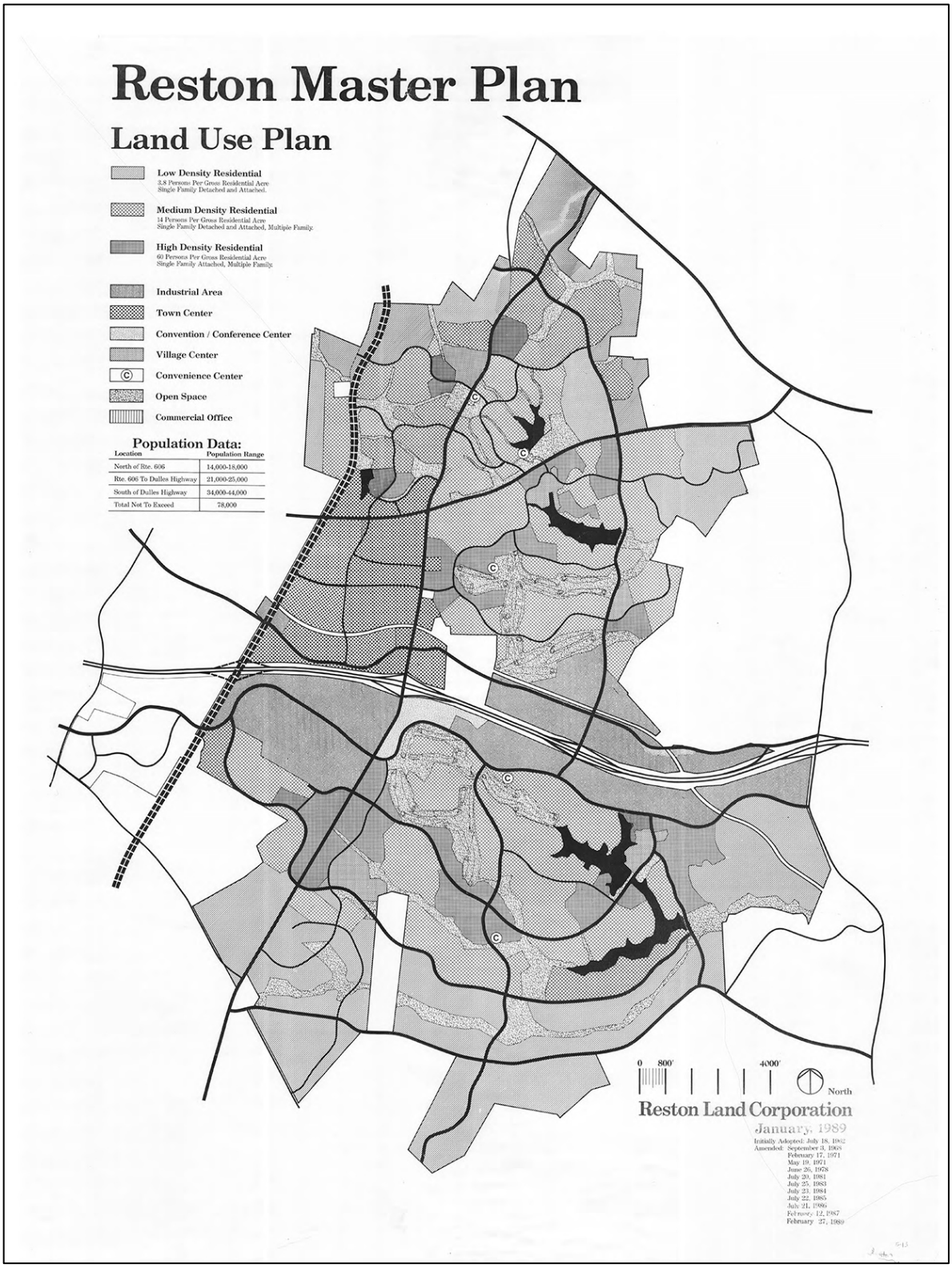
Reston was designed from its inception to have various land uses arranged within the community in a pattern that was different from most new American suburbs in the mid-20th century. Residential areas incorporate a variety of housing types so as to be attractive to households that are diverse in terms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

In addition, Reston was planned to have an employment center located in the middle of the community that could accommodate a variety of businesses. One of the first major employers was the United States Geological Survey (USGS), which located its offices on an 85 acre site in the Reston Center for Industry and Government (RCIG). The Reston Center for Industry and Government, defunct since 2011, consisted of commercially and industrially zoned properties that were planned for office, industrial and R&D use. Covenants on the land limited retail use and prohibited residential and hotel uses.

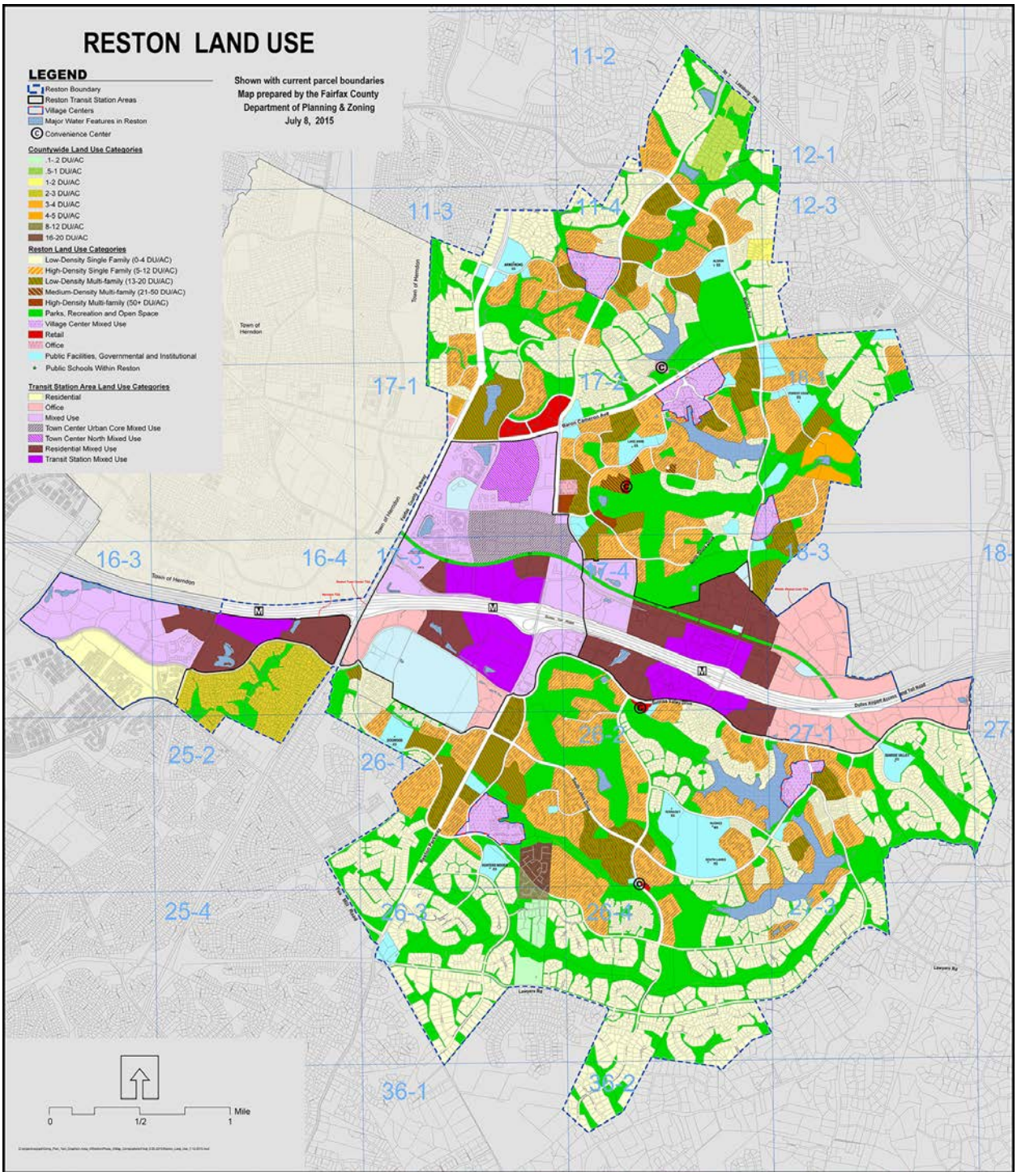
Reston's resulting land use pattern provided the opportunity for residents to be less dependent on a car to accomplish daily activities. The original land use designations, as depicted on the now superseded 1989 Reston Master Plan Land Use map (Figure 3) consisted of Low, Medium and High Density Residential, Office, Industrial, Open Space, Convenience Centers, Village Centers, Convention/Conference Center and Town Center categories.

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

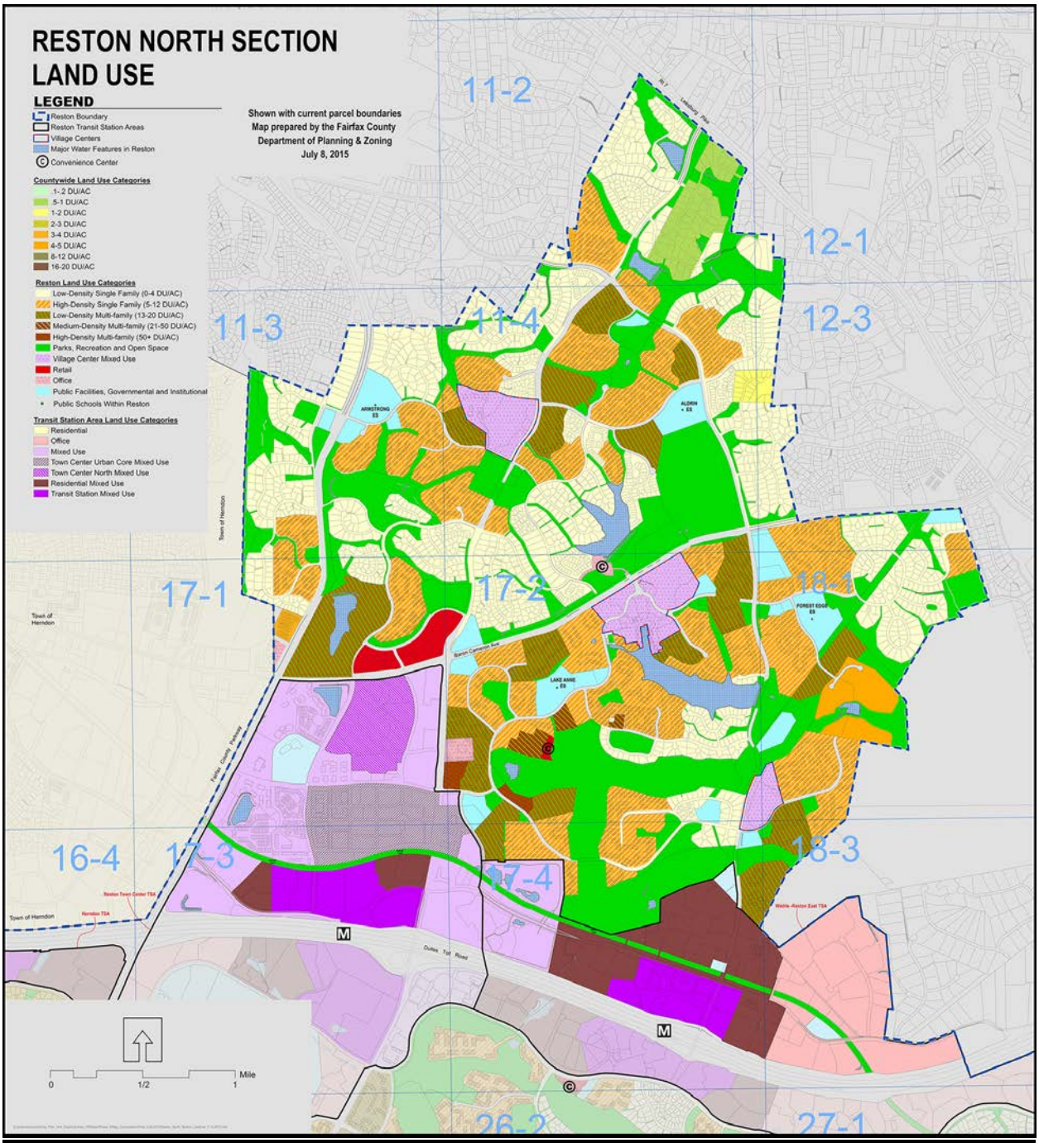
[1] The 1989 Reston Land Use map only depicted the plan recommendation for residential areas zoned as Residential Planned Community. This resulted in the omission of land use information in parts of Reston, such as, the community of Polo Fields that were developed using other residential zoning districts.



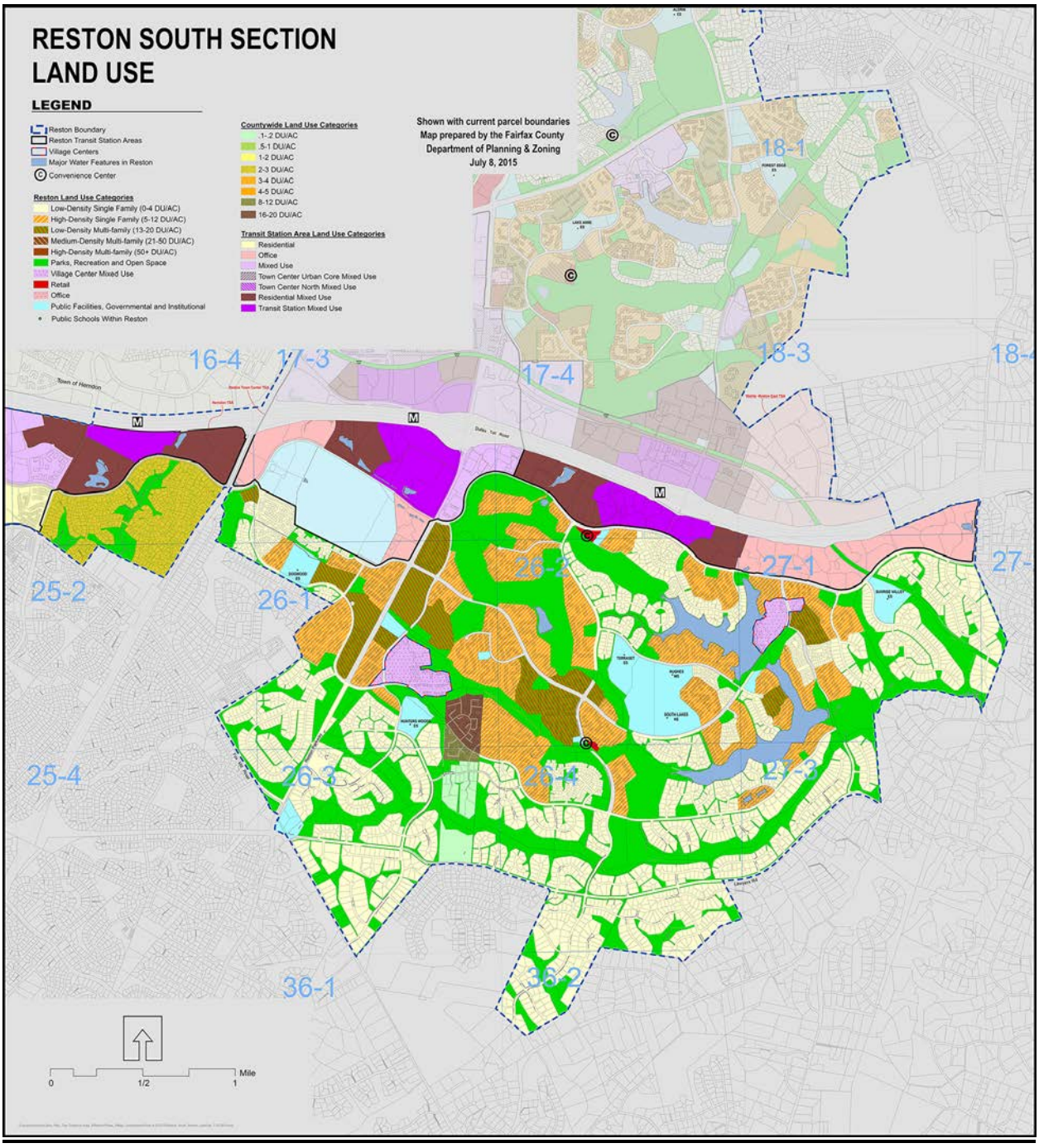
1989 RESTON LAND USE **FIGURE 3**



RESTON LAND USE **FIGURE 4**



RESTON LAND USE NORTH SECTION **FIGURE 5**



RESTON LAND USE SOUTH SECTION **FIGURE 6**

Land Use Designations

The Reston Land Use map assigns land use designations to areas within Reston and parts of the Herndon Transit Station Area. The land use designation colors and patterns communicate what future development focus is intended for that area. The land use designations respect both the current conditions of development within Reston and the opportunities that exist in each area. In the context of land use planning, the amount of residential development within a given area is called density. Density categories are expressed in DU/AC (dwelling unit per acre).

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

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

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

Residential

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

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

- Low-density Single-family (.1-5 DU/AC) – Typically single-family detached structures that sit on their own lot without sharing any walls with another home or building. Typical lot size is about 1/4 to 1/3 acre; however larger lots up to 3 acres are dispersed throughout the area.

- Medium-density Single-family (6-12 DU/AC) – Typically single-family attached structures containing a common wall like townhomes, rowhomes, and duplexes.

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

- Low-density Multi-family (13-20 DU/AC) – Typically low-rise structures of one to four stories like garden style apartments or condominiums as well as more contemporary designs.

- Medium-density Multi-family (21-50 DU/AC) – Typically mid-rise structures of five to eight stories with structured parking.

- High-density Multi-family (greater than 50 DU/AC) – Typically high-rise structures of nine or more stories with underground or below grade structured parking.

- Countywide Comprehensive Land Use categories - This category applies to parcels not designated as Residential Planned Community on the countywide Comprehensive Land Use Plan Map. These parcels are designated solely by density categories expressed in DU/AC (dwelling unit per acre).

Office

These areas are planned for office uses.

Retail

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

Convenience Center

These areas are planned for either retail and service uses (serving an area primarily including residents within walking distance) or office use, as indicated on the Reston Land Use Map.

Village Center Mixed Use

These areas are planned for a mix of uses including neighborhood-serving retail and service uses, integrated with accessory office, institutional uses, and residential uses. Mixed land use enables a range of land uses to be integrated for people's convenience. It also provides additional accessibility if integrated with public transit, walking and cycling. Finally, mixed use can enliven an area with different uses creating activity at different times of the day and evening. Providing public gathering spaces can encourage further social interaction and establish a stronger "sense of place."

Public Facilities, Governmental and Institutional

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

Parks, Recreation and Open Space

These areas include public parks, private recreational uses and private open space. The Reston Land Use map identifies property owned by Reston Association, other private owners, Northern Virginia Regional Park Authority and Fairfax County. Cluster and condominium

association open space is not included. The Parks, Recreation and Open Space land use category may include:

- Natural areas (land that is predominantly covered with grass, trees, shrubs, or other vegetation).
- Active or passive recreation parks
- Community gardens
- Lakes and ponds
- Playgrounds
- Golf courses
- Indoor recreation
- Private recreation facilities
- Public plazas

URBAN DESIGN AND PLACEMAKING

Reston is a complete community with a distinct physical character in its neighborhoods and Village Centers. That character is largely defined by the clustering of homes and businesses in a manner that allows for ample and interconnected open space and the integration of wooded areas into neighborhoods and around commercial development. The Transit Station Areas (TSAs), located along the central east-west spine of Reston, have more variety in their character. The existing Reston Town Center urban core, anchored by Fountain Plaza, has a truly urban form and design. Other areas are much more suburban in form, with surface parking lots and a development pattern that can be challenging for pedestrian circulation. Development and redevelopment in Reston, should seamlessly blend the new development with the existing development while improving the environment 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. The Reston community was developed according to a set of core principles that ensured integrated land uses, which were designed around the needs of everyday life, and established a development pattern that served as a key tool to preserve the community's founding ideals in the future. The urban design character of Reston established a new suburban form relying upon strong pedestrian connections, centrally-located public spaces, integration of the built environment with the natural landscape, and conservation of land and natural resources.

There are several existing entities and design review bodies in Reston to which developers should submit plans for review and local community input. The following design principles apply to all areas of Reston except the Village Centers and the TSAs. Urban design guidance for the Village Centers and the TSAs are provided within their respective sections of the Reston Plan.

Urban Design Principles

Complement the Existing Reston Character

- Respect the existing building setbacks, scale, massing and architectural character of the surrounding community.
- Wrap above-grade structured parking with active uses to the maximum extent possible and where exposed, should utilize architectural detailing, lighting and landscaping along the façade to minimize the visual impact of the structure.
- Promote the modern, sustainable, innovative design quality for which Reston is known.
- Integrate nature into the development, by using natural berming, screening, or plantings as a transition from the street to the building front.

Prioritize Pedestrian Connections

- Create new and safe pedestrian connections that allow access and movement through the community and connect to the larger pedestrian networks, and to adjacent locations.
- Use wide sidewalks and provide pedestrian amenities such as seating where appropriate.
- Provide pedestrian access to public transportation stops and hubs.
- Integrate connections to trail systems for recreational walkers.
- Minimize opportunities for conflicts between pedestrians and vehicles, prioritizing pedestrian movement, safety, and comfort by taking full advantage of existing pedestrian overpasses and underpasses, as well as, pedestrian activated traffic signals.

Conserving Land

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

Enhance Local and Regional Identity

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

Design Sustainable Buildings and Environments

- Encourage sustainable neighborhoods, buildings and infrastructure that meets the community's present needs while preserving Reston's essential character and ensuring the ability of future generations to meet their needs.

- Incorporate innovative and environmentally sensitive stormwater design into all new development and redevelopment.

- Restore and stabilize existing streams.

- Encourage innovation and creativity, continuing to build the model sustainable community.

HOUSING

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

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

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

Housing Diversity

Reston was envisioned as a place that incorporated the wooded areas, lakes and streams associated with country living with suburban density and townhouse convenience. In order to accomplish this place making goal, Reston developed with a variety of home types ranging from single family-detached houses to Modernist patio-homes, townhouses, and multi-family developments.



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



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



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

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

Housing Affordability

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

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

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

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

- Development proposals with a residential component should meet the provisions of the Affordable Dwelling Unit Ordinance (ADU), when applicable, and the Workforce Housing Policy.

- Proposals that include residential use in the Village Centers should meet the provisions of the county's Workforce Housing Policy.

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

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

- Proposals within the Transit Station Areas (TSA) should contribute towards affordable and workforce housing as described in the TSA Areawide Recommendations.

Senior Housing

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



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

Universally Designed Housing

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

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

- Proposals located closer to transit and services and their associated higher development intensities (e.g. Village Centers and TSAs) should provide more units.

- The units may be either market rate or affordable.

TRANSPORTATION

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

The following recommendations are intended to help improve circulation within, around, and through Reston. While many of the transportation recommendations focus on supporting the development near the Metrorail stations, these recommendations also will facilitate regional travel within Reston and between Reston and the surrounding area. Specific transportation recommendations for Reston are shown on Figure 7. See the Reston TSA Implementation section for additional guidance regarding implementation of transportation facilities.

Land Use/Transportation Balance

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

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

Pedestrian Mobility and Bicycle Facilities

As Reston continues to develop, a robust network of sidewalks, multi-use trails and bicycle facilities will be needed to connect the community of Reston to bus stops, schools, parks and recreation facilities, Metro stations, the Transit Station Areas (TSAs) and Village Centers.

Development proposals throughout Reston, including the TSAs, should improve pedestrian and bicycle facilities, both onsite and offsite. Offsite improvements may be small, such as filling in a short gap in the sidewalk network in an adjacent Reston neighborhood or large, such as improving a nearby intersection for pedestrian and bicyclist safety and convenience. These improvements will help to augment the limited resources available for implementing bike and pedestrian improvements. Neighborhoods, Village Centers and TSAs are interrelated and depend upon each other to function well.

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

Pedestrian Mobility

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

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

Pedestrian underpasses, located throughout Reston, are unique features serving as integral connections. They should be improved to enhance their function, especially those providing access to the Village Centers and parks and recreation facilities. Pedestrian underpasses

providing access to Metro Stations and Town Center should be improved or added, as further described in the TSA's District recommendations.

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

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

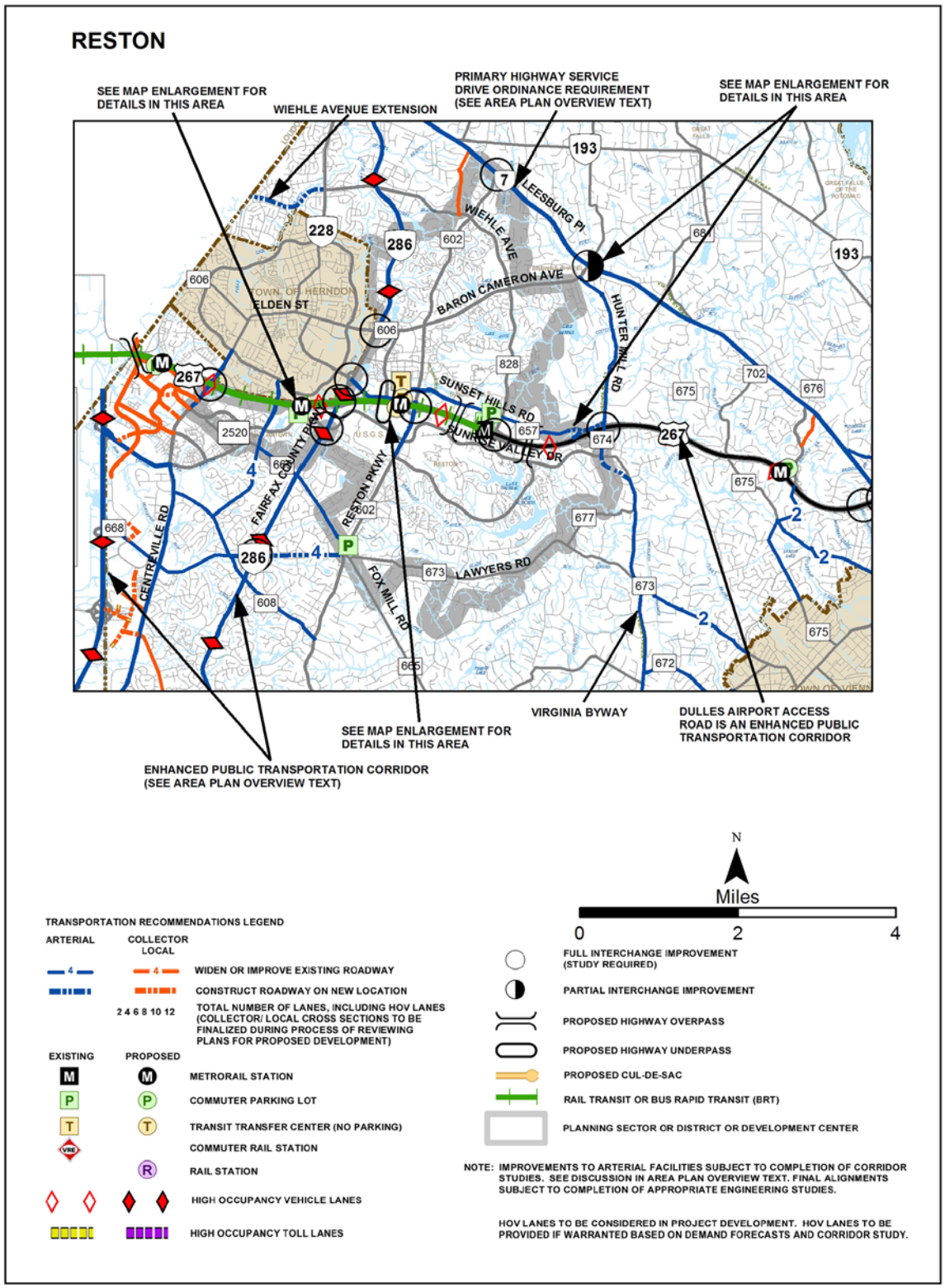
Bicycle Facilities

Bicycling is an increasingly important form of transportation and provides additional mobility options for people beyond using their vehicles. Improving bike connectivity in Reston is essential to ensuring the community continues to have a wide range of ways to move in, around and through Reston. Further, bicycle access to transit is very important as it allows people to travel farther distances from transit to their destinations and it improves transportation options. Bicycle facilities planned for Reston can be found in the county Bike Master Plan. An excerpted map of Reston's planned bicycle facilities are shown on Figure 8. Bicycle facilities are an integral part of the transportation system in Reston.

Currently, Reston has many multi-use trails primarily serving recreational needs. They often do not serve bicycle transportation needs due to their circuitous design and lack of lighting. Multi-use trails along major roads such as Reston Parkway, South Lakes Drive, Sunrise Valley Drive, Sunset Hills Drive, and Wiehle Avenue contain missing links, are poorly maintained and are often narrow. Consideration should be given to the safety of people on bicycles_in new projects, including the separation of bike facilities from vehicular traffic where desirable.

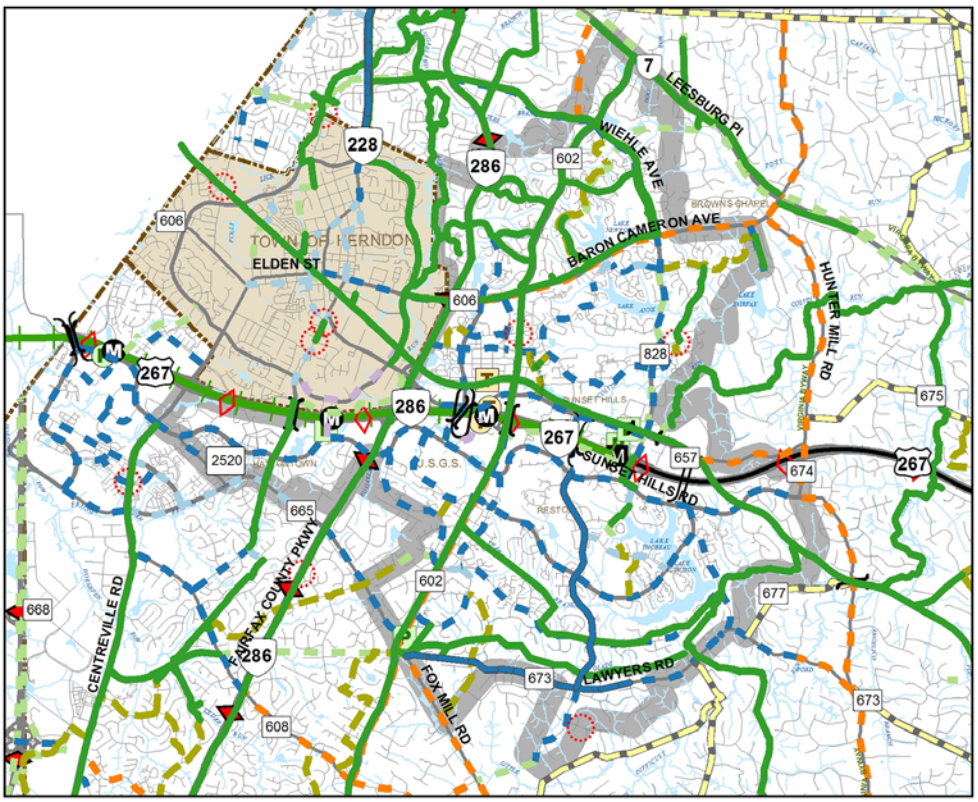
Bicycle sharing in Reston is feasible according to a county study, but its success is dependent upon safe and connected bicycle facilities. Bicycle sharing is a recent development in the region and across the country that provides opportunities for residents and employees to use bicycles for many short trips without the need to own a personal bicycle. These systems have proven to be very popular and may introduce individuals to biking, who otherwise would not choose bicycling as a mode of transportation. These systems can also serve as catalysts to further improving bicycle facilities more broadly.

Bicycle parking, both short-term and long-term, should be provided in every development and redevelopment project. A major obstacle to promoting bicycling in Reston is the lack of ample, safe, and secure bicycle parking. With the installation of bicycle parking, careful attention should be given to providing the proper type and amount of parking, at the correct location within a site, with enough space to properly install the parking.



TRANSPORTATION RECOMMENDATIONS **FIGURE 7**

RESTON
BICYCLE FACILITIES



Existing Facilities
- Bike Lane
- Existing Off Street Trail

Spot Recommendations
- Bike Access Links
- Stream Crossing
- Road Crossing

Recommended Facilties
- Bike Lane
- Buffered Bike Lane
- Sharrow
- Climbing Lane
- Striped Shoulder
- Shared Roadway
- Shared Roadway w/ Safety Treatment
- Shared Use Path
- Cycletrack
- Policy Roads

N
Miles
0 1 2

EXISTING	PROPOSED	
M	M	METRORAIL STATION
P	P	COMMUTER PARKING LOT
T	T	TRANSIT TRANSFER CENTER (NO PARKING)
VRE		COMMUTER RAIL STATION
	R	RAIL STATION
		HIGH OCCUPANCY VEHICLE LANES
		HIGH OCCUPANCY TOLL LANES

- FULL INTERCHANGE IMPROVEMENT (STUDY REQUIRED)
- PARTIAL INTERCHANGE IMPROVEMENT
- PROPOSED HIGHWAY OVERPASS
- PROPOSED HIGHWAY UNDERPASS
- PROPOSED CUL-DE-SAC
- RAIL TRANSIT OR BUS RAPID TRANSIT (BRT)
- PLANNING SECTOR OR DISTRICT OR DEVELOPMENT CENTER

NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES.

HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE PROVIDED IF WARRANTED BASED ON DEMAND FORECASTS AND CORRIDOR STUDY.

BICYCLE FACILITY RECOMMENDATIONS **FIGURE 8**

Public Transportation

Metrorail

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

Local Bus Service

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

Road Network and Circulation

Road Transportation Improvements

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

- Construct an enhanced street networking the TSAs (also referred to as a grid of streets) to increase connectivity
- Construct an overpass (4-lane bridge) across the DAAR from Sunset Hills Road to Sunrise Valley Drive approximately at Soapstone Drive (referred to as the Soapstone Overpass)
- Construct a Town Center Parkway Underpass (4-lane tunnel) from Town Center Parkway and Sunset Hills Road to Sunrise Valley Drive west of Edmund Halley Drive (See Figure 7)
- Install a grade-separated interchange at Fairfax County Parkway and Sunrise Valley Drive
- Construct an overpass (4-lane bridge) across the DAAR from Sunset Hills Road to Sunrise Valley Drive approximately at South Lakes Drive (referred to as the South Lakes Overpass)
- Improve Reston Parkway - 6 lanes from South Lakes Drive to the DAAR

- Improve Fox Mill Road - 4 lanes from Reston Parkway to Monroe Street
- Improve West Ox Road - 4 lanes from Lawyers Road to Centreville Road
- Improve Monroe Street - 4 lanes from West Ox Road to the Town of Herndon
- Extend Pinecrest Road from South Lakes Drive to Sunrise Valley Drive
- Improve Fairfax County Parkway - 6 lanes with High Occupancy Vehicle (HOV) lane(s)

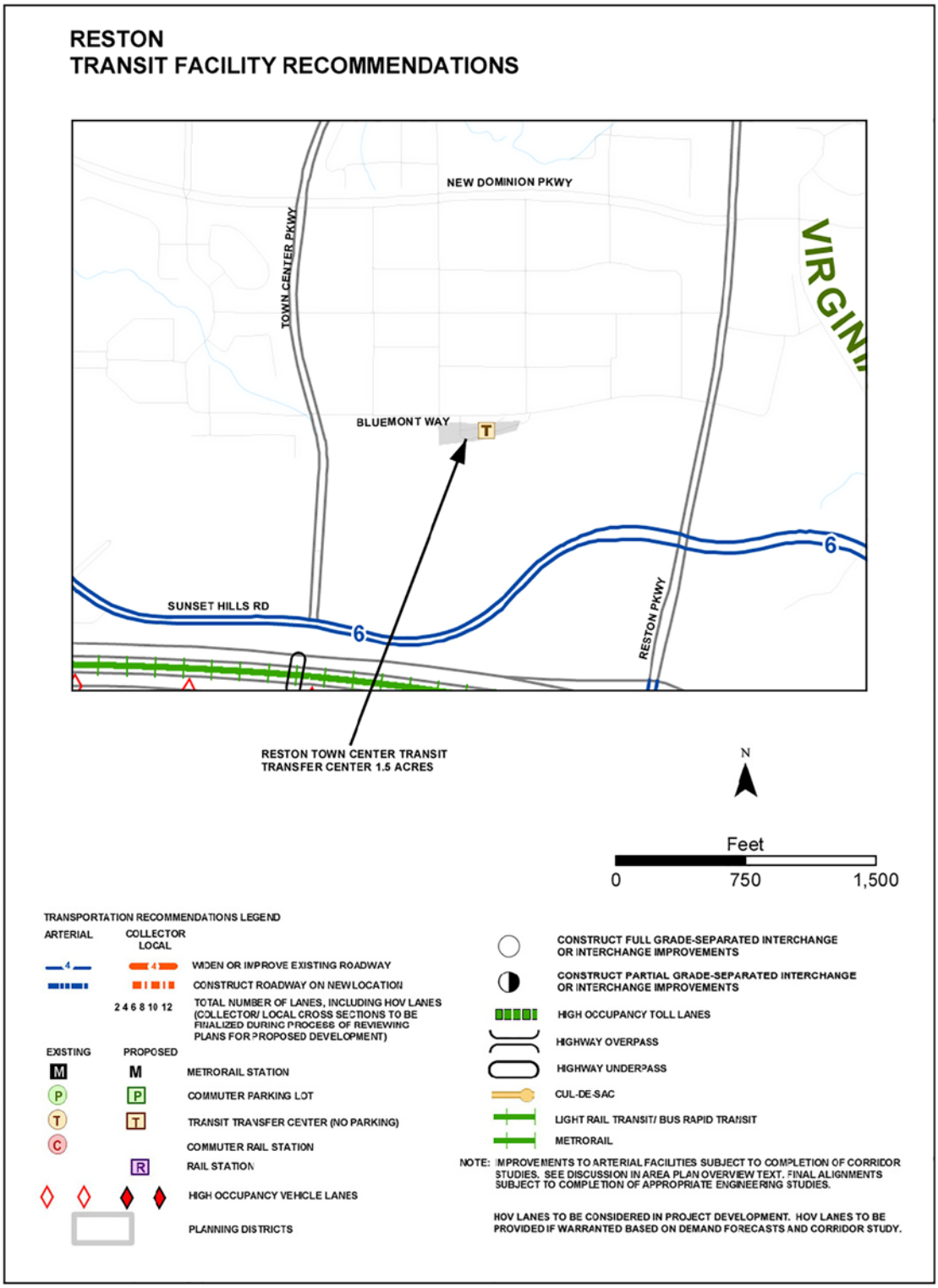
These improvements are an integral part of the planned grid of streets in the three TSAs in Reston. For graphics and details on the enhanced grid of streets refer to the TSA section below.

Street Types

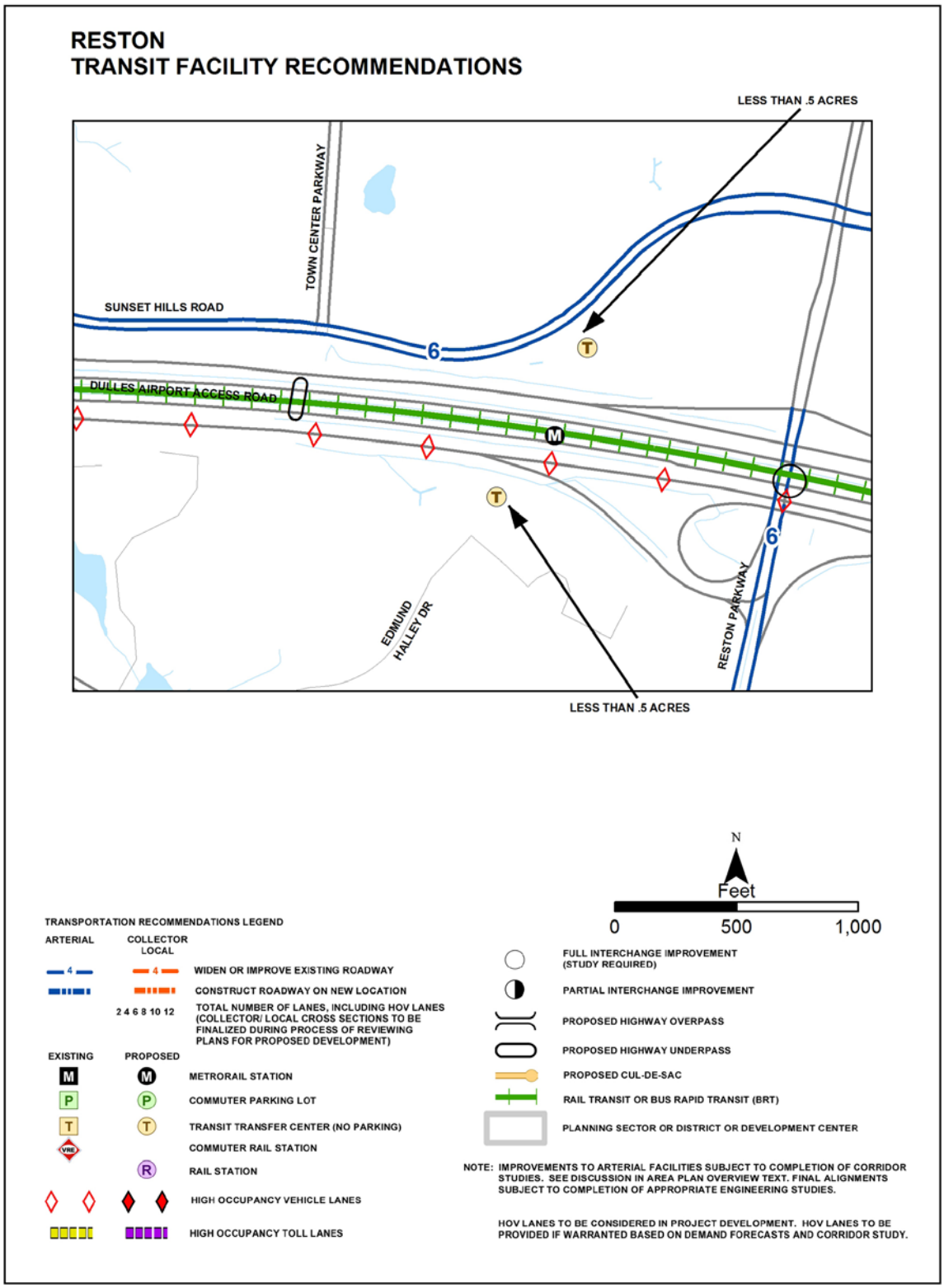
Street types respond to the needs of traffic from transit, pedestrians, bicycles, as well as vehicles. Street types in Reston have been identified and an overview of the features within the curb (the road and median) for each street type is included according to each type's functional classification.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

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

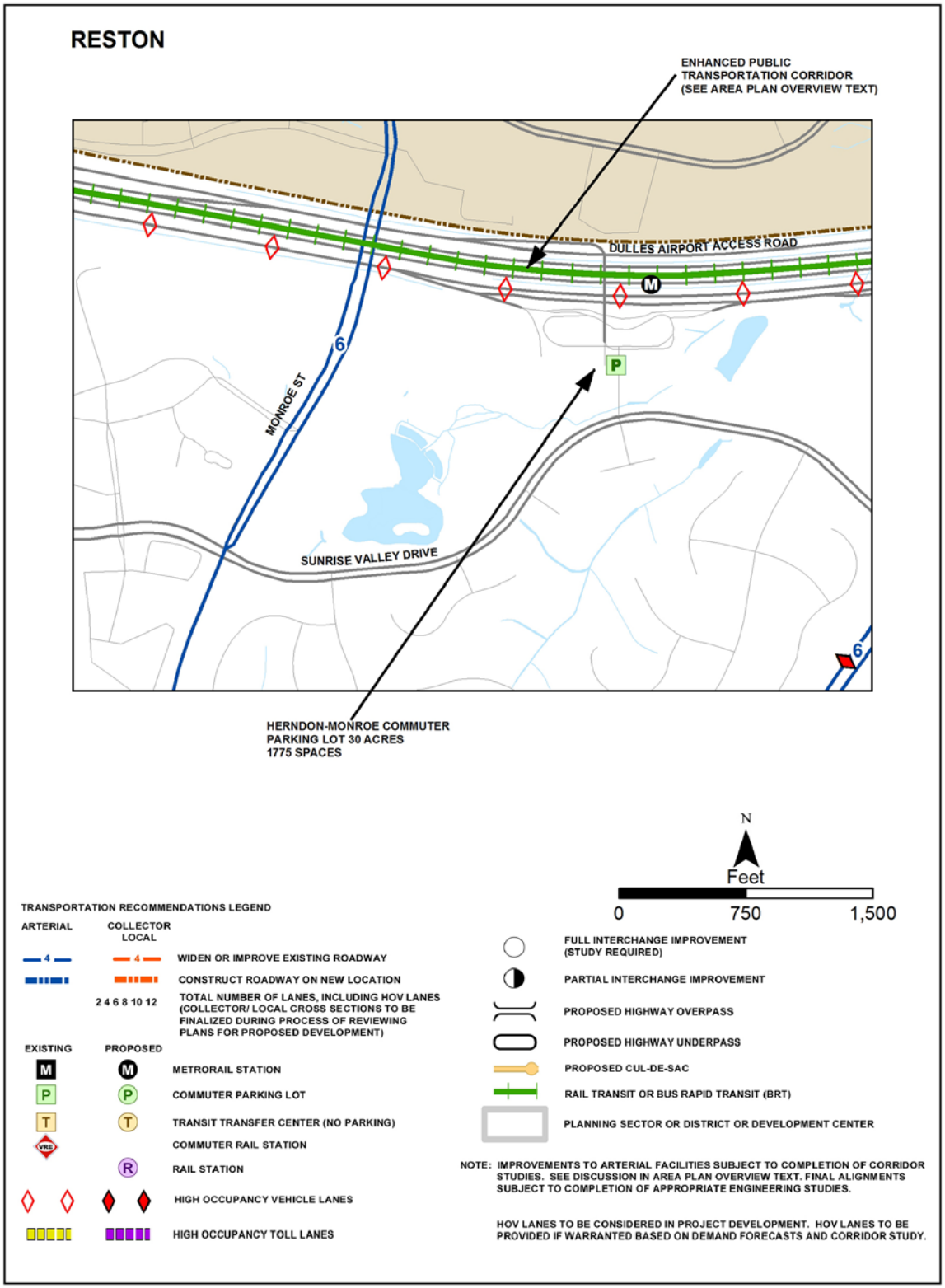
The existing and planned roadways in Reston and vicinity are categorized as follows according to the Fairfax County Guidelines for Functional Classification of Roadways. The guidance below is for roads associated with redevelopment or new development. Some of these characteristics may not be desirable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



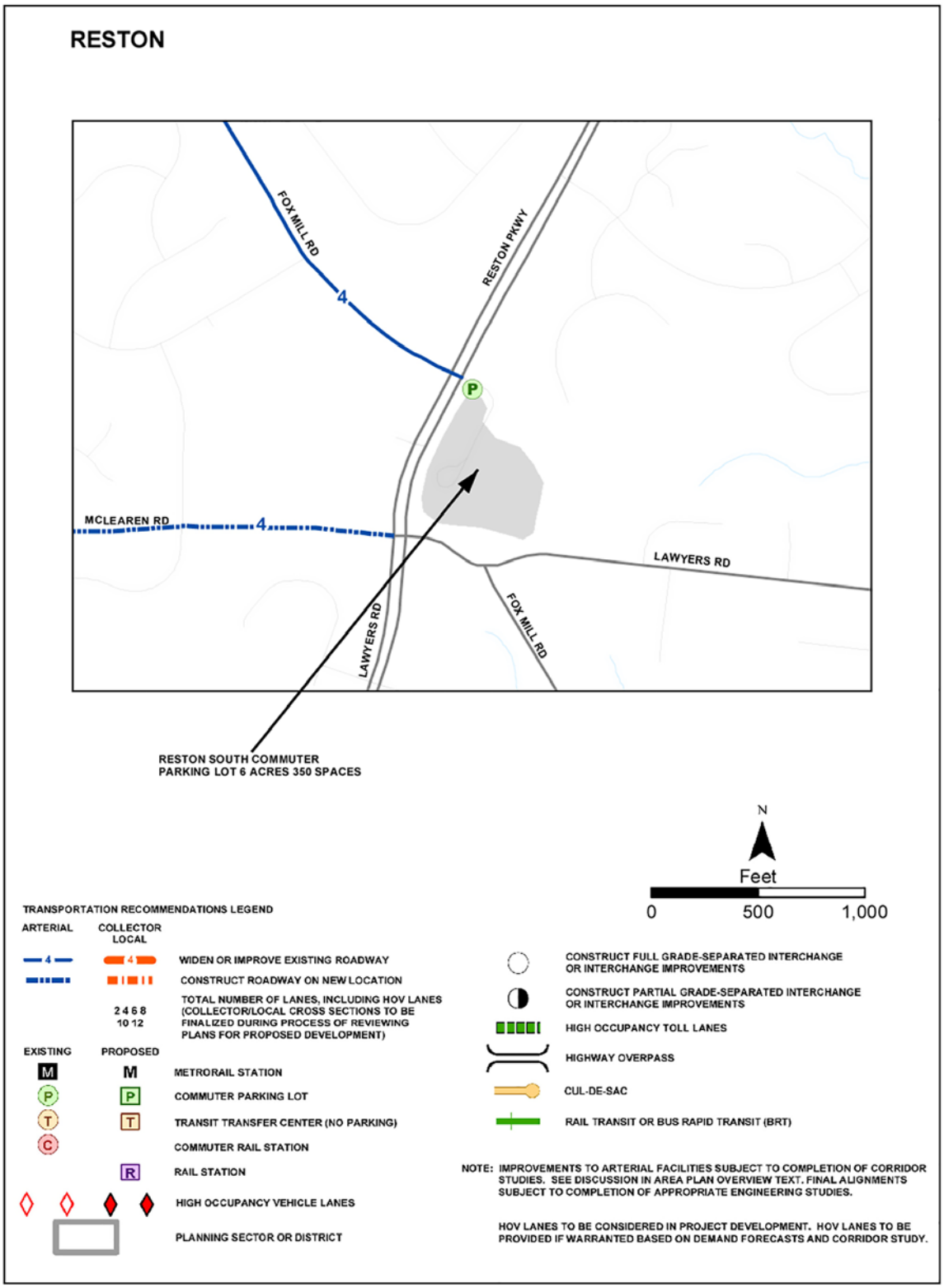
TRANSIT FACILITY RECOMMENDATIONS **FIGURE 9**



TRANSIT FACILITY RECOMMENDATIONS **FIGURE 10**



TRANSIT FACILITY RECOMMENDATIONS **FIGURE 11**



TRANSIT FACILITY RECOMMENDATIONS **FIGURE 12**

Minor Arterials–Type A

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

Curb to Curb Area:

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

Minor Arterials-Type B

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

Curb to Curb Area:

- Median width of approximately 8 to 22 feet, if provided, to allow for safe pedestrian refuge
- 2 travel lanes per direction (11 feet for each lane)
    - 5-6 foot on-road bike lane per direction, OR as shown on the bicycle facilities map
      If an on-road bike lane is not provided, then one extra wide travel lane per direction may be desirable, adjacent to the curb, to accommodate bikes (14 feet). The lane should be marked or signs posted indicating that bikes are using the outside lane.
- 8 feet for on-street parallel parking if found desirable
- A target posted speed of 30 miles per hour within the TSAs is desirable for Sunset Hills Road, Sunrise Valley Drive and Wiehle Avenue.

Collector Streets

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

Curb to Curb Area:

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

Local Streets (Local)

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

Curb to Curb Area:

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

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

TRAILS

Multi-use trails are an important, and the most used, recreational resource in Reston. Over 64 miles of paved and natural multi-use trails extend throughout the community. The Washington and Old Dominion Trail (W&OD), a significant multi-use regional trail, complements Reston's trail network as it passes through the community along its 44.8 mile expanse from Shirlington, in Arlington County to Purcellville, Virginia.

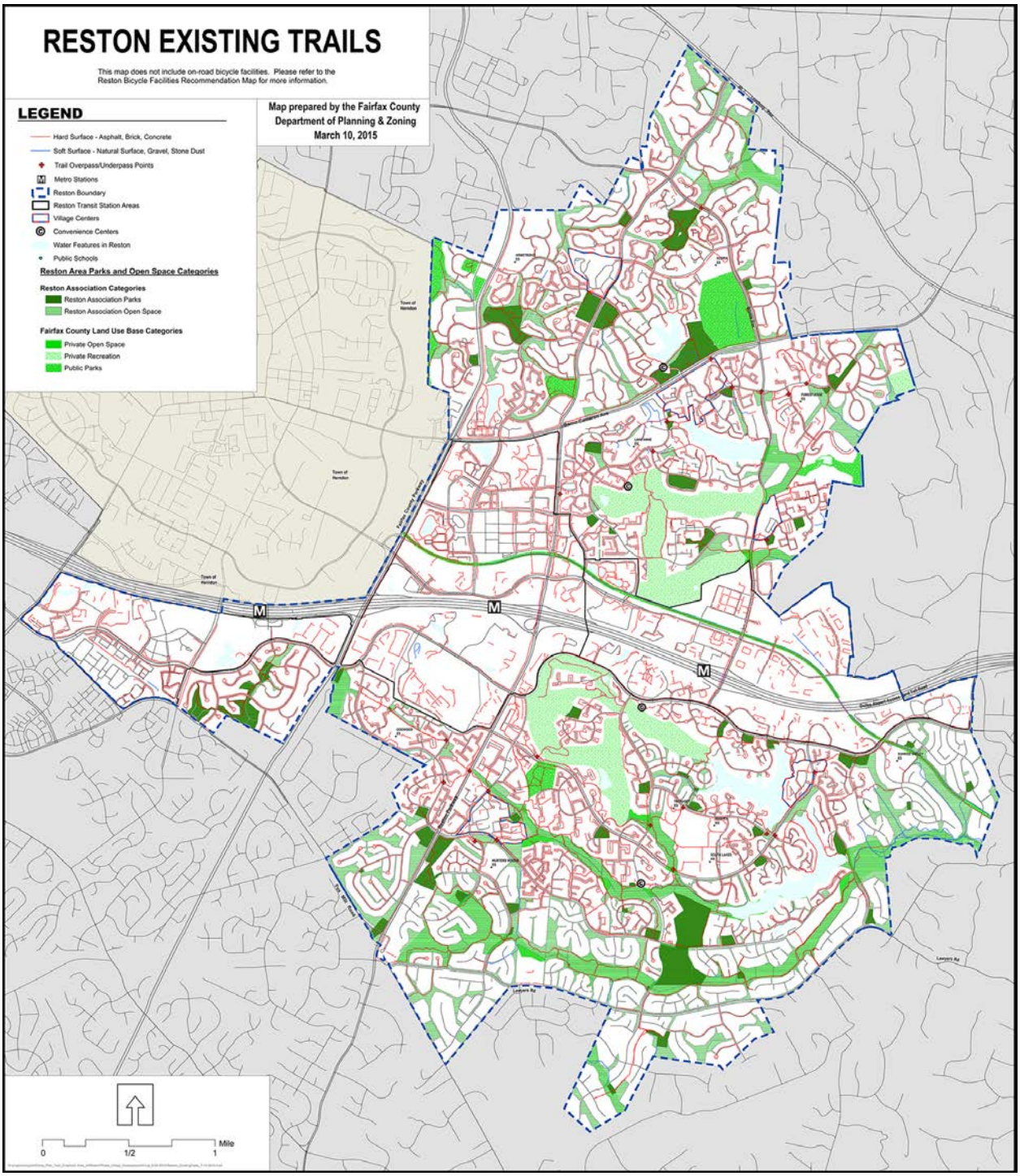
Trails also serve as transportation by allowing commuters to walk or bike for some or all of their daily needs. Trails and sidewalks within Reston are owned and maintained by a variety of entities including Reston Association, townhome clusters and condominium associations, Fairfax County, Virginia Department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

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

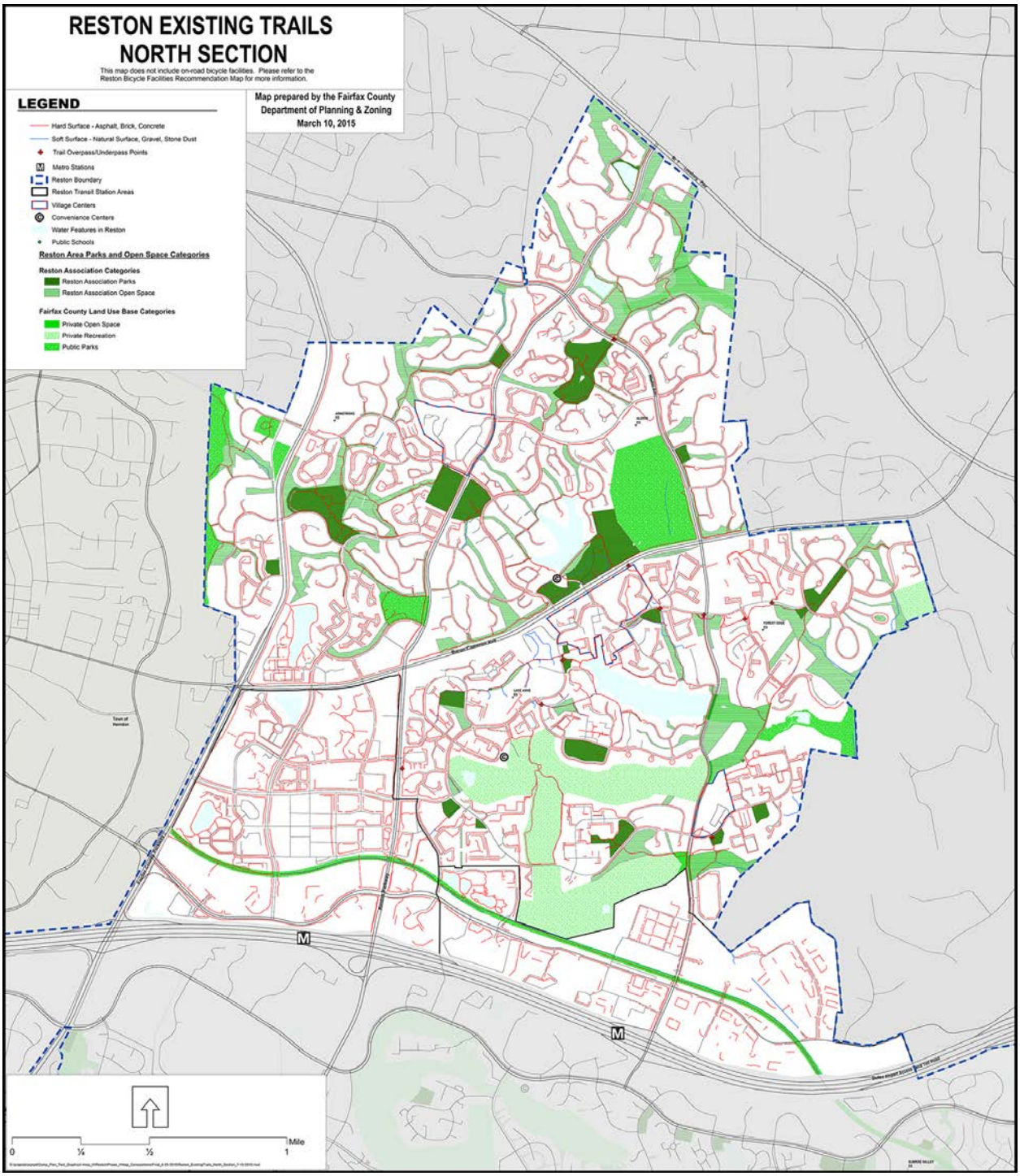
With the popularity of walking and cycling for health, recreation and transportation, new development or redevelopment should enhance the existing network of trails and sidewalks to improve safety and connectivity within or between neighborhoods, convenience centers, Village Centers, recreational facilities,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

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

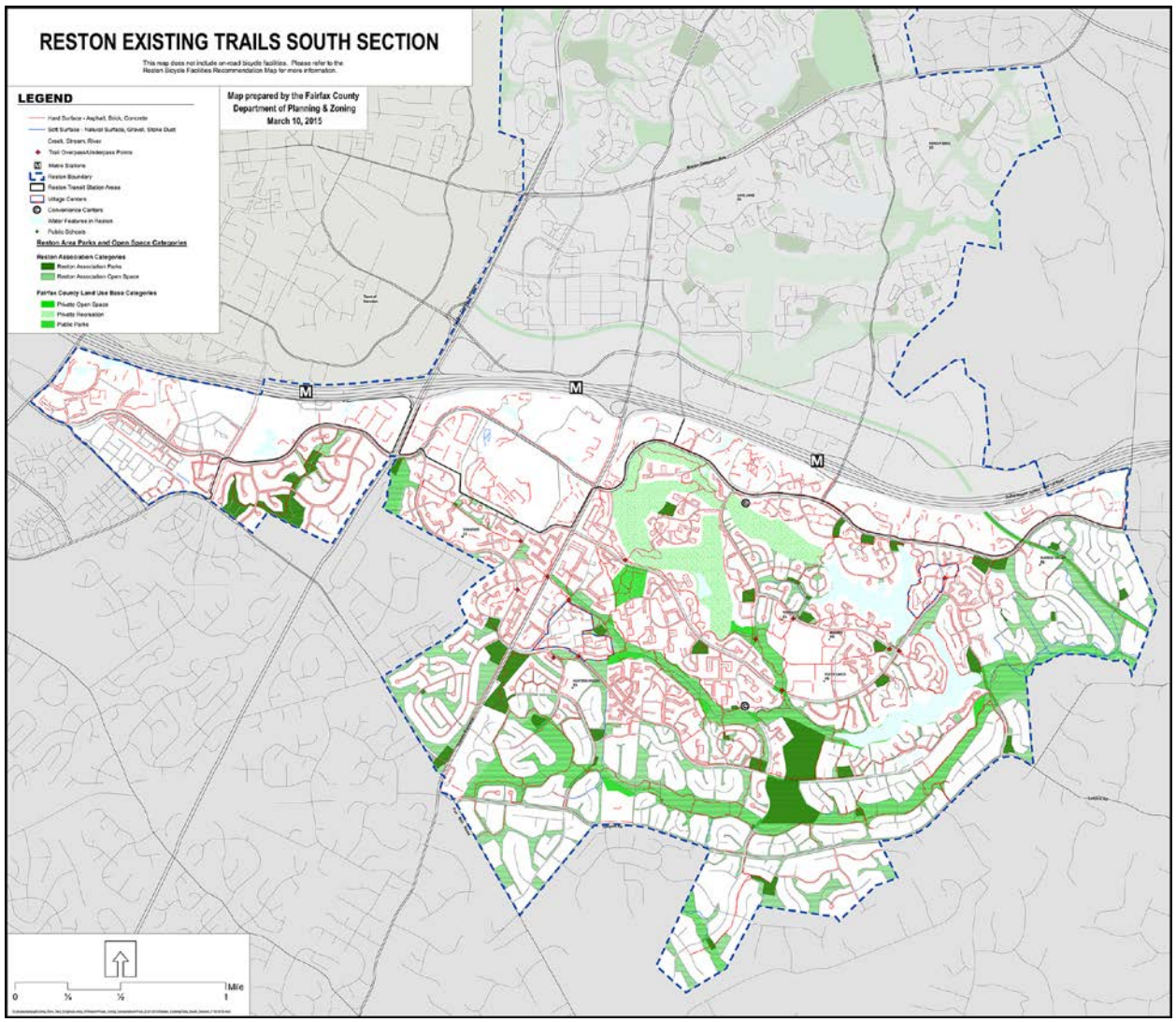
Trails currently planned for Reston are delineated on the Trails map (Figure 13) and on the 1":4,000' countywide Trails Plan Map which is referenced as Figure 2 in the Transportation element of the Policy Plan and is available from the Fairfax County Department of Transportation. Trails in Reston are an integral part of the overall county system. While some of the segments have already been constructed, the countywide Trails Plan Map portrays the ultimate system for Reston and the county at large. In addition, the map specifies a classification for each segment, which represents the desired ultimate function and surface type of the trail. Specific construction requirements are detailed in the Public Facilities Manual.



TRAILS **FIGURE 13**



TRAILS NORTH SECTION **FIGURE 14**



TRAILS SOUTH SECTION **FIGURE 15**

PARKS, RECREATION AND CULTURAL FACILITIES

Several public, quasi-public, non-profit, and private organizations currently provide park, recreation and cultural facilities and amenities to the Reston area. These include Fairfax County Park Authority (FCPA), Reston Association (RA), Reston Community Center (RCC), Northern Virginia Regional Park Authority (NVRPA), Town of Herndon, YMCA Fairfax County Reston, as well as others. This variety of providers offers a broad range of public benefits but it also requires a continued commitment to collaborative planning and implementation. As growth occurs in Reston and parks, recreation and cultural facilities needs and trends evolve, additional publicly accessible parks, recreation and cultural facilities will be required beyond park and open space areas established in the Reston Master Plan. As redevelopment occurs, these increased needs should be addressed collaboratively through contributions towards and/or provision of publicly-accessible parkland and facilities.

The three primary providers of parks, recreation and cultural amenities in Reston, FCPA, RA and RCC, have worked together to identify park, recreation, and cultural needs in Reston, especially related to the Reston Transit Station Areas (TSAs). These needs also relate to the overall Reston area and will be further impacted by the development planned outside the TSAs. Facilities and amenities to meet these needs may be provided in the TSAs and/or elsewhere in the broader Reston area. Local-serving facilities such as trails, open space, playgrounds and sport courts should be provided and accessible in close proximity to developments that generate additional need. The listed amenity types, shown in Figure 16, are representative and not intended to limit the addition of new facility types to support emerging and evolving needs.

Figure 16. Core Needs for Reston Park System

NEED	**DESCRIPTION**
Trails	Non-motorized connections for recreational and transportation purposes, linking TSA areas with each other and to the rest of Reston community.
Parkland (local)	A range of publicly-accessible park types based on the context of the development. For instance, in the TSAs, urban parks are appropriate, including pocket parks, common greens, civic plazas, recreation-focused parks, and linear parks. Some of these urban park types may also be appropriate in Village Centers. Please see the Urban Parks Framework and Parks and Recreation section in the Policy Plan for detailed descriptions of park types and typical amenities.

Playgrounds	Includes neighborhood-scale playgrounds as well as one destination playground to serve the entirety of Reston.
Sports courts	Multi-use and single-use hard-surfaced courts, incorporated into developments and local parks.
Athletic fields	Diamond and rectangle fields for a wide variety of scheduled and unscheduled sport play for all age groups. As appropriate, fields should have synthetic turf and lights to ensure maximum playing capacity. While land for new fields will be needed, capacity-enhancing upgrades to existing athletic fields is also an option for meeting this need. A goal of adding capacity equivalent to twelve athletic fields serving Reston should be achieved through development contributions of land and/or facilities to meet the needs generated by planned Transit Station Area redevelopment. In addition to provision of new park and school fields within the TSA corridor, enhancements to and redesign of public park, school and Reston Association fields outside the TSA corridor will be necessary to increase capacity to serve increased athletic field needs in Reston. Development contributions to these improvements are expected to offset growth impacts.
Dog exercise areas and parks	Areas of varying sizes for on-leash and off-leash dog walking and exercise. Would include informal exercise areas (on-leash) as well as off-leash areas.
Garden of Remembrance and Reflection (outdoor)	An outdoor memorial sculpture garden, a special place where one can go to remember and memorialize loved ones.
Public art	Incorporated as distinct features as well as part of architecture, public space, and amenities.

Indoor aquatic/fitness facility	Large-scale destination facility providing indoor aquatic and fitness recreation, to include family friendly pool with water features, and/or competitive swimming (50 meter) as well as other indoor recreation facility features.
Indoor tennis facility	Indoor tennis facility to accommodate recreational and competitive play.
Indoor performance center	Performing arts venue that can support large-footprint music and dance organizations. Preferred location is within walking distance of a transit station (e.g., within Reston Town Center), near other entertainment activity (e.g., dining, retail) with opportunities for shared parking.

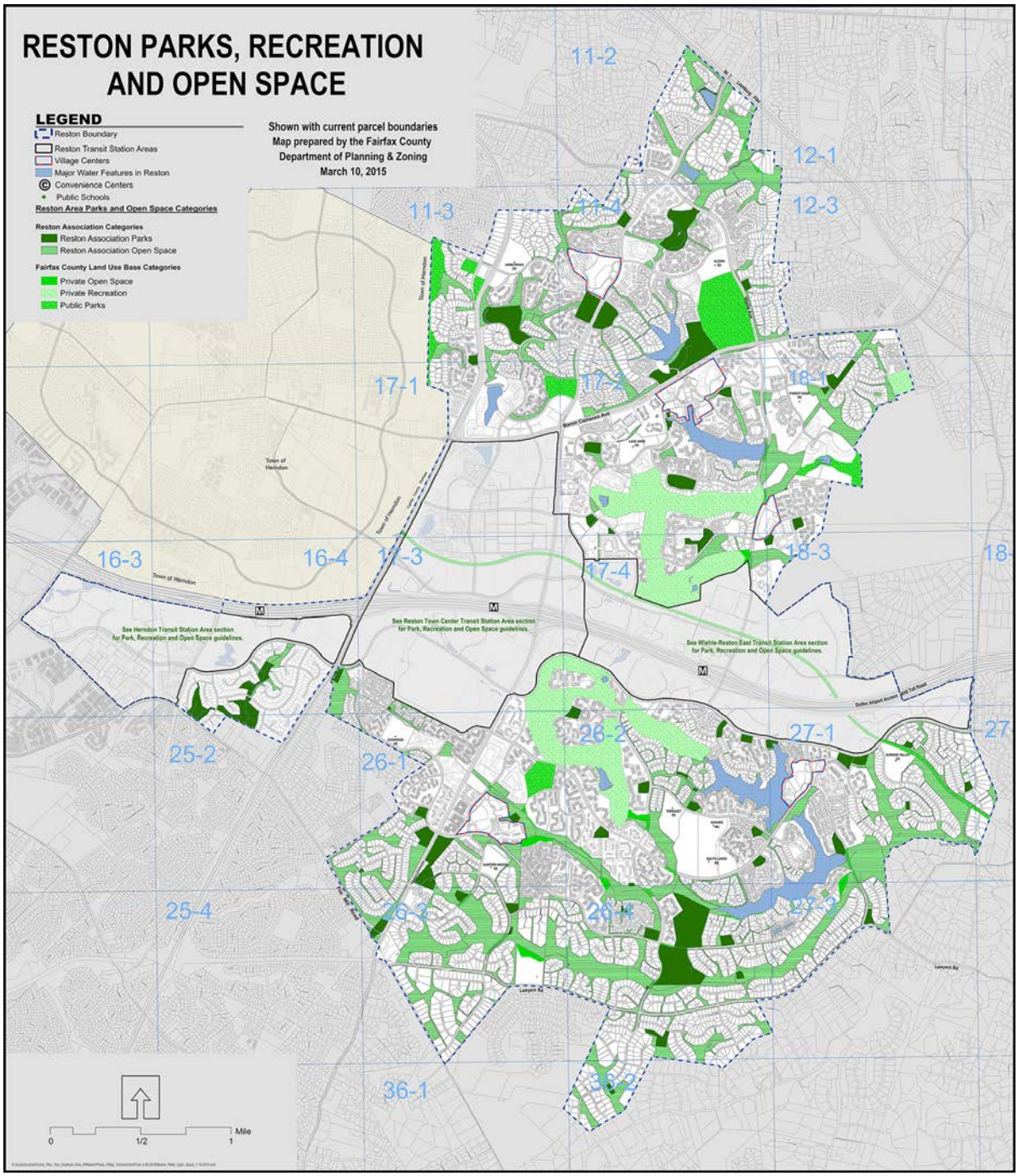
Redevelopment in the TSAs and Village Centers should incorporate new park spaces by utilizing guidance from the Urban Parks Framework in the Parks and Recreation section of the Policy Plan (Appendix 2). The Urban Parks Framework was established to guide the creation of park systems in Fairfax County's urbanizing and redevelopment areas and 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.

Reston's Parks, Recreation and Open Spaces are shown on the maps below (Figures 18, 19 & 20). The maps are an elaboration of the Reston Land Use Map (Figure 4) displaying the parks, recreation and open spaces as described in the Community-wide Land Use section in more detail. Reston's Park, Recreation and Open Space map distinguishes between Reston Association's parks and open spaces, and other parks, recreation and open spaces in Reston. Public parks, shown in Figure 17, are classified by park, type as described in the Policy Plan, based on the general park service area, size, typical facility types, extent of development, and user experience. Reston public parks and classifications include the following:

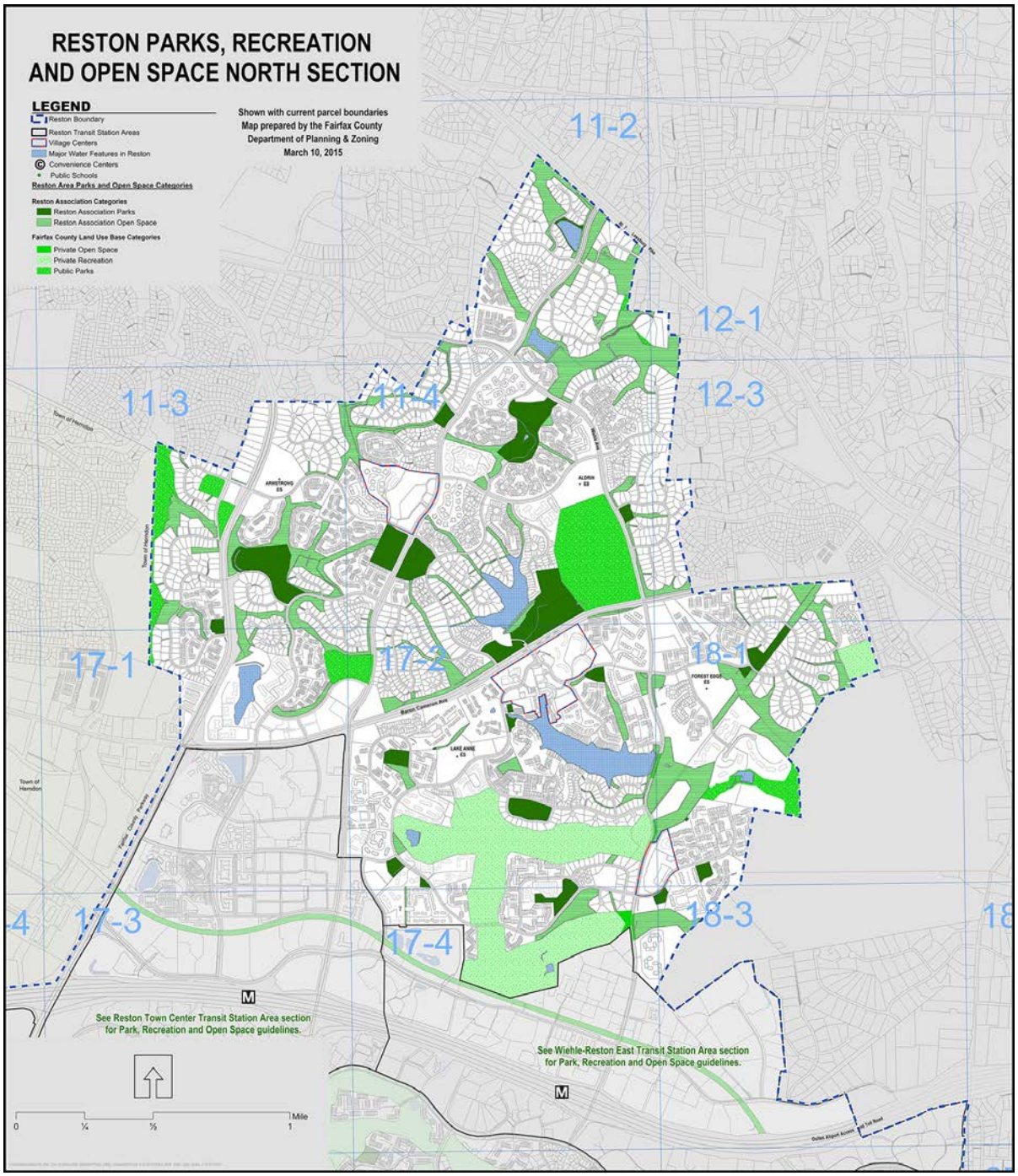
Figure 17. Public Parks

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

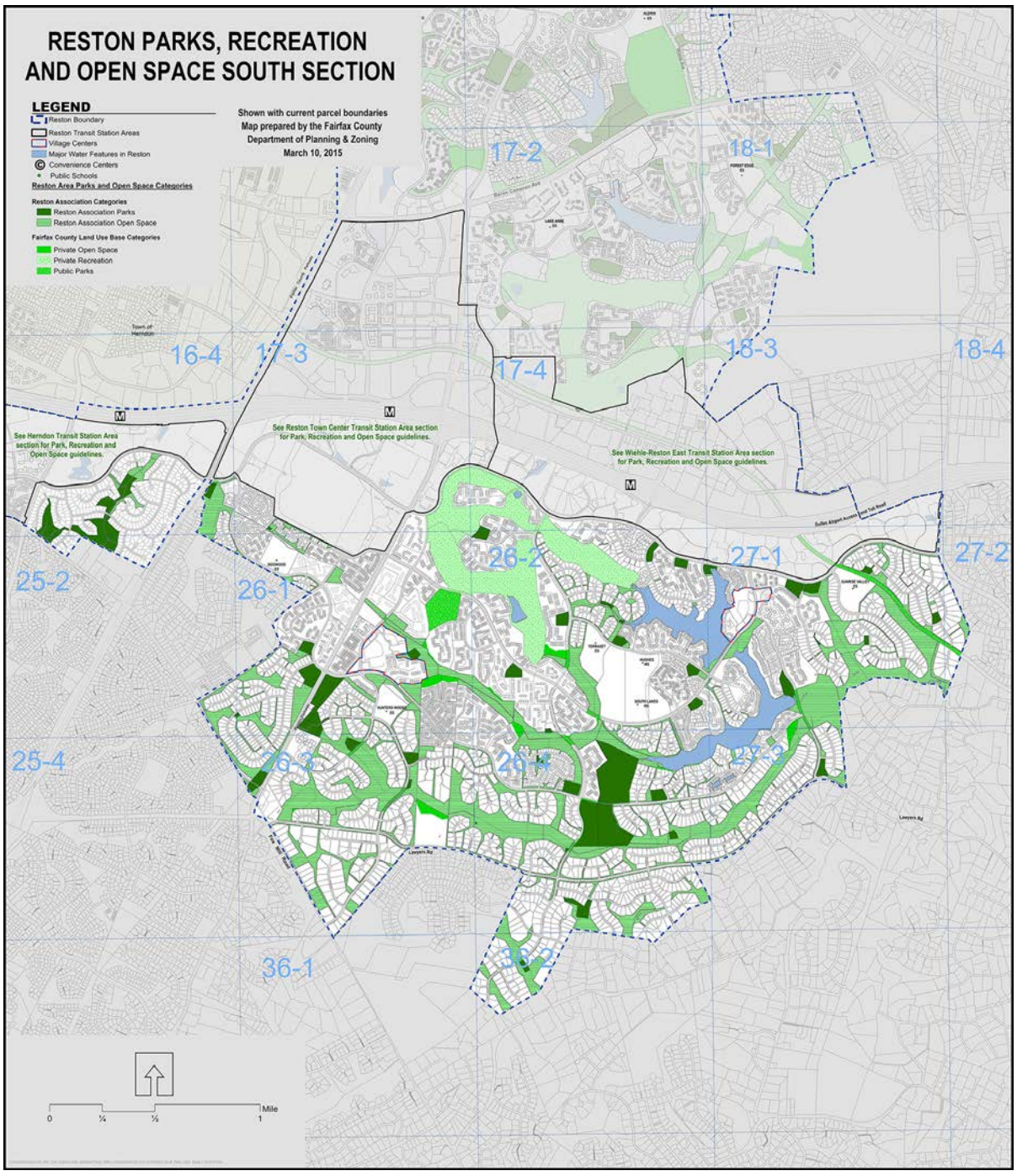
Nearby public parks that serve Reston also include Lake Fairfax Park (Countywide Park), Stratton Woods Park (District Park) and Fred Crabtree Park (District Park), formerly named Fox Mill Park. Prior to developing parkland, the Fairfax County Park Authority initiates a master



PARKS, RECREATION AND OPEN SPACE **FIGURE 18**



PARKS, RECREATION AND OPEN SPACE NORTH SECTION **FIGURE 19**



PARKS, RECREATION AND OPEN SPACE SOUTH SECTION **FIGURE 20**

planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. Implementation of park master plans is through the County and Park Authority Capital Improvement Program and proffered contributions.

ENVIRONMENTAL STEWARDSHIP

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

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

Stormwater Management

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

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

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

Stormwater quantity and quality control measures should be provided with the goal of reducing the total runoff volume or significantly delaying its entry into the stream system. In furtherance of stream protection and/or restoration through replication of natural hydrologic conditions, the emphasis should be on LID techniques that evapotranspire water, filter water through vegetation and/or soil, return water into the ground or reuse it.

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

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

1. For sites that have greater than 50 percent impervious cover in the existing condition, the total volume of runoff released from the site in the post-developed condition for the 2-year, 24-hour storm should be at least 25 percent less than the total volume of runoff released in the existing condition for the same storm. Furthermore, the peak runoff rate for the 2-year, 24-hour storm in the post-developed condition should be at least 25 percent less than the existing condition peak runoff rate for the same storm.

2. For sites that have 50 percent or less impervious cover in the existing condition, the total volume of runoff released as well as the peak release rate for the 1- and 2-year, 24-hour storm in the post-developed condition should be equal to or less than the total runoff volume and peak release rate in the existing condition for the same storm.

3. In addition to item 1 or 2 above, stormwater runoff associated with the development should be controlled such that either: (a) the total phosphorus load for the property is no greater than what would be required for new development pursuant to Virginia's Stormwater Regulations/ the county's Stormwater Management Ordinance; or (b) an equivalent level of water quality control is provided.

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

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

Natural Resources Management

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

Wetlands

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

Streams and Buffer Areas

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

Lakes and Ponds

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

.

Environmental Enhancement

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

Tree Canopy Goals

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

from street traffic. The recommendations to protect, restore and enhance the tree canopy include the following:

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

Green Buildings Practices

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

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

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

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

- Provision of green (vegetated) roofs
- Use of site and building design and orientation for passive solar heating and daylighting
- Use of thermal and/or photovoltaic solar energy systems
- Incorporation of passive cooling through proper shading and ventilation
- Use of ground source heat pump heating and cooling systems for space conditioning and hot water requirements
- Reduction of water consumption, including the re-use of gray water where allowed
- Use of radiant floor heating
- Provision of roof-mounted wind turbines as an energy source
- Recycling of building materials and maximizing the use of locally produced materials

- Use of light reflecting roof surfaces
- Use of outside light shades that provide shading for glass while also directing sunlight deep into interior building spaces
- Provision of or readiness for charging stations and related infrastructure for electric vehicles, particularly for multifamily residential where opportunities may be limited.

HERITAGE RESOURCES

A list and map of heritage resources in Reston are included in the Upper Potomac Planning District Overview section, Figures 4, 5 and 6.

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

A formal survey of historic architectural resources has never been completed in Reston. Therefore, there is a potential for unidentified existing heritage resources. The open spaces and residential areas of Reston are particularly likely to yield heritage resources, especially from the 1960s when Reston was first developed. Development in the area of the site of the Civil War Battle of Dranesville (in the vicinity of Reston Avenue and Leesburg Pike) should be sensitive to any heritage resources associated with that event. Other site-specific heritage resource preservation recommendations may be included in the land use recommendations section.

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

PUBLIC FACILITIES

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

See the Reston TSA Implementation section for additional guidance regarding implementation of public facilities.

Schools

Reston is currently served by a total of 19 public schools. These include 11 elementary schools: Armstrong, Aldrin, Coates, Dogwood, Forest Edge, Forestville, Hunters Woods, Lake Anne, McNair, Sunrise Valley and Terraset. The community is also served by four middle schools, Carson, Cooper, Herndon and Hughes, and four high schools, Herndon, Langley, South Lakes and Westfield.

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

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

Fire & Rescue

Reston is currently served by five Fire and Rescue stations. The Reston Fire and Rescue Station 25, located at 1820 Wiehle Avenue, serves virtually all of the Wiehle-Reston East TSA and the part of the Reston Town Center TSA located north of the DAAR. The south side of the Wiehle-Reston East TSA immediately along the DAAR is served by the Fox Mill Fire and Rescue Station 31, located at 2610 Reston Parkway. This station also serves all of the Reston Town Center TSA south of the DAAR as well as the southeastern portion of the Herndon TSA. The Frying Pan Fire and Rescue Station 36, located at 2660 West Ox Road, serves the southwestern portion of the Herndon TSA. The Herndon Fire and Rescue Station 4, located at 680 Spring Street, serves the northwest corner of the Reston Town Center TSA. Lastly, the North Point Fire and Rescue Station 39, located at 1117 Reston Avenue, is adjacent to the Reston community but serves areas in northern Reston.

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

transport unit, and a specialty unit. The new station should be designed and constructed as an urban facility located at the base of a government, commercial, residential building or parking structure.

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

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

Library

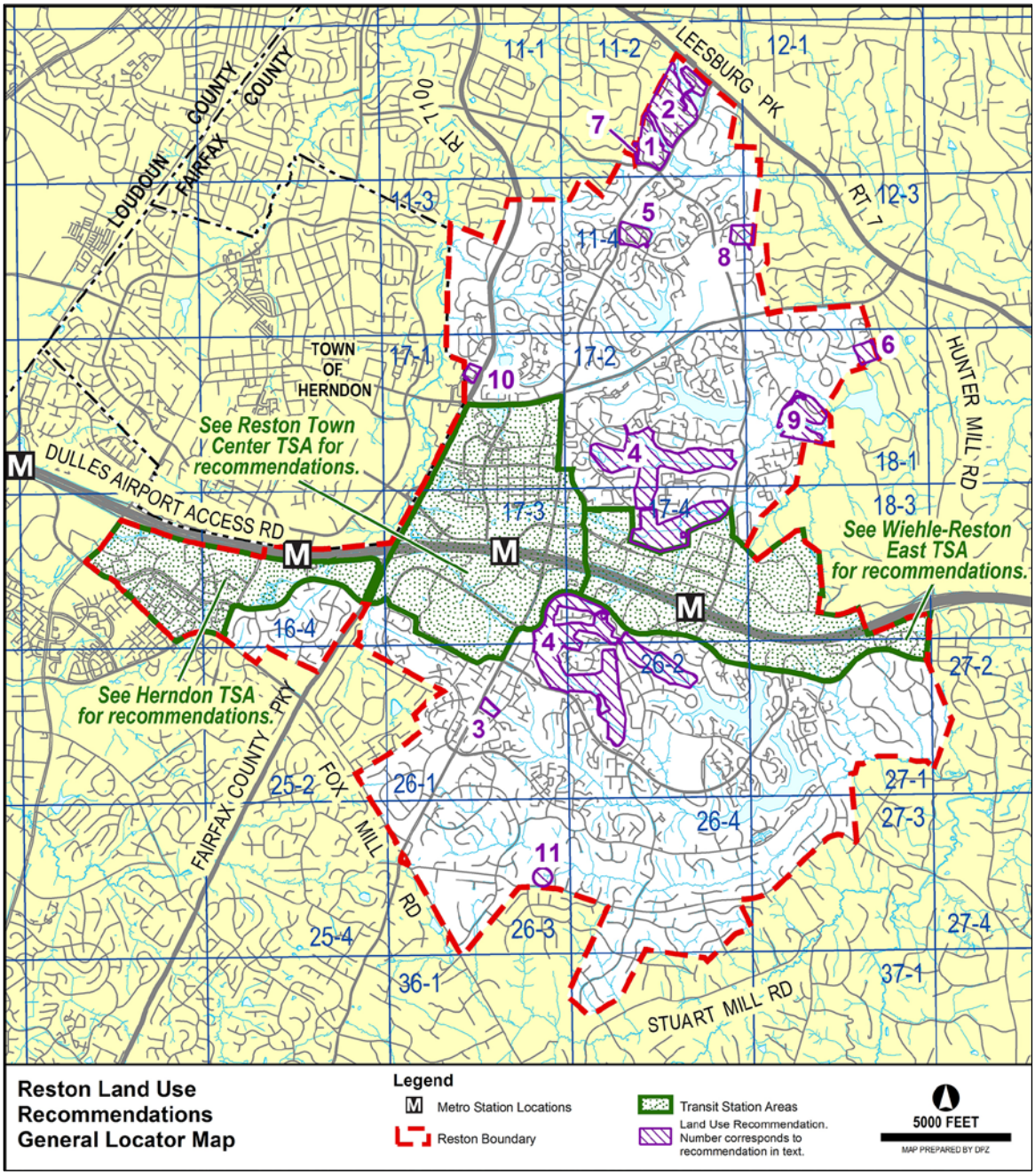
Reston is served by the Reston Regional library, located at 11925 Bowman Towne Drive. This library facility is one of the most heavily used in the library system in terms of number of visits per year. Options are currently being evaluated to renovate and expand the library. Such a renovation and expansion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

PUBLIC ART

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

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

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



LAND USE RECOMMENDATIONS LOCATOR MAP **FIGURE 21**

RESTON NEIGHBORHOODS

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

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

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

- Protect and enhance existing neighborhoods by ensuring that infill development is in harmony with the character of surrounding development and that any negative impacts on public facility and transportation systems, the environment and the surrounding community will be mitigated.

  - Larger lot single family detached residential neighborhoods should maintain their large lot sizes as they provide an effective transition to low density residential communities on the periphery of Reston.

- Discourage the consolidation of residential neighborhoods for redevelopment that is incompatible with the Reston Land Use map.

- Any proposal to redevelop Reston's residential areas should conform to the Guidelines for Single Family and Multifamily Redevelopment as outlined below.

In addition to the above guidance, the following recommendations whose geographies are indicated in Figure 21, apply to selected parcels in Reston.

1. The Hawthorne and Vintage Place clusters should maintain a vegetated buffer between the clusters and the low density single-family detached residential uses to the west along Reston Avenue.

2. The land within Reston, north of Hawthorne cluster and west of Reston Parkway is planned for single-family detached residential units at an overall density of one dwelling unit per acre.

3. An amendment to the Comprehensive Plan in 2007 added a parcel-specific recommendation for the redevelopment of an existing church on Colts Neck Road, Parcel 26-1((13)) 1. Due in part to the convenient public transportation and nearby community services, as an option, the parcel may be redeveloped as elderly housing, age 62 and over, subject to the following:

- The development should be designed to functionally relate to existing residential uses in the area;

- A minimum 65 foot wide buffer should be provided from existing edge of pavement of Reston Parkway. A substantial vegetated buffer should be provided to serve as a transition to adjacent multifamily residential uses. Existing vegetation should be preserved as deemed appropriate by the Urban Forest Management Division and Reston Association;

- Affordable housing at a minimum of 20 percent of the total number of units should be provided;

- Restoration and enhancement of the impaired Snakeden Stream Valley that is located in the northern portion of the parcel should coincide with redevelopment; and

- Pedestrian access from the site to the Snakeden Stream Valley trail, the abutting multifamily housing development to the south, the Village Center to the east, and Colts Neck Road should be provided.

4. The Reston National [Tax Maps 17-4 ((11)) 4A, 26-1 ((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. For further guidance, see the Parks, Recreation and Cultural Facilities section.

5. The St. Johns Wood apartment property [Tax Map 11-4 ((1)) 12] is planned and developed with Low-density Multi-family residential use. As an option, the property may be redeveloped with Medium-density Multi-family residential use under the following conditions:

    - Redevelopment should embody an organic, natural design to achieve a built environment that is compatible with the property's wooded setting. This objective should be accomplished by preserving the existing mature tree canopy and natural areas around the perimeter of the property that provide a buffer with the adjacent communities. In addition, redevelopment should maintain, through a combination of tree preservation and tree planting, the same overall amount of natural areas as the existing condition of the property.

    - The architecture and massing of development should feature context sensitive design that fits into the natural and architectural character of the surrounding area.

    - Pedestrian and bicycle connections to existing trails should be provided to enhance safety and connectivity among the property, immediately surrounding uses, the North Point Village Center, and the larger Reston trail network.

        - The streetscape along Reston Parkway should preserve, to the extent possible, the existing wooded buffer and should provide a 10 foot multi-use path rather than be redesigned as an urban sidewalk. The path should be buffered from vehicular traffic, with trees, grasses, and shrubs, to support pedestrian and bicycle users of all ages and experience levels.

- Above-grade structured parking should be wrapped with residential units and/or related amenity spaces (such as a fitness center, business center, community room, or similar amenities) where possible and, where exposed, should be treated with architectural detailing and landscaping.

- The development should include a community gathering space using both hardscape and landscape areas, with a preference for a greater proportion of landscaped open space than hardscape plaza area. To promote gathering, this space should provide plentiful seating, with a combination of stationary and/or movable seating.

    - The community gathering space should provide clear pedestrian connections to the North Point Village Center and surrounding areas.

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:

6. 1321 Lake Fairfax Drive (Tax Map parcel 18-1 ((1)) 2) is planned for private recreation use. A log building associated with the Fairfax Hunt Club is located on the 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 should be retained and preserved. In addition, the Cultural Resource Management and Protection Branch of the Park Authority should be consulted about required surveys and studies for the cemetery. 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 private recreation use, the parcel may develop as residential use at 0.5-1 dwelling units per acre. A lot size of one acre or larger is recommended for the Fairfax Hunt Club clubhouse to retain enough of its cultural landscape in relation to its rural history. In the event this parcel is redeveloped for residential use, then the new residential neighborhood should be incorporated into the planned community of Reston, if possible.

7. The Vintage Place II subdivision (Tax Map 11-2((6))1-5 and A) is a member of Reston Association and is planned for and developed with residential townhouse units at 3 to 4 units per acre.

8. An area located adjacent to the Reston Planned Residential Community near Center Harbor Road (Tax Map 12-3((12))1-18) is planned for and developed with residential use at 1-2 dwelling units per acre. The land is not part of the Residential Planned Community of Reston but is developed as a functionally integral part of Reston.

9. An area adjacent to the western edge of Lake Fairfax Park on Colvin Run is planned for residential use at 4-5 dwelling units per acre.

10. The land west of Stuart Road, south of Reston (Tax Map 17-1((24))A, 1-38) is planned for development at 3-4 dwelling units per acre. As an option, this area may be developed at 7-9 dwelling units per acre, contingent upon the following conditions:

- Complete consolidation of all parcels, including the commercially-zoned parcels immediately north of Laurel Way;

- Provision of a minimum 50-foot landscaped buffer including preservation of mature vegetation supplemented by evergreen and deciduous trees and shrubs (which includes the right-of-way located along the northern boundary) to provide substantial buffering and screening to the single-family detached residential community to the north;

- Provision of a substantial landscaped buffer along the Fairfax County Parkway, maintaining mature vegetation and supplemented with at a minimum 6-foot evergreen trees;

- Provision of a minimum 35-foot landscaped buffer (supplemented with deciduous and evergreen trees) or a minimum 7-foot barrier wall and 15-foot landscaped buffer including shade and ornamental trees with underplantings along the southern and western boundary;

- Provision of a pedestrian system that links new Laurel Way to the residential area on the north;

- Provision of recreational amenities such as a tot lot, picnic area, etc.; and

- Noise attenuation measures (which may include noise barriers), as may be determined appropriate by the county.

11. The area north of Lawyers Road and south of the Glade Stream Valley that is not zoned as part of Reston is planned for residential use at .1 .2 dwelling unit per acre as shown on the Plan map. It is developed as an institutional use. Any future changes or redevelopment proposed for this area should provide or maintain a substantial buffer to protect the adjacent residential communities and should be sensitive to the environmental constraints of the property.

GUIDELINES FOR SINGLE FAMILY REDEVELOPMENT

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

1. The proposal should be consistent with the Reston Vision and Planning Principles and demonstrate that it furthers relevant County goals and objectives as set forth in the Comprehensive Plan.

2. The cluster or neighborhood wishing to pursue consolidation must submit a proposal which includes a petition bearing the signatures of a minimum of 85 percent or more of the owners

and must at a minimum account for 85 percent of the land area being proposed for replanning or redevelopment. For clusters or neighborhoods with fewer than 15 residences, the petition should include the signatures of 100 percent of the owners, accounting for 100 percent of the land area being proposed for replanning.

3. Proposals for the redevelopment of clusters or neighborhoods may propose residential uses only and in density and unit types consistent with the Community-wide land use designations.

4. Maintain, at a minimum, the existing amount of natural areas. Minor encroachments may be considered if they advance other planning objectives.

5. Maintain the existing mature tree canopy. Exceptions may be considered if they advance other planning objectives.

GUIDELINES FOR MULTIFAMILY REDEVELOPMENT

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

1. The proposal should be consistent with the Reston Vision and Planning Principles and demonstrate that it furthers relevant county goals and objectives as set forth in the Comprehensive Plan.

2. The proposal should preserve any current affordable housing and contribute additional affordable housing as described in the Community-wide recommendations.

3. Maintain, at a minimum, the existing amount of natural areas. Minor encroachments may be considered if they advance other planning objectives.

4. Maintain the existing mature tree canopy. Exceptions may be considered if they advance other planning objectives.

RESTON VILLAGE CENTERS

Reston was planned with Village Centers serving as the focal point of activity for the surrounding neighborhoods. The five existing Village Centers – Lake Anne, Tall Oaks, Hunters Woods, South Lakes and North Point - are planned to continue to serve this purpose in the future. This Plan maintains their currently approved intensities and densities, expressed as baseline recommendations, but envisions future planning efforts to allow redevelopment to fully achieve the goal of becoming vibrant community gathering spaces. This type of planning process took place from 2007-2009 for the Lake Anne Village Center which resulted in detailed recommendations for redevelopment which were updated in 2014.

The Reston Village Center section includes:

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

GENERAL VISION

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

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

GUIDELINES FOR VILLAGE CENTER REDEVELOPMENT

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

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

Process

- Demonstrate how the proposal achieves the general vision and planning objectives (explained below) established for Reston's Village Centers, in addition to all other relevant Plan guidance.

- Involve residents and businesses of the Village Center, the residents surrounding the Village Center, as well as the larger Reston community in determining the views and desires of all stakeholders. Design charrettes or other intensive activities designed to gather stakeholder input and build support for the redevelopment proposal are encouraged.

- Conduct a market analysis to provide information on the existing and proposed development and the viability of the existing and proposed mix of uses.

- Conduct transportation analysis on existing and proposed development.

Planning Objectives

Land Use

- The mix of uses should include neighborhood-serving retail and service 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 should include public meeting spaces.

- The mix of uses should include residential uses to support the retail and service uses, offer additional housing options, as well as enliven the area.

    - Residential uses should provide for a variety of housing types as well as affordable housing.

    - Senior housing is encouraged due to the proximity and convenience of retail and other service uses, as well as transit accessibility.

- Encourage residents to walk to the other uses and linger, through exceptionally integrated design.

- Public plazas are a key element. These spaces should be programmable for community events.

Urban Design and Placemaking

The dignity and importance of the individual were at the forefront in the design of Reston from the beginning. The early design concept was centered around how a person lives his or her life day to day, with a focus on building a community. The village concept and village centers were key to that vision. The village centers were conceived of as the places that would draw people together, with a public plaza for gatherings of all types, formal and informal, as well as a grocery store, churches or other community uses, restaurants and local services (e.g. dry cleaners, day care providers, etc.). Lake Anne and Hunters Woods Village Centers developed according to this model. However, over time retail trends changed and later village centers were designed in a more typical suburban fashion, with an emphasis on retail uses and restaurants, no community uses and developments surrounded by large surface parking lots. This form reduced the ability of the later village centers to function as the community gathering places they were intended to be.

In the future, the village centers should be encouraged to be redesigned around a public plaza, framed by a horizontal and vertical mix of uses, anchored by civic uses and ground floor retail, and some traditional main street elements such as wide sidewalks and shade trees. Any transformation will have to provide for outstanding site design and architecture while reflecting the existing Reston character and responding to current market demands and site constraints.

Village Center Urban Design Principles

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

Focus on a Central Public Plaza

- Highlight the Village Centers as neighborhood scale gathering places, in contrast to the regional scale gathering places in the Town Center or the community scale gathering places in the other TSAs.

- Organize active uses adjacent to and facing the public plaza, providing 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, creative paving materials, pavement markings and access control strategies.
- Capitalize on the parking areas as key elements in the sustainability plan through the use of low impact development tools such as stormwater channels, permeable pavements, large tree beds, and shade trees.

- Emphasize pedestrian safety and comfort in the parking areas.

- If provided, above-grade structured parking should be "wrapped' with active uses to the maximum extent possible and where exposed, should utilize architectural detailing, lighting and landscaping along the façade to minimize the visual impact of the structure.

Acknowledge the Adjacent Roadways

- Consider access and visibility from the roadway to the central space or commercial core.

- Use natural elements or screening, as appropriate, to transition from the roadway.

- Highlight pedestrian access from the adjacent roadways as the primary pedestrian access to the site.

Transition to Existing Uses

- Utilize shifts in scale and massing to appropriately transition from new higher density and intensity uses to existing residential neighborhoods both within the Village Center and surrounding the Village Center. This transition should 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.

Transportation

Future development in the Village Centers should be balanced with supporting multi-modal transportation improvements and services. To ensure that potential transportation impacts are sufficiently mitigated, the following conditions should be met:

- Transportation improvements should be appropriately phased with development, and development proposals should only be approved following additional transportation analysis and the provision of appropriate transportation mitigation measures.

- Transportation issues associated with any development, particularly those associated with access, will need to be adequately addressed through appropriate traffic impact analyses. Development plans should identify specific improvements needed to support the applications and should include acceptable plans for ingress/egress and vehicular circulation. Parcel and access consolidation, inter-parcel access, pedestrian circulation, safety, Transportation Demand Management measures, and transit improvements should be addressed. Dedication of right-of-way for trails and roadway improvements and associated easements may be required.

- Use of public transportation should be enhanced if/when Village Centers redevelop in order to maximize accessibility. Examples of such measures include:

    1. Private subsidization of internal circulating transit services, which may also connect to transit service outside of the Village Center.

2. Construction of bus shelters and/or other transit supportive facilities.

3. Monetary contributions toward enhancement of existing transit service.

- Safe pedestrian circulation should be ensured through an adequate and appropriate sidewalk/trail system, and separate bicycle lanes or trails should be considered and provided where appropriate.

- A combination of public and private sector funding may be necessary to provide for the larger transportation improvements required to serve the general Village Center area.

- Adequate funding for necessary transportation improvements to maintain an acceptable LOS should be provided. Roadway and circulation improvements should address needed improvements to the arterial roadway network, collector and local streets, and the pedestrian and bicycle system. Collector and local street improvements should be provided in conjunction with development proposals.

Pedestrian Mobility and Bicycle Facilities

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

- Bicycling should be encouraged as an alternative to the use of single occupancy vehicles by providing bicycle storage facilities and bike racks. Showering and changing facilities should be provided in buildings with office uses.

- Pedestrian connectivity and safety is a critical factor in designing pedestrian links. Auto and pedestrian traffic should be separated to the greatest extent possible.

- Village centers should be served by regular bus service.

- Pedestrians should be provided with safe and convenient access to bus stops.

- Signage should contribute to easy pedestrian way-finding throughout the Village Center.

RECOMMENDATIONS

Reston's Village Centers should serve as the focal point of activity for the surrounding neighborhoods. Each Village Center faces unique circumstances and should develop in response with unique vibrant community gathering spaces. Below, each Village Center, except Lake Anne, is briefly described, followed by its land use recommendation. Further below is a more detailed redevelopment recommendation for Lake Anne Village Center.

Hunters Woods Village Center

Hunters Woods Village Center, as shown in Figures 22 and 23, is almost 34 acres, with approximately 16 acres of residential uses and 18 acres of non-residential uses. Residential uses include low-rise multifamily units and Hunters Woods Fellowship House, a high-rise

multifamily apartment providing independent living for low income seniors. The non-residential uses include the Reston Community Center facility and a church, along with neighborhood-serving retail uses. Vehicular access and visibility are provided via Glade Drive and Colts Neck Road.

Hunters Woods Village Center's baseline plan recommendation is for neighborhood serving retail and service uses up to .25 FAR, integrated with accessory office, institutional uses, and residential development. Currently there is no redevelopment plan for this Village Center.

North Point Village Center

North Point Village Center, as shown in Figures 24 and 25, is more than 27 acres, with approximately 10 acres of residential uses and 17 acres of non-residential uses. Residential uses include low-rise multifamily units, some of which provide low income housing. The non-residential uses include neighborhood-serving retail uses. Vehicular access and visibility are provided via Reston Parkway and Lake Newport Road.

North Point Village Center's baseline plan recommendation is for neighborhood serving retail and service uses up to .25 FAR, integrated with accessory office, institutional uses, and residential development. Currently there is no redevelopment plan for this Village Center.

South Lakes Village Center

South Lakes Village Center, as shown in Figures 26 and 27, is located along Lake Thoreau and is more than 19 acres, with approximately 8 acres of residential uses and 11 acres of non-residential uses. Residential uses include low-rise multifamily units and mid-rise multifamily units reserved for seniors. The non-residential uses include neighborhood serving retail uses, some of which are located with direct access to Lake Thoreau. Vehicular access and visibility are provided via South Lakes Drive.

South Lakes Village Center's baseline plan recommendation is for neighborhood serving retail and service uses up to .25 FAR, integrated with accessory office, institutional uses, and residential development. Currently, there is no redevelopment plan for this Village Center.

Tall Oaks Village Center

Tall Oaks Village Center, as shown in Figures 28 and 29, is the smallest Village Center at almost 18 acres, with approximately 8 acres of residential uses and 10 acres of non-residential uses. The residential use includes a mid-rise multifamily apartment providing assisted living for seniors. The non-residential uses include neighborhood serving retail uses and office use. Reston Association owns heavily wooded land within the Village Center along Wiehle Avenue. Topography of the site and nearby areas is rough, with steep slopes and rolling hills. Vehicular access and visibility are provided via North Shore Drive, which ends in a cul-de-sac east of Tall Oaks.

Tall Oaks Village Center's baseline plan recommendation is for neighborhood serving retail and service uses up to .25 FAR, integrated with accessory office, institutional uses, and residential development. Currently, there is no redevelopment plan for this Village Center. However, this village center, which recently changed ownership, was once anchored by a grocery store and has been without this type of key tenant for a number of years. The new property owners have developed a preliminary concept plan to redevelop this center and change

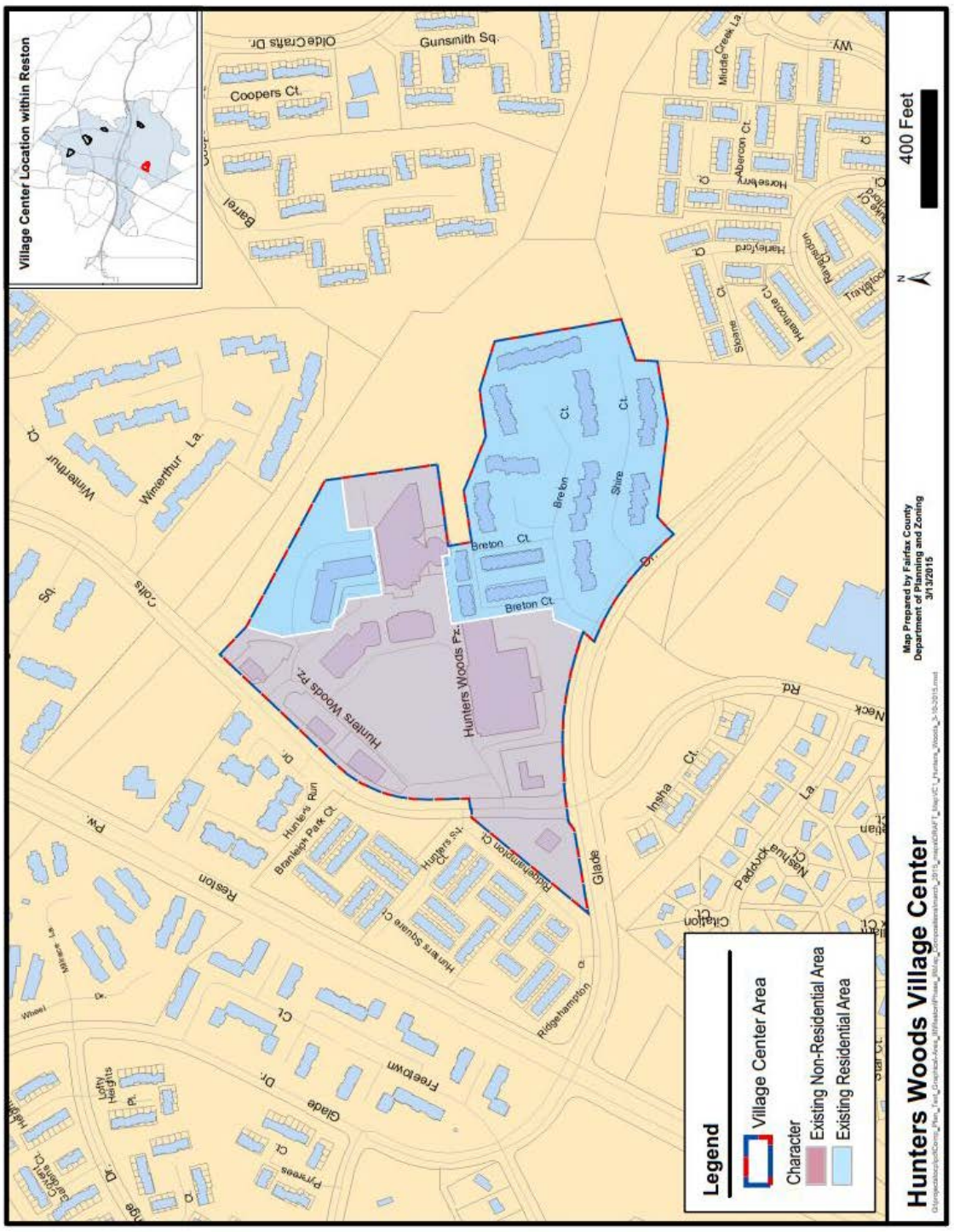
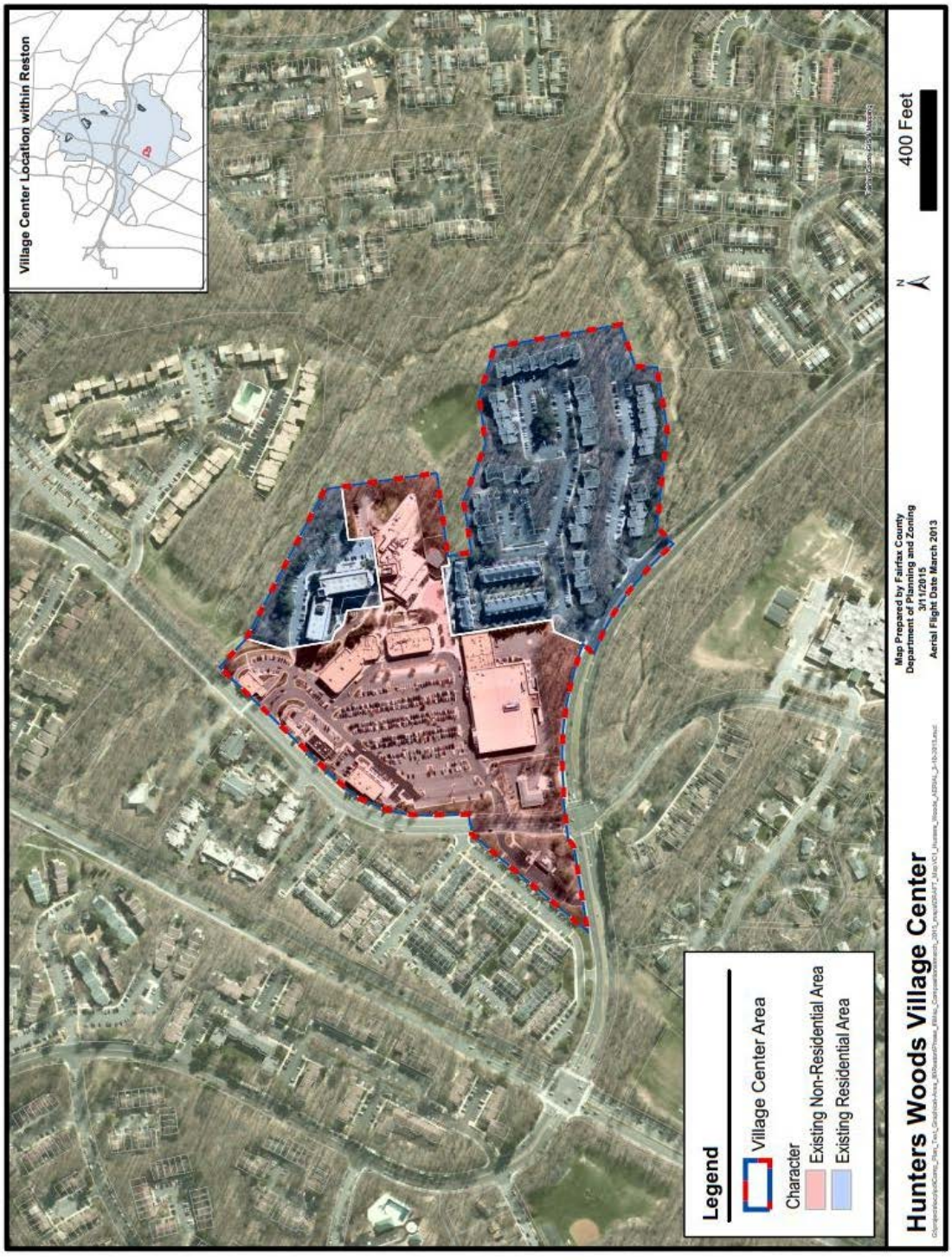


FIGURE 22

HUNTERS WOODS VILLAGE CENTER



HUNTERS WOODS VILLAGE CENTER - AERIAL **FIGURE 23**

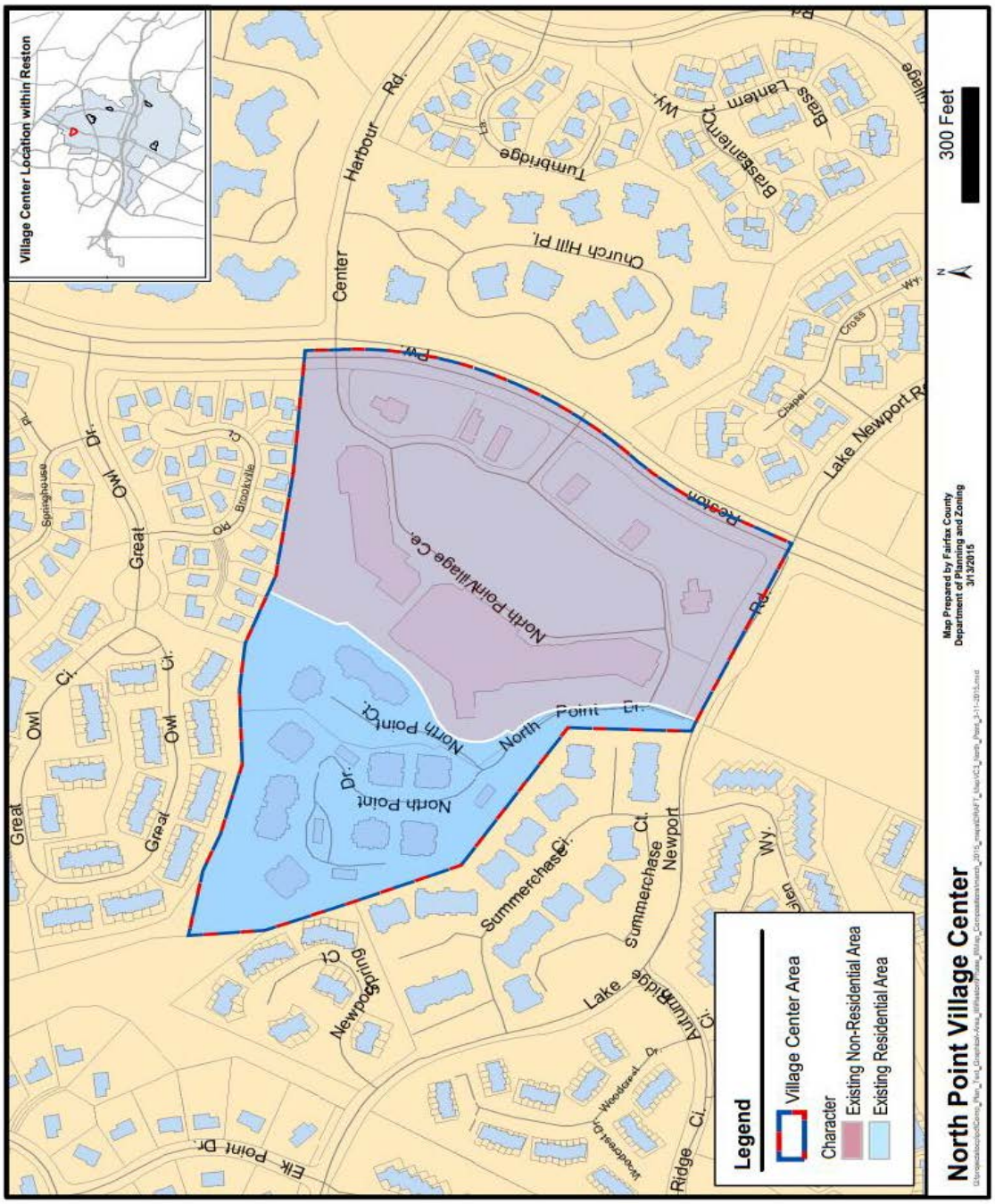


FIGURE 24

NORTH POINT VILLAGE CENTER

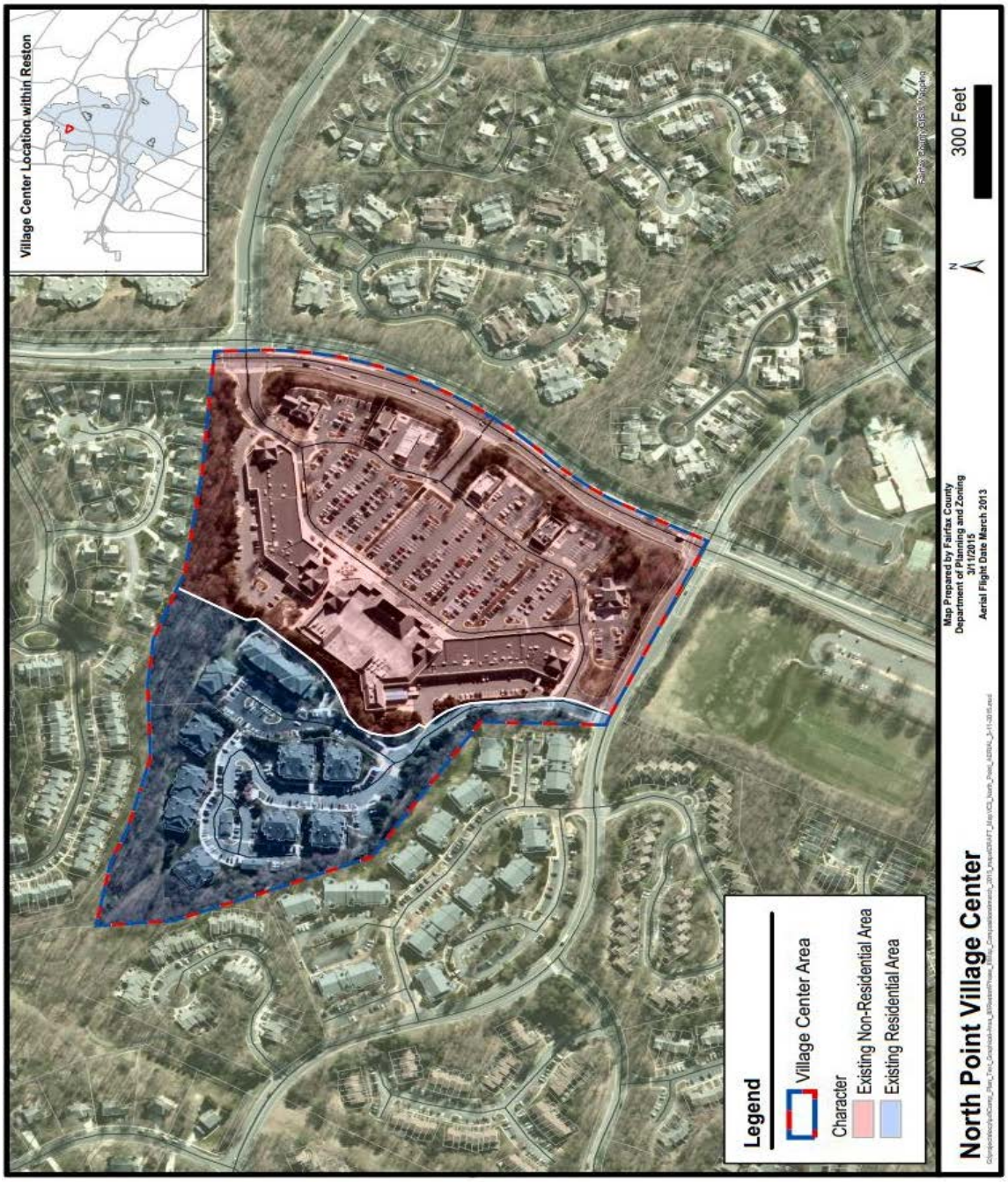


FIGURE 25

NORTH POINT VILLAGE CENTER - AERIAL

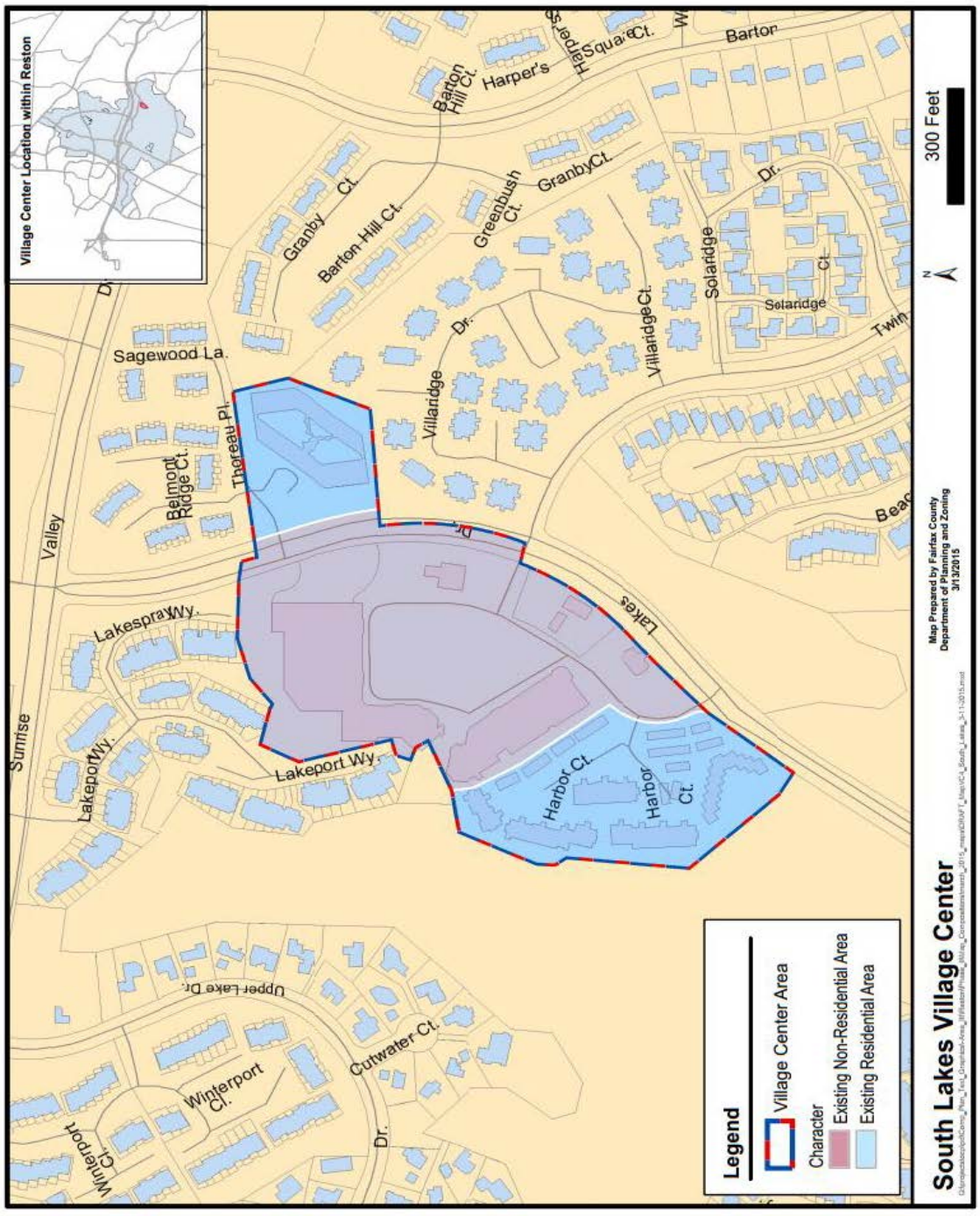


FIGURE 26

SOUTH LAKES VILLAGE CENTER

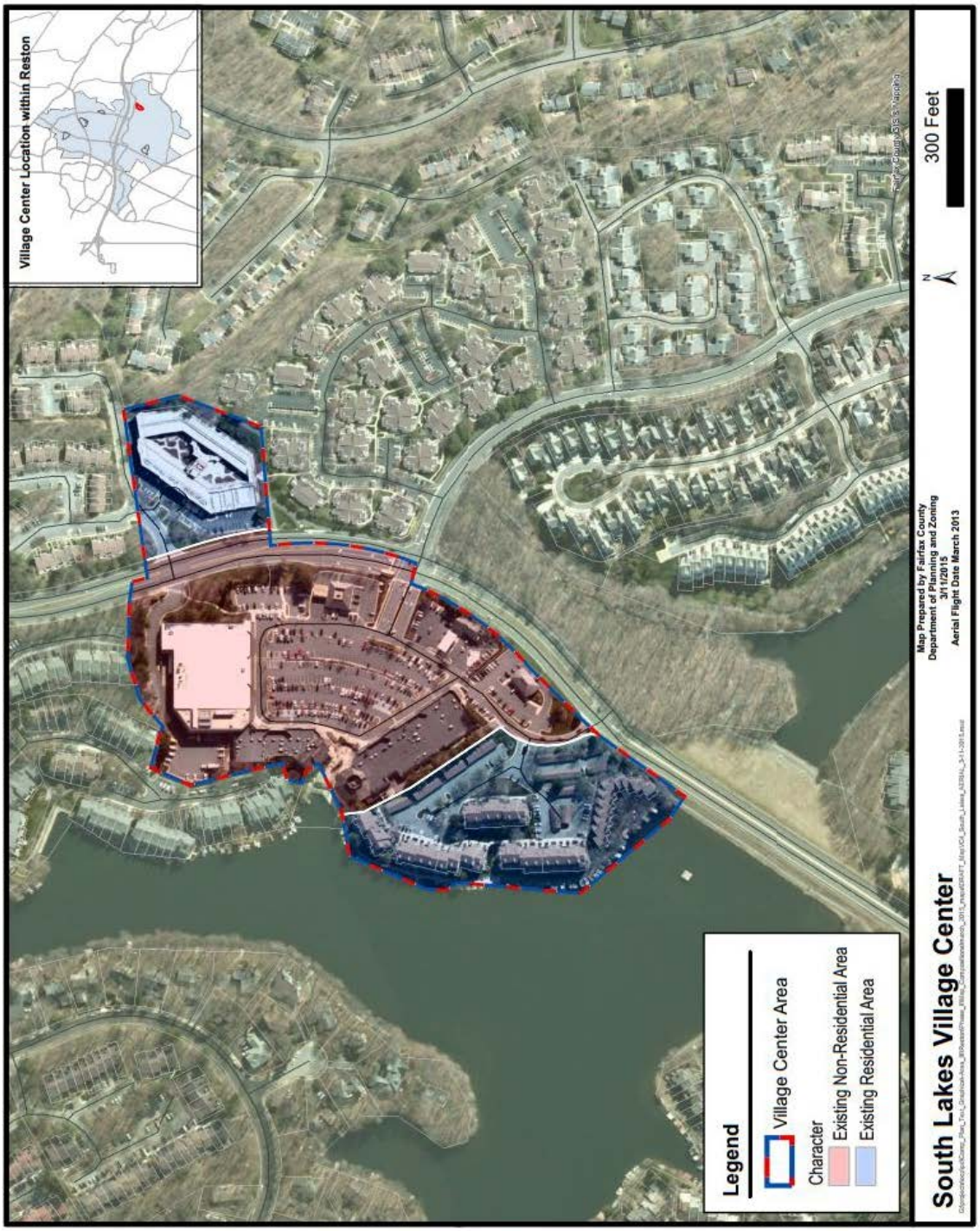


FIGURE 27

SOUTH LAKES VILLAGE CENTER - AERIAL

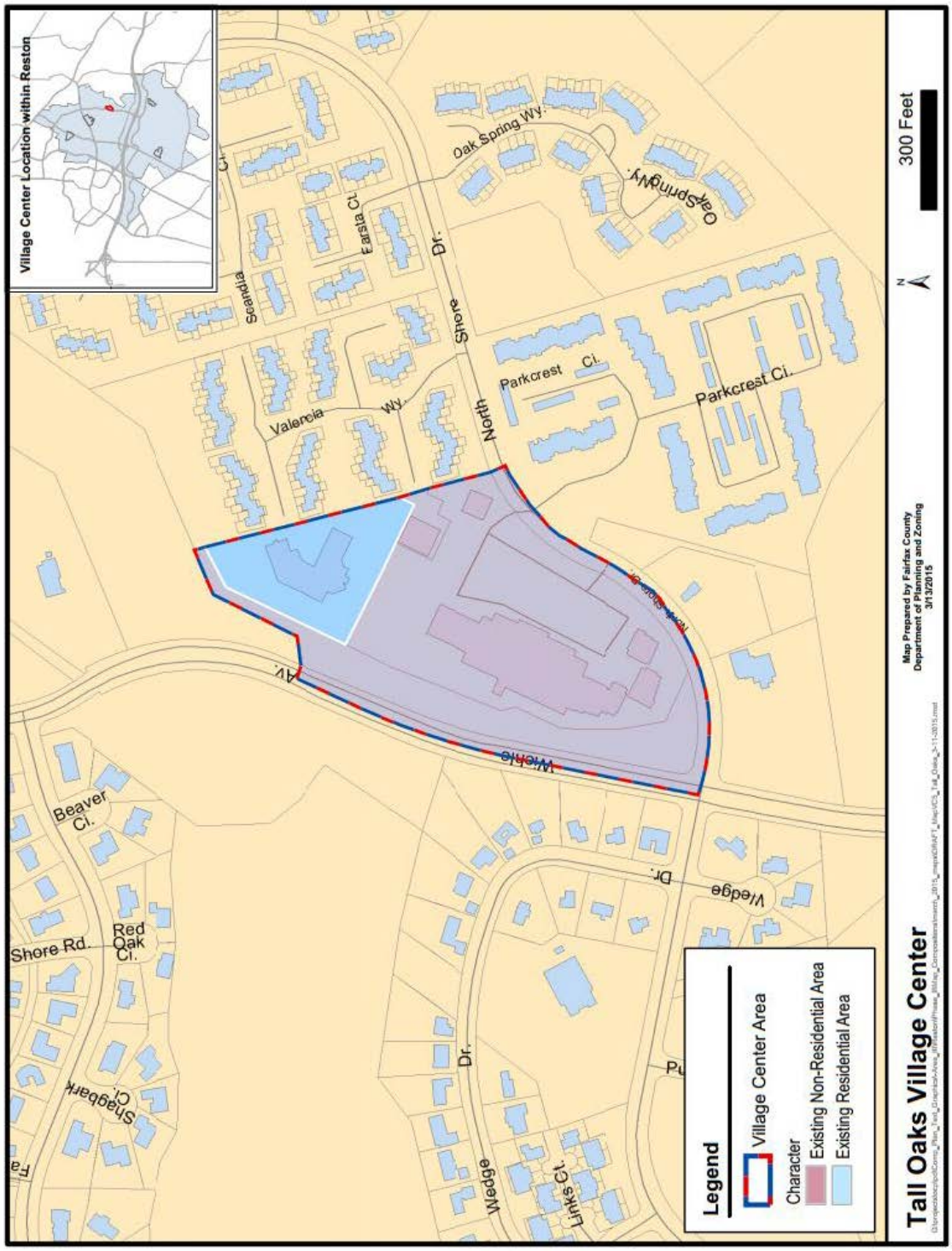
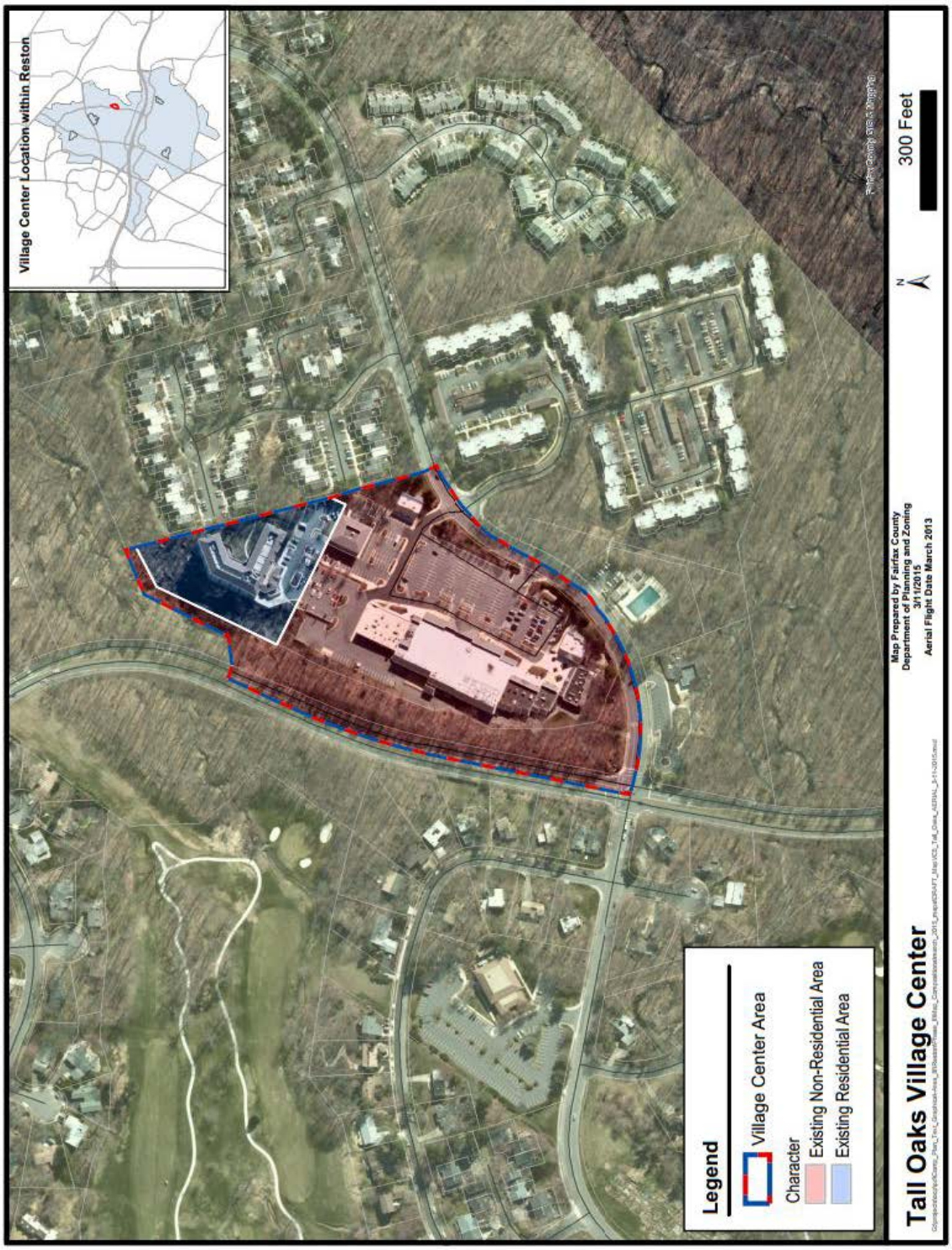


FIGURE 28

TALL OAKS VILLAGE CENTER



TALL OAKS VILLAGE CENTER - AERIAL **FIGURE 29**

the mix of uses to a mix of residential unit types and a much smaller non-residential component. Consideration of this proposal should follow the process and objectives outlined in the Guidelines for Village Center Redevelopment with an emphasis on quality design and creating a neighborhood gathering place.

Lake Anne Village Center

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

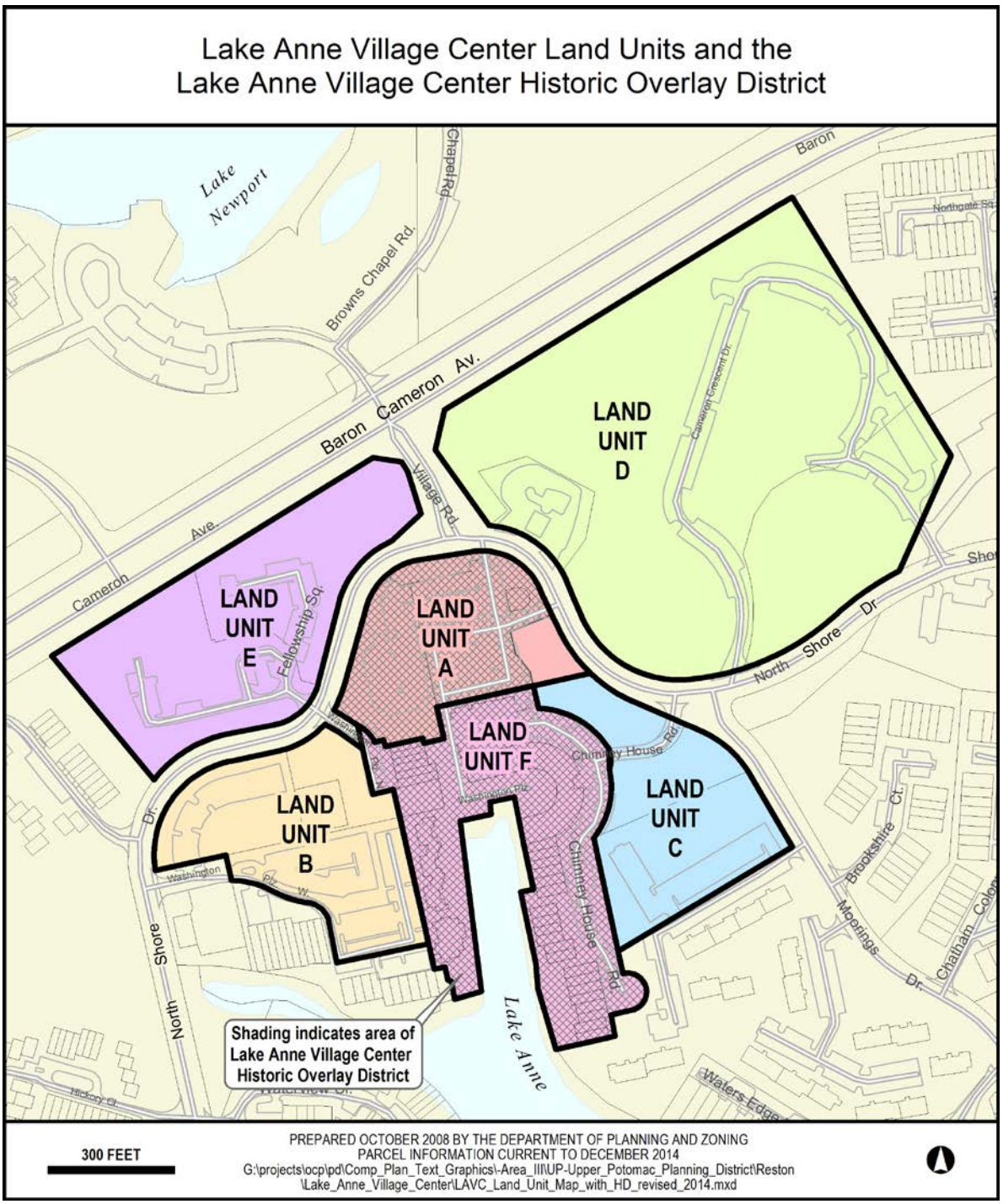
The Lake Anne Village Center is located in the northeastern quadrant of Reston and is bounded generally by Baron Cameron on the north, Lake Anne on the south, and North Shore Drive to the west. The boundary of the Lake Anne Village Center is shown on Figure 30. The Lake Anne Village Center Commercial Revitalization Area encompasses the entire boundary of the Lake Anne Village Center.

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

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

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

- Bring more residents and day-time employees to Lake Anne to promote a vibrant community where people can live, work and play;
- Encourage development that complements, rather than competes with, existing development on Washington Plaza;
- Encourage high-quality development in terms of site design, building design and materials, and appropriately sited open space amenities;
- Ensure that diverse housing options exist in Lake Anne, including senior, workforce, and affordable housing;
- Enhance pedestrian and bicycle connections throughout the Village Center as redevelopment occurs;
- Improve the visibility of the Lake Anne Village Center and Washington Plaza from Village Road and Baron Cameron Avenue;



LAKE ANNE VILLAGE CENTER **FIGURE 30**

- 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 Figure 30). For Land Units A, B, C, D, and E, a description of its location and character is given and recommendations are provided that articulate the development planned, both in terms of density and intensity, under a baseline recommendation, a redevelopment option for individual land units, and a consolidation option for Land Units A 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, should be concentrated in Land Units A and F to help promote the viability of existing and future nonresidential uses in the core area of Lake Anne.

Parcel Consolidation - The preferred approach to redevelopment in the Lake Anne Village Center is through the coordinated redevelopment of Land Units A 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.

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

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

Heritage Resources – The Lake Anne Village Center Historic Overlay District was created to protect against destruction of the historic and architectural quality of the landmark to encourage uses which will lead to 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 June 2011, Lake Anne Village Center was determined eligible for listing in the National Register of Historic Places.

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

- Any new residential development in Lake Anne Village Center should include at a minimum 12 percent of the total number of units as affordable housing pursuant to the Affordable Dwelling Unit (ADU) provisions of the Fairfax County Zoning Ordinance and the county's policy regarding workforce housing;

- Any residential redevelopment should replace any affordable housing that currently exists but is lost in redevelopment. This should be viewed as a collective responsibility that can be addressed through parcel consolidation and property owner cooperation;

- Redevelopment within Lake Anne should include residential units designed according to Universal Design principles; and

- The maximum density specified under these guidelines is the total amount allowed, and the total number of units specified is inclusive of density bonuses provided for affordable housing.

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

- Transportation improvements should be appropriately phased with development, and development proposals should only be approved following additional transportation analysis and the provision of appropriate transportation mitigation measures;

- Transportation issues associated with any development, particularly those associated with access, will need to be adequately addressed through appropriate traffic impact analyses. Development plans should identify specific improvements needed to support the applications and should include acceptable plans for ingress/egress and vehicular circulation. Parcel and access consolidation, pedestrian circulation, safety, Transportation Demand Management measures, and transit improvements should be addressed. Dedication of right-of-way for trails and roadway improvements and associated easements may be required;

- Use of public transportation to serve travel demand should be optimized in order to maximize the reduction in travel by private vehicles. Examples of such measures include:

  - Private subsidization of internal circulating transit services, which may also connect to transit service outside of the Village Center;

  - Construction of bus shelters; and

  - Monetary contributions toward enhancement of existing transit service;

- Safe pedestrian circulation should be ensured through an adequate and appropriate sidewalk/trail system, and separate bicycle lanes or trails should be considered and provided where appropriate. A combination of public and private sector funding may be necessary to provide for the larger transportation improvements required to serve the general Lake Anne Village Center area;

- An acceptable Level-of-Service (LOS) should be maintained on the roadway system. A LOS D standard should be applied, in general, to determine mitigation needed at critical approach intersections. Development applications should include analyses that demonstrate that the proposals can maintain a LOS D or better standard, and provide commitments to mitigate traffic in instances where they cannot. Future detailed traffic analyses must ensure that traffic queues at Lake Anne Village Center intersections will not adversely affect other nearby intersections;

- Adequate funding for necessary transportation improvements to maintain an acceptable LOS should be provided. Roadway and circulation improvements should address needed improvements to the arterial roadway network, collector and local streets, and the pedestrian system. Collector and local street improvements should be provided in conjunction with development proposals;

- At a minimum, improvements are necessary at the current intersection of Village Road and North Shore Drive. This intersection has current operational deficiencies that need to be corrected before any density increases in the Washington Plaza area can be accommodated. Other potential improvements to mitigate traffic will need to be analyzed as well, such as additional turning lanes at intersections. For example, while additional right-of-way might be required, adding a turn lane to North Shore Drive at both west and eastbound approaches to Wiehle Avenue could measurably decrease intersection delays;

  - The realignment of Village Road to the west to correct operational deficiencies, and to align with and provide a view into an extended Washington Plaza should occur with the redevelopment of Land Units A, D or E; and

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

    1. 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

    2. The construction of a roundabout on North Shore Drive at the intersection of a realigned Village Road and North Shore Drive pending detailed additional analysis that compares the benefits of a roundabout versus other congestion mitigation measures.

Pedestrian Network/Bicycle Facilities

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

- Bicycling should be encouraged as an alternative to the use of single occupancy vehicles by providing bicycle storage facilities and bike racks. Showering and changing facilities should be provided in buildings with office uses;

- A direct pedestrian connection between Northgate Square Cluster and Land Unit A through Land Unit D is a high priority. Site designs should ensure that no structures obstruct this direct linkage;

- Pedestrian connectivity and safety is a critical factor in designing pedestrian links. Auto and pedestrian traffic should be separated to the greatest extent possible. In keeping with the original Master Plan concept for Reston regarding the separation of pedestrians and vehicular traffic, the addition of pedestrian bridges and/or underpasses connecting Land Units D and E with Land Unit A should be considered in order to separate pedestrians from automobile traffic on North Shore Drive;

- Pedestrians should be provided with safe and convenient access to bus stops;

- Adequate lighting consistent with Reston standards should be provided. Site design should ensure that landscaping does not impede visibility or create unsafe conditions; and

- Signage should contribute to easy pedestrian way-finding throughout the Village Center. Signage should be compatible with existing signage at Washington Plaza in terms of scale, design, color, materials and placement to create a unified identity for the Village Center.

Complementary Non-residential Uses

Lake Anne Village Center presently has a variety of complementary nonresidential uses. The existing mix of cultural, governmental and religious uses on or near Washington Plaza includes the Reston Museum, the Reston Community Center, Fairfax County Human Services

offices in the Lake Anne Professional Building, and two religious institutions. These uses should be maintained and enhanced as redevelopment occurs. In addition, new complementary nonresidential uses, such as a boutique hotel, a cinema, or similar entertainment uses, which are compatible with the planned mixed-use developments in terms of character and scale, should be encouraged. Other desired uses also include the provision of performing arts space, educational and/or additional religious institutions, a library, recreation and/or park facilities.

Urban Design

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

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

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

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

Urban Form

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

Building/Site Design

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

Washington Plaza and Lake Anne Vista

Currently, the views of Lake Anne and the Heron House from the north are obstructed by the Millennium Bank building at the entrance of Washington Plaza and the Association of School Business Officials building at the intersection of Village Road and North Shore Drive. To create a better view of this area from nearby roadways, the Association of School Business

Officials building should be removed and the current bank building should be removed or altered. Redevelopment should be designed in such a way as to create an unobstructed view toward Lake Anne.

Green Buildings and Stormwater Management

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

1. The incorporation of green building practices sufficient to attain certification through the LEED program or its equivalent is required for the Lake Anne Village Center. In addition, attainment of the Silver rating or better through the LEED program or its equivalent is strongly encouraged;

2. Encourage the provision of architectural elements that will provide both environmental and aesthetic benefits, such as vegetated roofs and/or rooftop plaza areas in locations that will experience pedestrian or other recreation activity in order to provide a high quality visual character; and

3. Incorporate Low Impact Development (LID) stormwater management techniques where feasible.

Parking

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

Open Space

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

Street/Plaza Furniture

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

Lighting

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

Public Art

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

Signs

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

Utilities

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

Retail

Reinforcing and enhancing the existing retail in Washington Plaza is a high priority in the redevelopment of the Lake Anne Village Center. Careful consideration should be given regarding the size and types of retail establishments in the surrounding land units to avoid potentially weakening the retail environment needed to revitalize Washington Plaza.

Environmental Protection and Tree Cover

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

Park and Recreation Facilities

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

Proposed pathways within the Village Center should be coordinated and connect to existing pedestrian and bicycle circulation systems.

Schools

There may be a need for additional school facilities in this part of the county because of the approval of residential development that has not yet been constructed in the Reston Town Center area. The impact of Lake Anne Village Center redevelopment on schools should be mitigated.

Land Unit Recommendations

The Lake Anne Village Center is divided into land units (as shown in Figure 24) for the purpose of organizing site-specific recommendations. For each land unit, a description of its location and character is given and recommendations are provided that articulate the planned use(s) and intensity or density.

Land Unit A

Land Unit A consists of the area north of Washington Plaza (as shown in Figure 24), the majority of which is located within the Lake Anne Village Center Historic Overlay District. It includes the surface parking lot north of Washington Plaza, dedicated open space owned by the Reston Association, the Association of School Building Officials (ASBO) building, the Millennium Bank building, and the 24-7 convenience market.

Baseline Recommendation

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

Redevelopment Option

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

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

- An extension of Washington Plaza along its existing north-south axis should be provided, extending northward from the existing northern entrance to the plaza to North Shore Drive. This plaza extension should be designed to accommodate community events such as the existing Lake Anne Farmers' Market and should provide an unobstructed view toward Lake Anne;

- New development should be oriented along the extended plaza with retail uses that are primarily community-serving in nature on the first or second level and office and residential uses located above;
- New residential uses should primarily be located in one or more taller buildings at the northern end of the extended plaza;

- In addition to the extension of Washington Plaza, the provision of roof top plazas with well-defined public access is encouraged to provide additional open space in this Land Unit;

- In no instances should pad sites be permitted within Land Unit A; and

- Under this option redevelopment should include the removal of the current Association of School Building Officials building and the convenience market, and the removal or alteration of the Millennium Bank building.

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, 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 to 175 multifamily dwelling units), and the nonresidential component should consist of up to 105,000 square feet, subject to the same conditions provided for the *Redevelopment Option*.

Land Unit B

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

Baseline Recommendation

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

Redevelopment Option

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

The total amount of development allowed under the *Redevelopment Option* should be no more than 274,000 square feet. The residential component should consist of up to 144,000

square feet (up to 120 multifamily dwelling units), and the nonresidential component (office, support retail, and/or other complementary nonresidential uses) should consist of up to 130,000 square feet, subject to the following conditions:

- Retail and complementary nonresidential uses should be on the ground floor and limited to a maximum of 5,000 square feet;

- The full amount of office use specified above can only be achieved if the proposal includes the redevelopment of the existing Lake Anne Professional Building; and

- Usable open space in the form of plazas, urban greens, courtyards or parks should be provided to make attractive gathering places for residents. The provision of roof top plazas with well-defined public access is encouraged.

Land Unit C

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

Baseline Recommendation

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

Redevelopment Option

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

- Usable open space in the form of plazas, urban greens, courtyards, rooftop plazas and/or parks should be provided to make attractive gathering places; and

- Tree preservation and/or tree cover restoration should be a key condition of redevelopment in this Land Unit, in accordance with guidance in the Environmental section of the Fairfax County Policy Plan. The existing tree canopy in this Land Unit should be preserved to the greatest extent possible.

Land Unit D

This land unit is located to the northeast of Washington Plaza and is bounded on the south by North Shore Drive, on the north by Baron Cameron Avenue, and on the west by Village 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 Village Center.

Redevelopment Option

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

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

Full Consolidation Option

As an option, new development up to the following maximum levels may be achieved if Land Units A 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 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. The land unit contains the Fellowship House senior housing development, a multi-wing high-rise building containing 240 units.

Baseline Recommendation

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

Redevelopment Option

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

- Any redevelopment of this property should replace the loss of any of the existing affordable rental units among all the Land Units;

- Usable open space in the form of plazas, urban greens, courtyards or parks should be provided to make attractive gathering places for residents. The provision of roof top plazas over structured parking with well-defined public access is encouraged where feasible; and

- Tree preservation and/or tree cover restoration should be a key condition of redevelopment in this Land Unit, in accordance with guidance in the Environmental section of the Fairfax County Policy Plan.

New development up to the following maximum levels may be achieved subject to the following condition if development occurs after the redevelopment of Land Units A and D: 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 Units A and D.

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

Land Unit F

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

OTHER RESTON COMMERCIAL AREAS

There are numerous commercial areas within Reston besides the Village Centers and Transit Station Areas (TSAs). These commercial areas include small Convenience Centers located throughout the community, and the cluster of community-serving retail at the intersection of Baron Cameron Avenue and Reston Parkway, north of Reston Town Center. In addition, there is an office complex located east of Reston Parkway, surrounding Bowman Green Drive, and another within both Fairfax County and the Town of Herndon.

CONVENIENCE CENTERS

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

Vision

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

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

Recommendations

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

Sunrise Valley Convenience Center

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

Lake Newport Convenience Center

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

Soapstone Convenience Center

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

Fairways Convenience Center

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

BARON CAMERON COMMUNITY RETAIL AREA

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

Vision

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

Recommendations

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

Option for Mixed Use Development

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

1. The proposal seeking to incorporate residential uses should provide affordable housing as described in the Community-wide recommendations.

2. A mixed-use proposal should meet the community-serving intent of the existing retail area by providing ground-level retail uses whenever feasible and incorporate multi-modal connectivity that enhances the link between bicycle, transit, pedestrians, and automobiles.

Limited hotel, office, or residential uses may be permitted as ancillary to proposed or existing retail.

3. The proposal should be consistent with the Reston Planning Principles and demonstrate that it furthers relevant county goals and objectives as set forth in the Comprehensive Plan.

OFFICES

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



Office units along Bowman Green Drive

Bowman Green

Bowman Green is a commercial townhouse style development (Tax Map parcels 17-2((30))1-26 & A). planned for office use at its current intensity to maintain the current character of development.

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 (Tax Map parcel 17-1((11))41A). The area is planned for office use at its current intensity to maintain the current character of development.



Office units in the Stuart Professional Village along Laurel Way

RESTON TRANSIT STATION AREAS

OVERVIEW

Reston is located in the northwestern quadrant of Fairfax County, approximately 20 miles west of Washington DC, seven miles west of Tysons and six miles east of Washington Dulles International Airport. It is a community of approximately 8,400 acres (including road rights-of-way) and is bisected by the Dulles Airport Access Road and Dulles Toll Road (DAAR, Route 267) (see Figure 31). The community will be served by three Metrorail Silver Line stations: the Reston Town Center Station, the Wiehle-Reston East Station and the Herndon Station, as shown on Figure 32. For purposes of the Comprehensive Plan, the areas around these stations are designated as Transit Station Areas (TSAs), as shown on Figure 33. The Vision for Reston articulated below and the associated Planning Principles should apply to the whole community of Reston. The other guidance in this section is designed to apply only to the TSAs.

The Wiehle-Reston East and Reston Town Center TSAs are located along both sides of the DAAR from the Virginia Department of Transportation owned storage facility to the east, Hunter Mill Road on the southeast and Fairfax County Parkway on the west. The Herndon TSA is located along the south side of the DAAR and is bounded by Fairfax County Parkway on the east, Fox Mill Road and Sunrise Valley Drive on the south, and Centreville Road on the west. Land to the north of the Herndon Station is within the Town of Herndon.

The character of development within these three TSAs varies greatly. Development includes office parks at varying development intensities* from low intensity office parks with buildings of two and three-stories and mostly surface parking, to medium intensity office buildings of 5-10 stories with above-grade structured parking, to the Reston Town Center, a high-intensity mixed-use area that includes office and residential buildings of up to twenty stories, to residential neighborhoods at various densities* in the Reston Town Center TSA (e.g. West Market) and the Herndon TSA (e.g. Great Oak).



Plaza surrounded by high-intensity commercial uses in Reston Town Center.

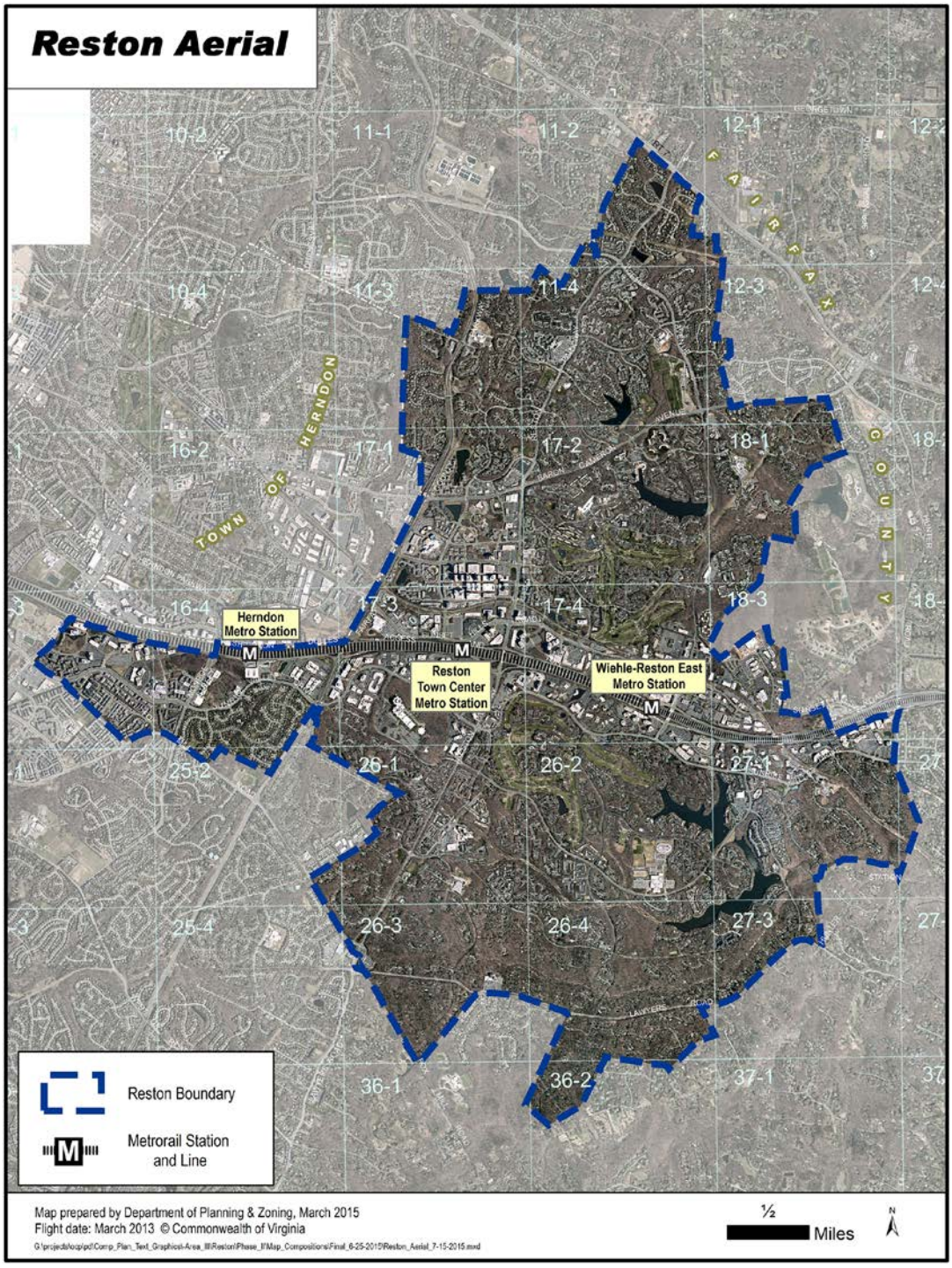


Two Discovery Square, a medium intensity office building and parking garage located in Reston Town Center.



Arboretum building, a low intensity office building near the Sunrise Valley Wetlands.

* As defined in the Comprehensive Plan Glossary.



RESTON **FIGURE 31**

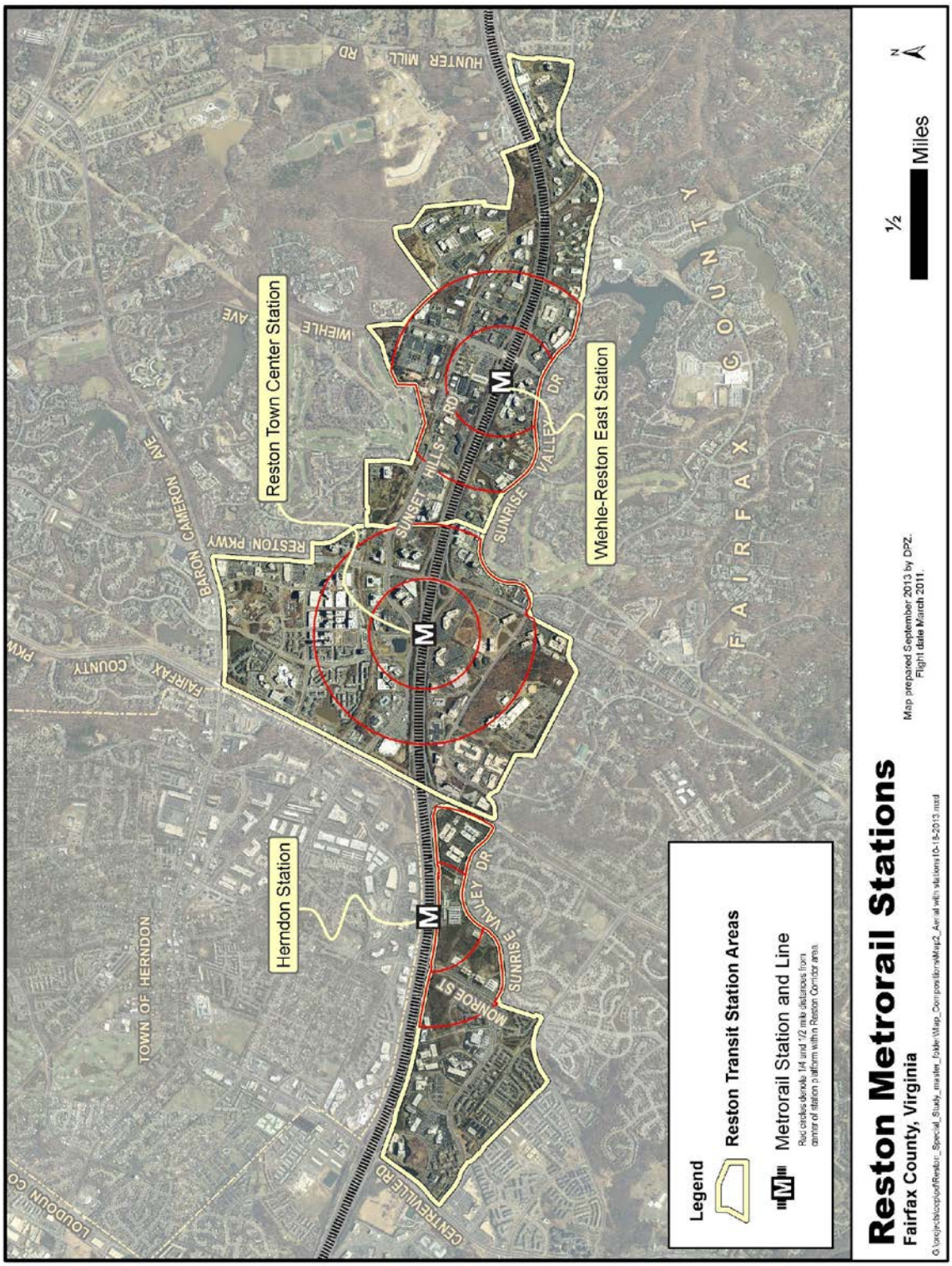
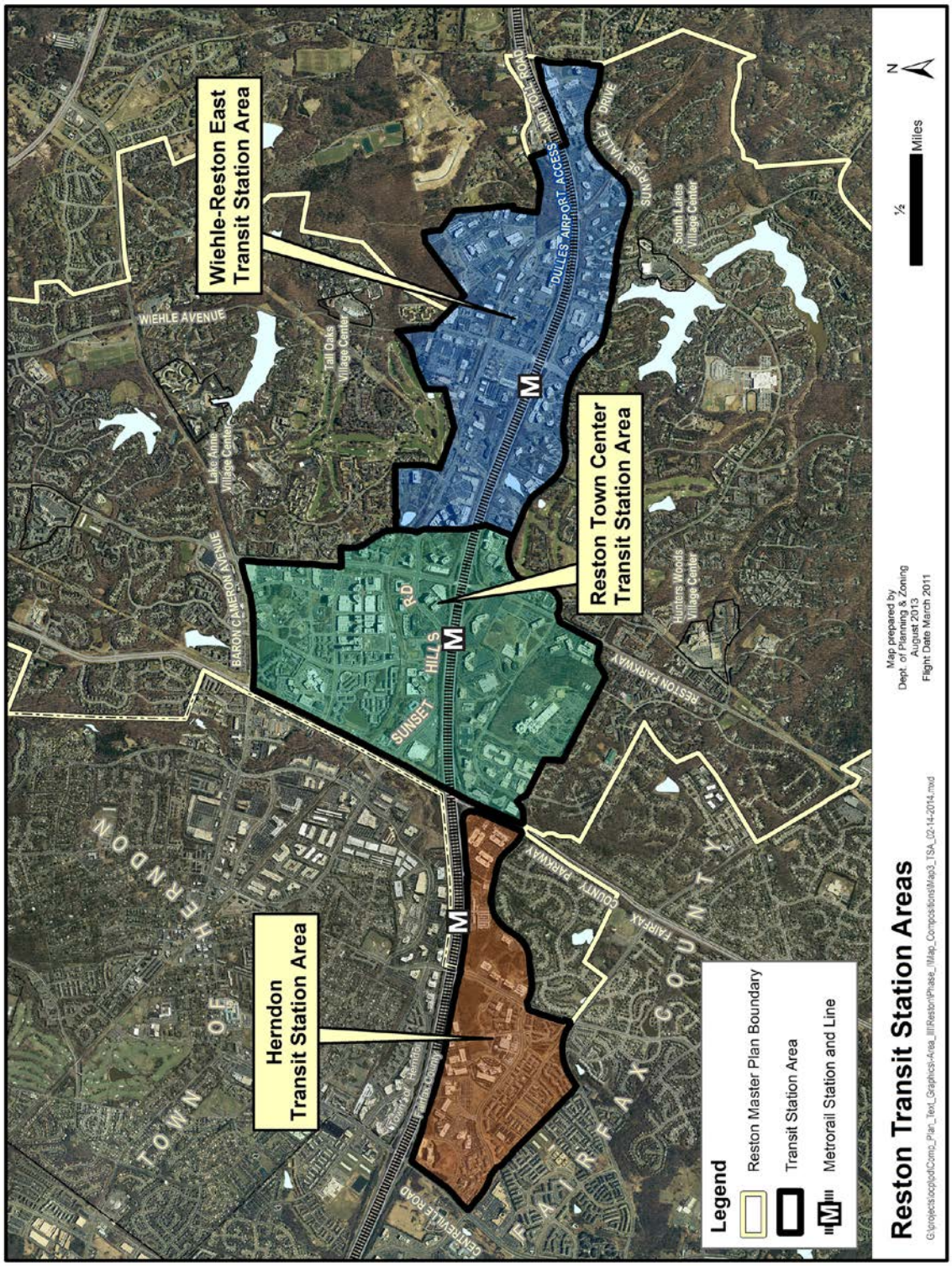


FIGURE 32

RESTON TRANSIT STATION AREAS LOCATOR MAP



RESTON TRANSIT STATION AREAS BOUNDARIES **FIGURE 33**

The TSAs together make up the county's second largest office market and, given their proximity to Washington Dulles International Airport and the excellent regional access provided by the Metro's Silver Line and the DAAR, are appropriate for a variety of residential and employment land uses.

Each TSA has within it a core area that has been designated for Transit-Oriented Development (TOD). These TOD areas or districts are adjacent to the future rail stations and are planned to transition to a more urban form and include a complementary mix of uses at higher development intensities than that planned for the other areas in the TSAs.

The planning objectives for these TOD districts are to create a transit-focused neighborhood within ½ mile of the transit station that will encourage pedestrian activity to enliven the area throughout the day and evening and where the emphasis will be on creating places and connections that are safe, comfortable and attractive for pedestrians and bicyclists. These objectives will result in the evolution of the existing commercial areas along the DAAR, including those formerly designated as the Reston Center for Industry and Government[5], into truly viable pedestrian-oriented neighborhoods.

CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development's policy direction focuses employment growth into designated Mixed-Use Centers. The Concept identifies these three future Metro stations (Reston Town Center, Wiehle-Reston East and Herndon) as Transit Station Areas (TSAs) along the Dulles Corridor. The purpose of the TSA designation is to optimize development opportunities associated with the availability of mass transit while maintaining the stability of existing land uses outside of the TSAs. TSAs allow a mixture of residential, office, retail and other commercial uses and may provide opportunities for joint public-private development.

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 in the geographic center of the community. The Reston Master Plan, comprised of a Land Use Map, Community Facilities Map and Transportation Map, is incorporated by reference into the Fairfax County Comprehensive Plan and 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 county's Comprehensive Plan. Suburban centers are designed to be employment centers along

[5] The Reston Center for Industry and Government consisted of commercially and industrially zoned properties that were planned for office and R&D use and where covenants on the land limited retail use and prohibited residential and hotel uses. These covenants were voluntarily terminated by landowners in 2011.

major arterial roads and to encourage a mix of office, hotel, support retail and residential uses in a low to medium-intensity setting with designated core areas of higher intensity and a more urban form. The Reston-Herndon Suburban Center developed over time with primarily office uses in traditional suburban office parks stretched along the length of the DAAR 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 is the mixed-use core successfully developed at the Reston Town Center, which includes office, retail, hotel and residences, and an urban streetscape with a grid of streets, 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 will no longer be described as a single Suburban Center but rather 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 and emphasize the connection between these TSAs and the larger Reston community.

A guiding concept at Reston's founding was that residents should have the opportunity to work close to where they lived. The Reston Master Plan designated most of the area contained within the three TSAs for office and research and development use. From the 1960s until 2011, much of the land within Reston along the Dulles Corridor was subject to restrictive covenants, which limited residential and hotel uses. The covenants were voluntarily lifted in 2011 by property owners for the area known as the Reston Center for Industry and Government, creating the opportunity for the desired mixed-use development in the TSAs.

Reston Master Plan Special Study Task Force

In October 2009, the Fairfax County Board of Supervisors established the Reston Master Plan Special Study Task Force to work with county planning staff to review current plan guidance related to the community of Reston in the Fairfax County Comprehensive Plan and make recommendations to the Planning Commission and Board regarding appropriate changes to the Comprehensive Plan.

The Task Force included over 40 members and its membership comprised representatives from multiple community organizations, including the Reston Association, the Reston Citizens Association, the Reston Community Center, the Greater Reston Chamber of Commerce, and the Reston Planning and Zoning Committee, as well as commercial property owners and residents. The Task Force developed the Reston Vision statement and Planning Principles, found in the Community-wide section of the Reston Plan, to help guide future development in Reston.

PLANNING HORIZON

The evolution of Reston's Transit Station Areas is planned to occur over a period of 40 years or more. This Comprehensive Plan guidance is designed to guide redevelopment over the next 25-30 years and is in line with growth forecasts for housing and employment to 2040. The Plan seeks to achieve transit-oriented, compact, higher-intensity mixed use development adjacent to and in close proximity to the three transit stations to accommodate future growth in a manner that best utilizes the investment being made in the extension of the Metrorail Silver Line to the Washington Dulles International Airport and beyond into Loudoun County to the west. As development occurs, it will be monitored and additional planning efforts will be identified as

needed to update the Plan so that it continues to provide the appropriate guidance needed to achieve the community's stated vision.

AREAWIDE RECOMMENDATIONS

These Areawide recommendations are designed to help achieve the future vision for the Reston Transit Station Areas (TSAs). These recommendations present a framework for the specific District recommendations that follow. In addition, they provide guidance on areawide issues that apply to multiple TSA Districts and in some cases, all of the TSA Districts. The recommendations focus on land use, urban design, transportation, environmental stewardship, parks and recreation facilities, public facilities and implementation.

LAND USE

The overall land use approach for the Transit Station Areas (TSAs) envisions a change from the current pattern of low to medium density office parks to a mixed-use pattern that balances office, residential, retail, hotel, civic, and institutional uses in a pedestrian and bicycle-friendly environment, particularly in the areas closest to the stations. The employment areas farther away from the stations will continue to provide excellent locations for office development to occur as well as other complementary uses, such as data centers and research and development uses. The recommendations encourage a more urban, transit-oriented development pattern, with the objective of creating a walkable activity center at each station. The areas closest to the stations should consist of a mix of uses to include employment, housing and services to meet the needs of daily living. As noted earlier, achieving this vision will be a long-term process. Therefore, the land use section also includes guidance on land use compatibility, land use flexibility, incremental redevelopment as well as new development.

A key element in creating a more urban fabric in the TSAs will be the introduction of new streets to provide a more grid-like pattern to the road network that will enhance pedestrian and vehicular circulation around the stations. Another important element will be the introduction of new urban parks of various sizes and a well-connected public open space network. In addition, public gathering spaces and public uses will be located in the TSAs so as to continue to meet the needs of the Reston community.

Transit Station Areas Land Use Concept

The land use concept for the TSAs is informed by experience in the Washington Metropolitan area that shows that a higher proportion of residents within walking distance of a Metro station will use transit as compared with workers. In addition, residents are willing to walk further to transit than workers will. Therefore, to best take advantage of transit, the land use concept places an emphasis on locating the significant majority of new office uses in mixed use developments in TOD Districts located within a safe, comfortable and reasonably direct ¼ mile walk of the Metro stations (see Figure 32). The predominant use in new development to be located in TOD areas between ¼ and ½ mile of the stations should be multi-family housing in order to realize the objective of achieving an improved jobs-to-housing balance in Reston.

This approach of differentiating the emphasis of new development types in areas closest to the stations versus areas more removed from the stations formed the basis of the two TOD district-specific land use categories described below, Transit Station mixed use and Residential mixed use. Exceptions to this approach should only be considered to facilitate the provision of significant new public infrastructure such as the planned new crossings of the DAAR. In those

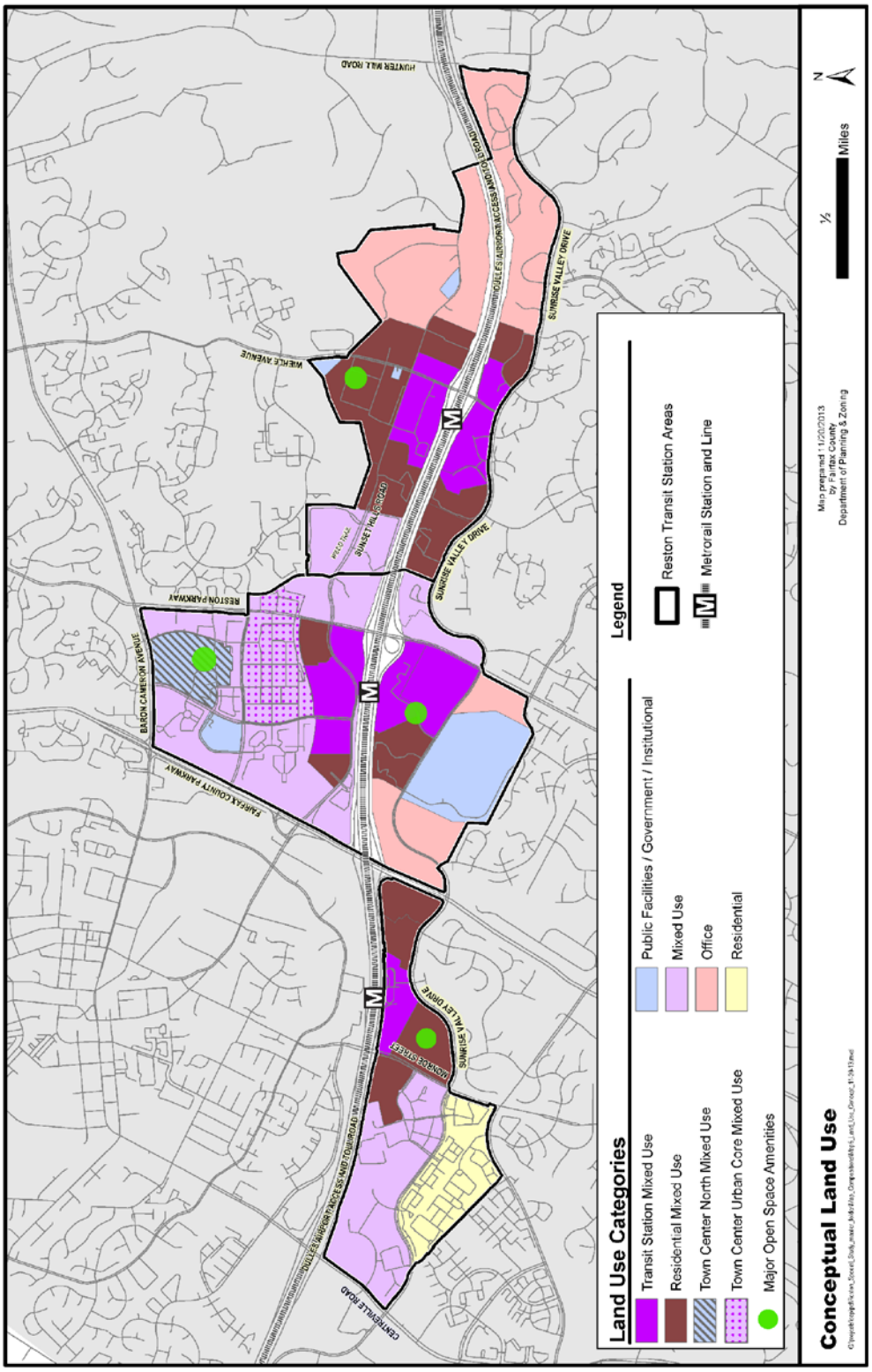


FIGURE 34

CONCEPTUAL LAND USE

instances, new office uses above those already zoned may be considered for areas between ¼ and ½ mile of the stations.

Land Use Categories

The following land use categories indicate a general character of the mix of uses for a given area, as shown on Figure 34; however, the appropriate mix for any given project will be evaluated on a case-by-case basis during the rezoning/development review process. A primary goal in the TOD areas is to generate pedestrian activity throughout the day and well into the evening. It should be noted that the appropriate mix for a proposed development (redevelopment) will be affected by the other TOD and non-TOD development that has already occurred or been approved within the TSA.

Initial development proposals in a TOD District should conform to the recommended mix for the land use categories within the TOD District or include a higher proportion of residential use than specified. Coordinated development plans may be submitted as described below in the Development Review Performance Objectives. Projects that encompass multiple land use categories may be granted flexibility in the location of proposed uses as long as they achieve TOD objectives and contribute to the character recommended for the subject area.

The Land Use categories are as follows:

Transit Station Mixed Use: These areas are located close to the Metro stations and generally include the parcels within a safe, comfortable and reasonably direct ¼ mile walk from the station. They are planned for a balanced mix of office, hotel, retail, institutional (including civic) and residential uses. The long-term goal is for each Transit Station Mixed Use area (vs. individual projects) to achieve **50 percent** non-residential uses and **50 percent** residential uses on the basis of approved square footage.

Residential Mixed Use: These areas are a safe, comfortable and reasonably direct walk of ¼ - ½ mile from the Metro station platforms. In some instances, the areas in this category may be slightly further than ½ mile from a station due to redevelopment opportunities available under already approved development plans. These areas are planned primarily for a mix of existing office uses and new residential uses and new commercial uses other than office uses. The long-term goal is for each Residential Mixed Use area (vs. individual projects) to achieve **75 percent** residential uses on the basis of 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: This area is planned for institutional uses along with residential, office, medical uses, hotel, civic, and support retail uses. Various county agencies will continue to constitute a significant civic presence in this area.

Mixed Use: These areas are planned for a mix of uses including office, retail, institutional, hotel and residential uses.

Office: These areas are planned almost exclusively for office uses, including research and development (R & D) uses and industrial flex space. Supporting retail and service uses, such as hotels and restaurants, are also encouraged in these areas.

Residential: These areas are planned almost exclusively for residential uses, including multi-family housing and townhouses. Supporting retail uses are allowed and should be compatible with the character of the neighborhood.

Public Facilities/Government/Institutional: These areas are planned for public uses, such as a library, school, fire station, or government offices. In addition, they may be planned for private institutional uses such as hospitals or colleges or universities. The Conceptual Land Use map identifies existing public or institutional uses in the TSAs. Planned public or institutional uses are discussed in the District Recommendations.

Major Open Space Amenities: These areas are planned for major, centrally located open spaces. These areas may include urban parks or spaces, such as plazas or greens with a variety of recreational and/or cultural uses, or may include natural habitat such as the Sunrise Valley Wetlands. In instances when intensity credit is given for dedicating land for a park or open space, the land use mix applied to the intensity credit should be consistent with the land use category of an adjacent area. Additional guidance on parks and open space can be found in the Parks, Recreation Facilities and Cultural Facilities section and the Urban Design section.

The land use concept for each TSA divides the TSA into a TOD District and one or more Non-TOD Districts, as shown on Figure 35 and Figure 36. Some of these Districts have been divided into Subdistricts for the purpose of organizing land use recommendations. The three TOD Districts are located around the station platforms, are planned for the highest intensities within each TSA and are envisioned to become vibrant neighborhoods, each with its own distinct character.

A general description of each TOD and Non-TOD District is provided below.

TOD Districts

The three TOD Districts are as follows:

Wiehle Station District: The Wiehle Station TOD District will be an urban transit neighborhood that will serve as a signature gateway to Reston. It should include a robust residential component and new office development should be focused in the area closest to the station as shown on the Conceptual Land Use Map. The district is envisioned to develop a more prominent educational focus by adding to the existing base of institutions of higher learning in the district. As noted in the Overview, this district does not extend to the south of Sunrise Valley Drive.

Reston Town Center Station District: The Reston Town Center Station TOD District should be Reston's "downtown" station with significant residential and commercial components to complement existing development in the Reston Town Center. New office uses should be concentrated close to the station as shown on the Conceptual Land Use Map. This district has two sub-districts.

The North TOD Sub-district is planned to be an extension of the existing Town Center urban core with a comparable urban form and similar high-density residential and commercial functions. It is also envisioned to improve connectivity for pedestrians and bicyclists from the Metrorail station to the Reston Town Center core.

The South TOD Sub-district is planned to develop in a manner that is complementary to the Town Center on the north of the DAAR but not as a continuation of the Town Center core.

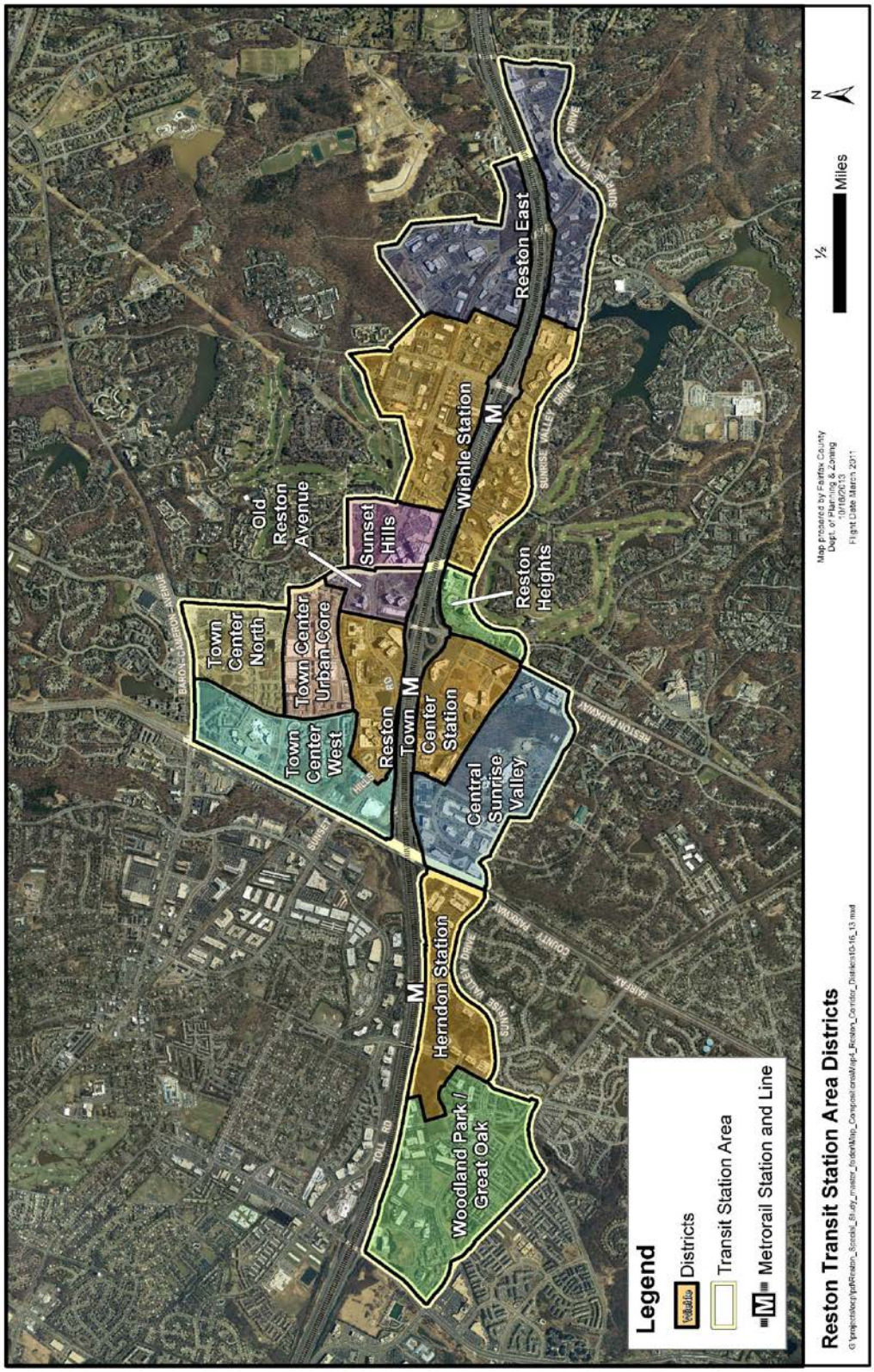
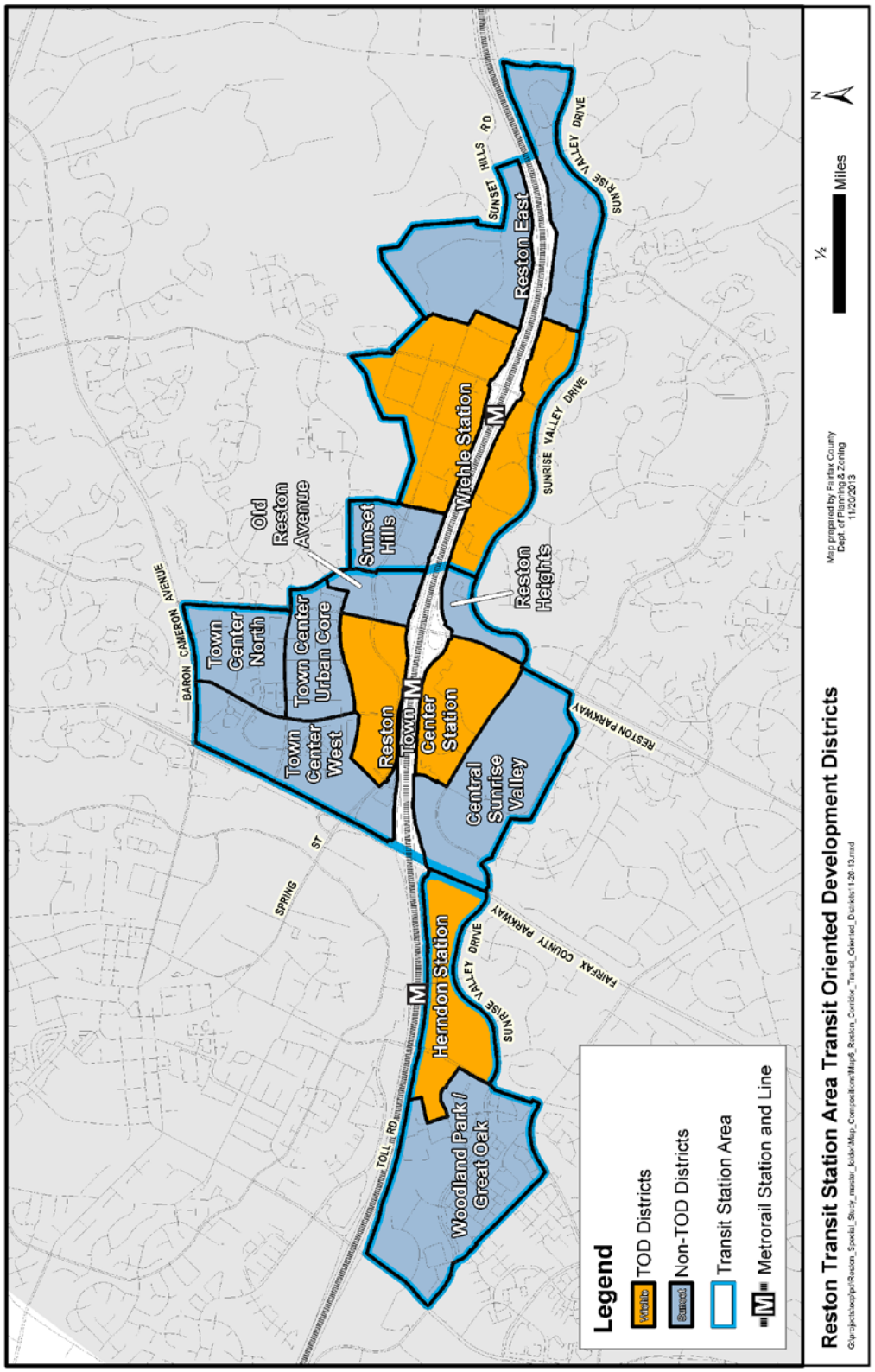


FIGURE 35

TRANSIT STATION AREA DISTRICTS



RESTON TRANSIT ORIENTED DEVELOPMENT DISTRICTS **FIGURE 36**

Consequently, it is envisioned to develop with a somewhat lower overall intensity in the planning horizon of this Plan.

Herndon Station District: The Herndon Station TOD District is located on the south side of the DAAR and the station. It is envisioned to be an urban transit neighborhood adjacent to the publicly accessible wetlands located along Sunrise Valley Drive. New office uses should be concentrated close to the station as shown on the Conceptual Land Use Map.

Non-TOD Districts

The Non-TOD Districts vary in character and the mix of uses present within each. These districts, unless otherwise noted, should maintain their existing character, uses and zoned intensities due to their proximity to existing residential neighborhoods outside of the TSAs. The nine Non-TOD Districts are briefly described below, from east to west.

Reston East District: This district is developed almost exclusively with low-density office parks. This district serves as a transition to low-density residential neighborhoods to the south of Sunrise Valley Drive and west of Lake Fairfax Business Center and Hunter Mill Road.

Sunset Hills District: This district is located between the Wiehle Station and Reston Town Center Station TOD Districts on the north side of the DAAR. It includes the Plaza America office and retail center as well as office development north of Sunset Hills Road. It is envisioned that this area will serve as a transition between the two adjacent TOD Districts. Redevelopment and new infill development will be less intense than the adjacent TOD Districts and should focus on adding residential uses.

Old Reston Avenue District: This district includes an office campus, smaller scale office uses, and several auto-oriented uses in a more typical suburban land use pattern and a residential building at the corner of Reston Parkway and Sunset Hills Road with a more urban form and site layout.

Town Center Urban Core District: This district is the mixed use "downtown" of Reston. It has an urban form, is pedestrian-oriented and provides two key publicly-accessible gathering spaces.

Town Center North District: This district is situated to the north of the Reston Town Center urban core and south of Baron Cameron Drive. It currently includes the North County Governmental Center, medical facilities, human services offices and elderly housing. The future land use pattern in this district should incorporate significant new residential development and new non-residential uses to complement the existing and planned public uses and the concentration of employment in the Reston Town Center and a significant new open space to serve as a defining element in the organization of a new, more urban pattern of blocks. The future land use pattern should also allow for a transition from the urban core of the Town Center to the low density commercial use along the north side of Baron Cameron Drive and the adjacent residential neighborhoods. This district has two subdistricts.

Town Center West District: This district contains a variety of residential and commercial uses to the west of the Town Center core, including Reston Hospital, two residential neighborhoods and a concentration of automobile-oriented retail uses along Sunset Hills Road. This district is envisioned to continue to generally serve these same functions over the planning horizon of this Plan.

Central Sunrise Valley District: This district includes areas to the north and south of Sunrise Valley Drive between Fairfax County Parkway on the west and Reston Parkway on the east. The United States Geological Survey's headquarters, which includes a significant amount of undeveloped land, is located on two large parcels located within this district. Other uses include several office parks with 2-5 story buildings, a mini-storage facility, and a data center.

Woodland Park/Great Oak District: This district is at the western boundary of the Herndon Transit Station Area and includes Woodland Park, a major mixed use development with office, hotel, retail uses (including a grocery store) and multi-family residential development. It also includes the Great Oak subdivision, which includes single family detached units and townhouses.

Planned Development Potential

To achieve the progression of the Reston TOD Districts from suburban office parks to more urban neighborhoods with convenient, safe, appealing pedestrian environments, it will be necessary to strategically locate additional density in a fashion that maximizes the use of Metrorail and other transit options. The land use concept for the TSAs links density to transit accessibility based on how far people are typically willing to walk to get to/from rail mass transit. Expressed as floor area ratio (FAR), the proposed levels of density are primarily based on proximity to the Metrorail stations. Development is planned to be most intense in the areas closest to the stations and less intense at the edges. See specific density guidance in the District Recommendations.

There are multiple combinations of uses that can create the active, vibrant pedestrian-oriented places that are desired for the TOD districts. For the purposes of determining future public infrastructure needs, a preferred "future" for the TOD districts was quantified and analyzed. The amount of development associated with this future land use scenario was useful in establishing target amounts of future development for the TSAs. These target development levels represent a useful benchmark for planning purposes – once development is nearing these levels, future study will be needed to re-evaluate the current Plan recommendations.

The ratio of jobs per household was considered in the development of the planned development potential. The Reston community currently has approximately 2.55 jobs per household. A specific objective of this Plan is for the new development potential in the TSAs to maintain this ratio at approximately 2.5 jobs per household as measured across the entire community. The amount of development potential described below, if fully realized, will maintain the desired ratio.

The target development level established for the three TSAs is approximately 44,000 new and existing residential units and approximately 30 million square feet of new and existing office uses. Development to be counted toward this target amount includes existing uses, currently approved but unbuilt uses and any new uses that are approved through a rezoning or a special exception process. The impact analysis assessed approximately 80 percent of the maximum zoning potential as the level of development that is likely to be realized over the planning horizon. The target development for each TSA is described in the District Recommendations. The following table compares the 2010 existing land use levels to the planned development potential.

Figure 37. Planned Development Potential

Land Use	2010 Existing Land Use	Comprehensive Plan Development Potential
Residential	5,860,000 (5,860)	52,800,000 (44,000)
Office	20,982,169	29,700,000
Retail	1,094,476	2,100,000
Industrial	841,957	590,000
Institutional	2,096,840	2,400,000
Hotel	936,782	4,900,000
Total	**31,812,224**	**92,490,000**

The development potential shown in the table above is based on quantification of the land use recommendations. The land use recommendations for each district provide flexibility for a change of land uses within certain parameters. For example, some areas are encouraged to include more housing when there is a corresponding reduction in office use. Additional retail uses are encouraged when they contribute to the area's vibrancy and convenience. Additional hotel uses are encouraged because they can support retails uses and pedestrian activity and also result in fewer peak hour trips than office uses. Generally the Plan seeks to encourage a vibrant mix of uses that are balanced with the infrastructure needs.

Monitoring the potential impacts of office development is important since office uses currently represent the significant majority of existing uses and have high peak period vehicle trip generation characteristics. New uses other than offices that have a significant impact on peak period trips should also be managed carefully and may be counted toward the office development level.

The Transportation section of the Areawide Recommendations discusses the monitoring activities that will be necessary to track development performance. Monitoring will be essential to future planning efforts. A particular condition to be monitored is the achievement of transportation improvements needed to mitigate the impacts of new development.

Development Review Performance Objectives

All development proposals within the TSAs will be evaluated for the extent to which they meet or contribute to the following objectives.

- ***Achieve High Quality Site Design and Architecture*** – Excellent site design in the TSAs should continue the Reston traditions of emphasizing community gathering places, integrating access to the natural environment when possible, and providing public art. In addition, there should be an emphasis on environmentally sustainable design and practices with non-residential development achieving U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) Silver certification or the equivalent, at a minimum. Residential development should be guided by the Fairfax County Policy Plan objectives on Resource Conservation and Green Building Practices. See additional guidance in the Environmental Stewardship and Urban Design sections.

- ***Provide Pedestrian and Bicycle Connectivity throughout the Transit Station Areas (TSAs)*** – New pedestrian and bicycle connections should be provided through complete streets within the TSAs and new or extended trails on both sides of the DAAR connecting the three Metrorail stations. Pedestrian and bicycle crossings of existing streets should be improved to increase pedestrian and bicyclists' safety, visibility and convenience. Several existing streets act as major barriers to pedestrian and bicycle movement and are identified for specific improvements within the District Recommendations. In addition, connections should be made from the Metrorail stations to the existing community trail network. See additional guidance in the Transportation section.

- ***Provide Urban Parks and other Recreational Amenities throughout the TSAs –*** Local-serving urban parks, recreational and cultural amenities including but not limited to plazas, trails and public art should be provided throughout the TSAs in order to serve local leisure and recreation needs. Membership in Reston Association may serve to meet a portion of the identified park and recreation needs. The exact number of urban parks and other amenities, their sizes and distribution will be determined by the amount and type of new development and provided in accordance with the guidance in the Urban Parks, Recreation Facilities and Cultural Facilities section.

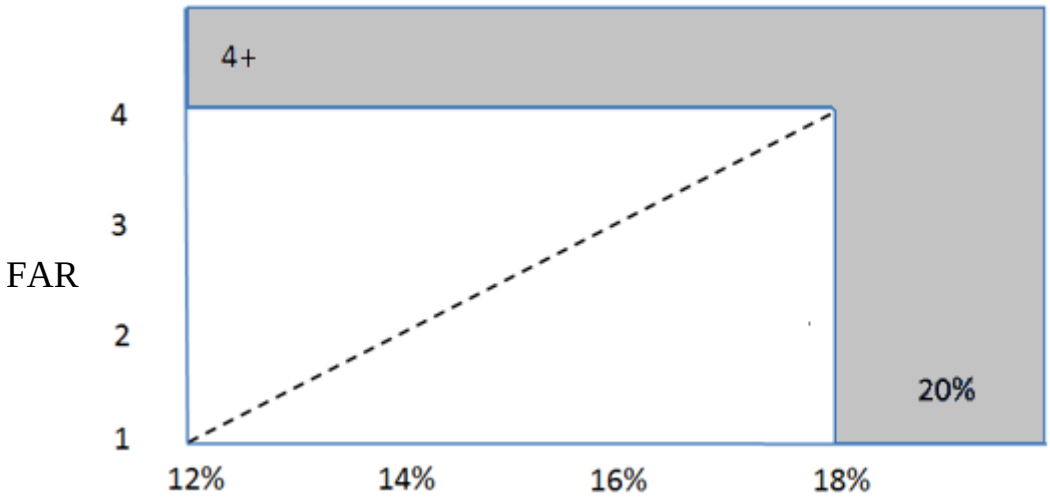
- ***Achieve Greater Housing Diversity*** – Future development should ensure that a diversity of housing is available in the TSAs. The residential component of mixed-use development should meet the needs of a variety of households such as families and seniors. Most of the new housing is envisioned to be multi-family to achieve the desired urban form. However, urban townhouses may be appropriate in some locations.

  To ensure the provision of adequate affordable housing, future development should meet county policies on affordable housing. All projects that seek to utilize the redevelopment option in the District Recommendations should contribute toward the creation of affordable housing as described below.

  - Development proposals with a residential component should meet the provisions of the Affordable Dwelling Unit Ordinance (ADU) when applicable.

  - For the Policy Plan's Workforce Housing Policy, proposals with a residential component seeking up to a 1.0 FAR should meet the current policy objective of 12 percent of total units as Workforce Dwelling Units (WDU). Proposals for development above a 1.0 FAR should provide WDUs according to the Guidelines for the Provision of Workforce Housing found in Appendix 1 of the Housing section of the Policy Plan (including the opportunity to realize bonus market rate units) but with an increasing proportion of WDUs as the development intensity increases, as shown in the following table. The residential use should integrate a variety of households such as families, senior housing and residential studio units. Bonus units (or bonus square footage when applicable), as provided for in the WDU policy, are excluded from the planned intensity. Cash contributions in lieu of providing WDUs are not desired.

Figure 38. Percentage of Workforce Dwelling Units



- Non-residential development in the TOD districts should contribute $3.00 per non-residential square foot on total new development intensity unless superseded by Board of Supervisors action on a countywide policy. This amount is to be adjusted annually based on the Consumer Price Index and may be contributed to a housing trust fund that will be used to create affordable and workforce housing opportunities near Metrorail stations. The contribution may be made over a period of time to be determined at the time of rezoning at a rate of at least 25 cents per non-residential square foot. Such developments may provide an equivalent contribution of land or affordable units in lieu of a cash contribution. Non-residential contributions could also be used to fund affordable housing opportunities in the TOD districts through a partnership. If non-residential floor area is achieved through a bonus for providing WDUs, the bonus floor area should not be included when calculating the contribution amount.

  Ground level retail located in office, hotel, and residential buildings should also not be included when calculating the contribution amount. In addition, educational as well as other institutional and governmental uses should not be included when calculating the contribution amount only when a firm commitment has been made that such a use will be included in the proposed mix of uses.

- ***Provide Office Uses in Strategic Locations*** – New office uses at higher intensities should be located within approximately ¼ mile of the Metrorail station, as shown on the Conceptual Land Use Map, to maximize use of transit by future office workers and it should be demonstrated that proposed site layouts achieve a safe, comfortable and reasonably direct walk for employees. In selected circumstances, increased office intensity may be considered for parcels outside of the ¼ mile radius if it will facilitate the provision of new public infrastructure, such as a new crossing of the DAAR, or other critical public facilities, and a safe, comfortable and reasonably direct walk can be achieved. See additional guidance in the District Recommendations.

- ***Provide Public Uses*** – Public uses such as a library, fire station or recreation center, that are integrated into a building may also generate activity in off-peak hours and are encouraged so as to further diversify the type of uses in the TSAs. In instances where space for a public use in a private development is requested in a Transit-Oriented Development (TOD) District, the square footage associated with these uses will not be included 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. However, this square footage will be considered in all other aspects of site development and traffic impact analysis. In addition, these public uses may be exempted from the non-residential use category for the purposes of determining the appropriate mix of uses specified in the Transit Station Mixed Use and Residential Mixed Use categories in a proposal, provided that a firm commitment is made to provide these uses.

- ***Provide Retail, Hotel Uses and Institutional Uses*** – Retail uses on the ground floor of mixed-use buildings are encouraged in all TSAs to allow employees and residents in each TSA to carry out daily activities with minimal need to use single-occupancy vehicles. However, free-standing retail uses are strongly discouraged in the TSA. Such uses are typically not compatible with the urban form desired in the TSAs and frequently draw vehicle trips to an area. Consequently, retail uses should be integrated into buildings containing other uses.

  Hotel uses are encouraged in all TSAs because they generate potential transit users and pedestrian traffic and have less impact on the road network. In addition, hotels can contribute to the objective of generating pedestrian activity throughout the day and into the evening.

  Specific institutional uses, including childcare centers, places of worship and arts and cultural uses, and quasi-public uses that are integrated into a building may also generate activity in off-peak hours and are encouraged so as to further diversify the type of uses in the TSAs.

  Hotel uses (excluding meeting spaces), retail and the institutional uses specified above will be exempted from the non-residential use category for the purposes of determining the appropriate mix of uses specified in the Transit Station Mixed Use and Residential Mixed Use land use categories in a proposal provided that a firm commitment is made in proffers to provide these uses.

  To encourage the institutional uses specified above and quasi-public uses as part of mixed use development in the TSAs, the square footage associated with this use will not be included 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, provided that it does not constitute more than one-quarter of the total development. However, this square footage will be considered in all other aspects of site development and traffic impact analysis.

- ***Encourage Coordinated Development Plans*** – For development proposals requesting increased intensity above the base plan recommendation, consolidation or coordinated development plans are encouraged. Coordinated development plans refer to two or more concurrent and contiguous development applications that demonstrate coordination of site design, building locations, urban design, open space amenities and signage, inter-parcel access where appropriate, roadway realignment or improvements, and parking facilities. When coordinated development plans are used in lieu of, or in addition to substantial

consolidation, development proposals will need to ensure that projects function in a compatible, well-designed, efficient manner; compatible with development on adjacent properties; reflect coordinated phasing of improvements as needed (for example, providing links in a street grid); consistent with the overall intent of the land use concept to achieve a desired urban form and mix of uses; and do not preclude adjacent parcels from developing in conformance with the Plan.

- ***Encourage Educational Institution(s)*** – There is a desire for additional educational institutions (specifically institutions of higher learning) to complement the other uses planned for the TSAs in addition to providing continuing education opportunities for residents and employees. The Wiehle-Reston East TOD District has been identified as the preferred location for developing a major presence by one or more institutions of higher learning. To encourage public and not-for-profit education uses in the TSAs, space devoted to this use will not be included 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, provided that it doesn't constitute more than one third of total development. However, this square footage will be considered in all other aspects of site development and traffic impact analysis.

- ***Accommodate Existing Uses and Buildings*** – In some instances, existing development may not be consistent with the long-term vision for the TSAs. 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*** – The majority of existing residential communities adjacent to the TSAs are low density neighborhoods comprised of single family detached homes and townhomes. In most instances, these communities are separated from the TSAs by major roadways. Appropriate design measures such as reduced building height and massing for new development closest to these existing neighborhoods should be utilized to help define the limits of the TSAs. Parking in TSAs should be managed to avoid spillover parking in existing residential areas. Residential Permit Parking Districts may be necessary near the Metro stations.

TOD District Intensity

Mixed-use development may be approved through a rezoning up to a maximum FAR as specified in the District Recommendations. The recommendations regarding planned intensity are based on an analysis that has identified the measures necessary to mitigate the impacts of the planned intensity on the transportation network and other public facilities.

In some cases, additional intensity may be necessary to provide an additional incentive for redevelopment or provision of needed infrastructure. This "bonus" development intensity, up to an additional 0.5 FAR above the FARs described in the District Recommendations, may be approved in the TOD Districts. Any areas that have previously approved development above the FARs described in the District Recommendations are not eligible for bonus development intensity.

Proposals requesting bonus development intensity should provide clear benefits above and beyond those identified in the Development Review Performance Objectives. Specifically, consideration will be given to proposals that achieve a combination of two or more of the

following additional development objectives in a manner that demonstrates a better functioning transit-oriented development environment as compared to what can be achieved under the Redevelopment Options in the District Recommendations.

- Contribute to realizing significant infrastructure needs by providing a contribution of land or building space for a major public facility need such as a crossing of the DAAR, a school, or a large urban park. Monetary contributions toward realizing a crossing of the DAAR may be considered.

- Lower vehicle trips in the TOD districts by providing a firm commitment to additional TDM measures so as to further reduce trips on a proportional basis to the increase in FAR being requested beyond the percentages shown in the Transportation section.

- Achieve a greater diversity in housing in the TOD districts by providing a firm commitment to offer Workforce Dwelling Units to families making 60 percent and 70 percent of Area Median Income or by providing more Workforce Dwelling Units on a proportional basis to the increase in FAR being requested.

- Achieve a higher standard of site design via parcel consolidation with two or more owners that results in a logical assemblage of parcels that realize TOD objectives and is of sufficient size to allow projects to function in a compatible, well-designed and efficient manner. In general, any unconsolidated parcels should still be able to develop in a manner that supports the planning objectives of the Comprehensive Plan or should represent stable development.

"Bonus" development intensity beyond the 0.5 FAR specified above may be considered for substantial contributions toward realizing a multi-modal crossing of the DAAR.

Non-TOD District Intensity

Many portions of Non-TOD Districts are planned for office use. In some instances, new development can be added under the existing approved zoning. In other cases, infill new development or redevelopment is planned. Specific guidance for the six Non-TOD Districts can be found in the District Recommendations.

Phasing Development

Phasing to Transportation Improvements and Programs

The amount of new development planned for the Reston TSAs will require significant transportation improvements and changes in travel patterns. Planned roadway improvements, including several new crossings of the DAAR, are necessary to enhance circulation and access in the area and help relieve congestion at key intersections. Improvements to transit and to pedestrian and bicycle networks are also needed to encourage travel by these modes. The provision of such infrastructure and the achievement of trip reduction objectives should occur in concert with future growth. Additional guidance on phasing to transportation improvements is in the Transportation section.

Phasing to Public Facilities

The public facilities needed to serve the planned development will be constructed throughout the planning horizon as the need arises. However, it is critical that space for most, if

not all, of these facilities be secured within the first 10-20 years of the Plan's implementation. Providing these facilities in concert with future employment and residential growth will present a challenge. Development proposals should commit to provide land and/or space for public facilities as early as possible to help ensure that locations are available when needed to provide the appropriate public facilities to support the growth in employment and number of new residents.

Phasing Site Development

It is anticipated that some development projects in the TSAs will be phased over time. Each phase of a development proposal seeking rezoning approval should be reviewed for conformance with the overall vision, with careful consideration given to interim conditions. Priorities that should be addressed in the earliest phases of site development plans include 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. Developments should be phased so as to create interim conditions that are still attractive and inviting for pedestrians.

Interim conditions that will enhance the desired urban character of the TSAs are encouraged for the portions of a project that will not be built until later phases. Examples include green space or a low intensity temporary use with an urban form. It may also be acceptable to maintain existing uses as long as they do not preclude the achievement of other priorities, such as the street grid. Additional guidance on interim conditions is in the Urban Design section.

URBAN DESIGN AND PLACEMAKING

Reston is a complete community with a distinct physical character in its neighborhoods and village centers. That character is largely defined by the clustering of homes and businesses in a manner that allows for ample open space and the integration of wooded areas into neighborhoods and around commercial development. The TSAs, located along the central east-west spine of Reston, have more variety in their character. The existing Reston Town Center urban core, anchored by Fountain Plaza, has a truly urban form and design. Other areas are much more suburban in form, with large surface parking lots and a development pattern that is very challenging for pedestrians.

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 ½ mile of each transit station (in areas that are designated as Transit Station Mixed Use or Residential Mixed Use land use categories as shown on Figure 29). These TOD neighborhoods will be urban in form and easily accessible by pedestrians of all types and bicyclists of all skill levels. In addition, they should incorporate design and landscaping elements to connect these neighborhoods physically (e.g. via connections to the existing trail network) and visually (via common design approaches and elements) to each other and to the larger Reston community.

Urban design is the discipline that guides the appearance, arrangement, and functional elements of the physical environment, with a particular emphasis on public spaces. An urban environment is 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 a high-quality urban environment that is walkable and pedestrian-friendly and are applicable to all areas of the TSAs.

These Plan recommendations should be used in conjunction with any Urban Design Guidelines as may be endorsed by the Board of Supervisors subsequent to the adoption of this Plan. In addition, these recommendations are intended to complement the existing urban design guidelines of the Reston Town Center Association that apply to properties located in the Town Center. There are several existing entities and design review bodies in Reston that developers should submit plans to for review and local community input.

The other parts of the TSAs, outside of the TOD areas, are generally envisioned to retain their current or approved uses, intensities and form. The exception is a portion of the Town Center North District, which is also planned to develop into a more urban area.

Urban Design Vision

The Reston Master Plan Special Study Task Force articulated the following vision to help guide future development in the TSAs. Development and redevelopment should be of the highest caliber in terms of planning, architectural design, compatibility, and livability. Redeveloped areas should be designed as integral parts of the larger Reston community. High standards should be expected for neighborhood and building practices for all public and private development that incorporate best practices in placemaking (including but not limited to a mix of uses, integrated urban parks, variety in housing types, pedestrian connectivity), environmental protection and preservation (as appropriate for an urbanizing environment), and energy efficiency and conservation. Public art should be integrated into development and redevelopment in a manner consistent with the Reston Public Art Master Plan.

Urban Design Principles

Development in the TSAs should be guided by the following urban design principles, which also provide a framework for possible future urban design guidelines that may be endorsed by the Board of Supervisors.

Enhance Local and Regional Identity

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

- Continue the evolution of Reston's core into several highly desirable, walkable, transit-oriented, mixed use urban environments centered around the transit stations.

- Maintain high standards for architecture and design which will create a unique identity for each TOD district discussed in the District Recommendations and which will support the character of Reston as a whole.

Establish a Sense of Place

- Create unique and walkable TOD 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.

- Encourage each TOD neighborhood to include tree-lined streets, a variety of urban parks, 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 environments and 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.

- Incorporate innovative and environmentally sensitive stormwater design into all new development and redevelopment.

- Restore and stabilize existing streams.

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.

- Transition building heights to be compatible with lower density neighborhoods in the surrounding community.

Incorporate the Arts

- Include venues for performing arts and public art in a variety of spaces throughout the TSAs.

- Encourage developers to work with artists and arts organizations early in the project design process to successfully integrate the arts into their developments.

- Promote the provision of public art in the TSAs by establishing a dedicated funding source.

Urban Design Recommendations

The urban design recommendations expand upon these principles and provide direction for creating urban places within the area. They are organized into two sections, the Pedestrian Realm Recommendations, and the Building and Site Design Recommendations.

Pedestrian Realm Recommendations

The pedestrian realm consists of publicly accessible places where people circulate on foot. Sidewalks connect pedestrians to their homes, places of employment, retail establishments, restaurants, parks, plazas, trails, and other public places. It is the most visible space within the urban environment.

The pedestrian realm should be continuous but can vary in character depending upon adjacent uses and the scale of the street. The design of the pedestrian realm should be integrated with and complementary to adjacent land uses to create a safe and comfortable pedestrian and bicycle experience for all users. The following recommendations address important elements of the pedestrian realm, including Street and Block Pattern; Streetscape Design; Wayfinding and Signage; and Public Art.

Street and Block Pattern

A system of connected streets will be the primary organizing element of the area. In contrast to the existing pattern of large, suburban blocks, new development should create smaller blocks through an interconnected system of streets. This street system will be 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.

These local streets will provide east-west travel alternatives for sections of Sunrise Valley Drive and Sunset Hills Road in order to help relieve congestion at key intersections with north-south streets. Blocks should not be longer than 600 feet; however, due to the configuration of existing streets, some blocks may be irregularly shaped and have block sides longer than 600 feet. When this occurs, a mid-block pedestrian connection such as a pedestrian walkway, a service street with a sidewalk, or a publicly-accessible walkway through a building or a garage should be considered.

All proposals should provide for planned road improvements that follow the street types and grid of streets guidance in the Transportation section.

Streetscape Design

Attractive streetscapes include a well-designed street edge that contributes to area identity and provides a safe, high-quality pedestrian experience. The streetscape design should vary by the type of street and the adjacent land use, and should create a unifying theme along each of the streets to visually and physically link the various developments within the area. Streetscape design addresses the space between the building face and the curb. For an example of roadway design guidance on the space between the curb and its opposite curb, see the Transportation section.

Elements of streetscapes include sidewalks, street furniture, streetlights, trees and other plantings, paving, crosswalks, bus shelters, bicycle racks, public art, and seating areas. The purpose of these elements is to enhance the quality of the pedestrian environment. The

integration of the Metro station entrances into the public realm is important to the success of the urban environment. The public realm at the station entrances should be attractive, highly visible, and able to safely accommodate high amounts of pedestrian activity.

Below are general recommendations for all streetscapes. These are followed by design recommendations for streetscapes along individual streets, which follow two approaches. For Reston Parkway, Sunset Hills Road, and Sunrise Valley Drive, general design recommendations are provided but flexibility, rather than strict adherence, should be used in implementing these recommendations to achieve a result that works best from the perspective of improving the pedestrian realm, increasing tree cover, maintaining quality vegetation and integrating new development with existing development. For new streets, design recommendations for streetscapes along each street type (Collectors and Local Streets) are provided.

General Streetscape Design Recommendations

Definition of Streetscape Zones

The streetscape is composed of three zones (see illustrated streetscape cross-sections). The landscape amenity panel is located next to the curb and includes such things as trees, lighting, bus stops, bicycle racks, parking meters, and traffic signs. Along selected existing streets, the landscape amenity panel and sidewalk/trail for pedestrian movement are addressed as one zone to reflect existing conditions that are planned to remain.

The sidewalk is reserved for pedestrian movement and should not contain any street furniture or other elements that may impede pedestrian movement. The building zone is located between the sidewalk and the building façade; this space is intended to accommodate elements such as lawn, tree grates, outdoor dining, planters, screening, door swing, displays and building awnings. The character of the building zone is determined by the adjacent land use and building context.

Underground Utilities

Utilities and some stormwater infrastructure should be located, to the maximum extent possible, under sidewalks, parking lanes, or the building zone. They should not be located under street trees unless there are no viable alternatives. Access panels should be placed so that pedestrian movement is not encumbered, preferably outside of the sidewalk area.

Street Lighting

Street lighting should maintain the overall character and quality of the area, provide adequate lighting levels that ensure public safety without creating glare or light spillage, and conform to county ordinances and adhere to LEED light pollution mitigation requirements. Street lighting should accommodate standard LED streetlights but innovative and distinctive lighting design should be encouraged on each development plan.

Streetscape Maintenance

Streetscape improvements may be provided on a combination of publicly owned right-of-way and private property. When the public right-of-way is utilized to provide streetscape improvements, commitments should be made by the adjacent property owner(s) to maintain the entire streetscape area. In addition, when the streetscape is not entirely within the right-of-way,

additional right-of-way or a public access easement may need to be provided for the portion of the streetscape located on private property.

Pedestrian Crossings

Pedestrian crossings should be well-delineated, ADA-accessible and located at desirable crossing locations, including on all legs of an intersection whenever possible. Crossings at major streets should be highly visible and timed with signalized crossing systems. When locating street trees and other amenities in proximity to pedestrian crossings, safety and sight distance should be taken into consideration.

Median Landscape Strip

New streets in the area are not expected to include medians except where they would facilitate pedestrian crossings. Where medians are provided, they should be designed to create a safety island for pedestrians waiting to finish crossing and should be planted with attractive landscaping. When locating street trees and other amenities in the median, safety and sight distance should be taken into consideration.

On-Street Parking

Streetscapes with on-street parallel parking should have a small paved area adjacent to the curb known as a pedestrian refuge strip. The pedestrian refuge strip allows passengers to exit parked cars without having to step into planted areas.

Planting in the Pedestrian Realm

On new streets, street trees, when planted in rows, should be planted in an environment that promotes healthy root growth, and should be spaced no more than 40 feet apart, except on designated local streets where a Reston-specific streetscape calls for no more than 30 feet apart, irregularly spaced trees. See the Street Type-Specific Design Recommendations section below for a plan illustration. Only those varieties of trees that require little maintenance, are resistant to disease, and are adapted to extreme urban conditions should be used. In addition to trees, vegetation within planting strips should include supplemental plantings, such as ornamental shrubs, ground cover, flowering plants, and grasses. Supplemental plantings should occur in areas that are not impacted by access to vehicles parked on the street; hardscaped pedestrian access points between sidewalks and parked cars should be provided to protect the planting areas. Irrigation should be provided. Safety and sight distance should be taken into consideration.

Stormwater Infrastructure

Streetscape design should include innovative stormwater remediation design elements such as bio-retention, permeable pavements, and incorporation of water collection and storage.

Street Furniture and Other Elements

Street furniture selections, such as benches, refuse and recycling receptacles and bike racks, should be consistent within each district. Fixed streetscape elements should be located within the landscape amenity panel and not within the sidewalk area so as to minimize the disruption of pedestrian flow.

Fire Access Coordination

Given the urban character planned in the TOD areas, fire access may need to be provided along the street frontage of a building. In locations where buildings front local streets that utilize the Reston-specific streetscape with tree "thickets", it is unlikely that fire access will be able to be provided from that street frontage. In these instances, fire access may be designed into interior plazas or provided from alleys or side streets. In order to ensure that goals related to both fire access and streetscape can be met, detailed site analysis should take place early in the development process to avoid conflicts between proposed streetscape features and fire access regulations. Development plans should demonstrate how the proposed streetscape, site design and other site features and amenities can be provided while meeting fire access requirements.

Streetscape Design Flexibility and Transitions

Consistent dimensions within each block should be promoted to avoid shifting pedestrian features or building frontages. However, variation from the streetscape guidance may be permitted 1) when the variation results in the continuation of an existing desired streetscape, 2) where pre-existing site constraints are present or 3) where infill or expansion of buildings or other existing features limit the ability of a development to satisfy all streetscape requirements. Variation from the streetscape guidance may be permitted as long as it results in an acceptable minimum sidewalk, landscape amenity panel and building zone width and an acceptable amount and location of trees and landscaping. In addition, it may be desirable for the new streetscape to relate to existing adjacent streetscape.

Street-Specific Design Recommendations

Reston Parkway Streetscape

Much of the development along Reston Parkway is envisioned to remain as built or approved. The existing and approved development provides varying types of streetscape design, some more consistent with the pedestrian realm recommendations than others. Reston Parkway will carry the largest volume of automobile traffic of all the streets passing through the TSAs and will also accommodate buses, bicycles and pedestrians. The Reston Parkway streetscape concept should provide a safe, comfortable and attractive environment for pedestrians and cyclists. Given the difference in the planned streetscape for Reston Parkway north of the DAAR as compared to south of the DAAR, these two street segments are addressed separately below.

Reston Parkway Streetscape North of the DAAR

The streetscape along Reston Parkway north of the DAAR is generally planned to continue the character established by existing and approved development.

Landscape amenity panel and Sidewalk Zone

The streetscape along the west side of Reston Parkway should be complementary to the streetscape for the approved development. A minimum 8-foot wide trail or sidewalk should be provided. Attractive street lighting should be provided to illuminate both the street and the sidewalk. Benches and shade trees should be located sporadically along the street.

The east side of Reston Parkway should include a combined landscape amenity panel and a minimum 8-foot wide trail or sidewalk to preserve the existing wide landscaped area with a multi-use asphalt trail that exists in front of the residential uses that front Reston Parkway from

Sunset Hills Road to Temporary Road. This zone effectively separates pedestrians from vehicular travel lanes and provides benches and shades streets for pedestrians.

Building Zone

On the west side of Reston Parkway, the building zone will typically be for buildings that are not fronting on this street. A minimum 8-foot wide multi-use zone that accommodates a second row of trees and possibly additional plantings should be provided. Major shade trees should be planted in a manner to ensure that they have building clearance at their mature size. The trees within the building zone should be planted to achieve a staggered effect with those planted in the landscape amenity panel

On the east side of Reston Parkway, the building zone for Reston Parkway should be complementary with the landscaping north of Bluemont Way and south of Stratford House Place. Shade trees should be planted in a manner to ensure that they have building clearance at their mature size. The trees within the building zone should be planted to achieve a staggered effect with those planted in the landscape amenity panel.

Reston Parkway Streetscape South of the DAAR

Landscape amenity panel

This zone should be a minimum of 8 feet wide; however, a 10-foot wide panel is encouraged. Street trees should be evenly spaced in ordered plantings. Vegetation may also include shrubs and ground cover. Amenities such as bicycle racks and bus shelters should be provided as needed to serve the adjacent land uses. Attractive street lighting should be provided to illuminate both the street and the sidewalk.

Sidewalk

A minimum 8-foot wide sidewalk should be provided.

Building Zone

Typically the building zone for Reston Parkway south of the DAAR will be for buildings that are not fronting on this street. A minimum 8-foot wide multi-use zone that accommodates a second row of trees and possibly additional plantings should be provided. Major shade trees should be planted in a manner to ensure that they have building clearance at their mature size. The trees within the building zone should be planted to achieve a staggered effect with those planted in the landscape amenity panel.

Sunset Hills Road Avenue, Sunrise Valley Drive and Wiehle Avenue Streetscape

In selected locations, the existing streetscapes include mature trees, stands of trees, and other desirable landscaping features, as shown in Figure 39. To the extent possible, streetscapes should incorporate these features, particularly healthy mature trees, while accommodating the pedestrian activities generated by the adjacent land uses. See the Publicly Accessible Open Space section for further information.

Figure 39. Streetscape



Streetscape along Sunrise Valley Drive.

The following recommendations are provided for achieving the streetscape character for these streets:

Landscape amenity panel

This zone should be a minimum of 8 feet wide, with transitions in width as appropriate to existing segments. This zone should include supplemental plantings (to include shade and flowering trees, shrubs, and flowering plants) to create a greater feeling of separation from vehicular travel lanes. Street trees are appropriate when the landscape amenity panel is the minimum width specified above and should be evenly spaced in ordered plantings. It is not envisioned that these streets will have on-street parking so continuous planting areas are encouraged. Amenities such as bicycle racks and bus shelters should be provided as needed to serve the adjacent land uses. Attractive street lighting should be provided to illuminate both the street and the sidewalk.

Sidewalk

Sidewalks along these streets should be 8 feet wide.

Building Zone

The width of this zone should range from 4 to 12 feet. When ground-level retail is provided in a building, a portion of this 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.

Collector and Local Street Streetscapes

While collectors and local streets serve different functions from a traffic perspective, their streetscapes are similar. The character of the streetscapes should generally be determined by the pedestrian activities generated by the adjacent land uses rather than the classification of the street. See Figure 40 and Figure 41 below.

The following recommendations are provided for achieving the streetscape character for collectors, and local streets:

Landscape amenity panel

This zone should be a minimum of 8 feet wide. Street trees should be evenly spaced in ordered plantings. Vegetation may also include shrubs and ground cover. On-street parking is envisioned for these streets so a pedestrian step-out zone with a 2-foot width should be provided. Amenities such as bicycle racks and bus shelters should be provided as needed to serve the adjacent land uses. Attractive street lighting should be provided to illuminate both the street and the sidewalk.

Sidewalk

Sidewalks along collectors and local streets should be a minimum of 8 feet wide in areas where significant pedestrian activity is expected to occur. Sidewalks along local streets where pedestrian activity is expected to be less significant should be a minimum of 6 feet wide.

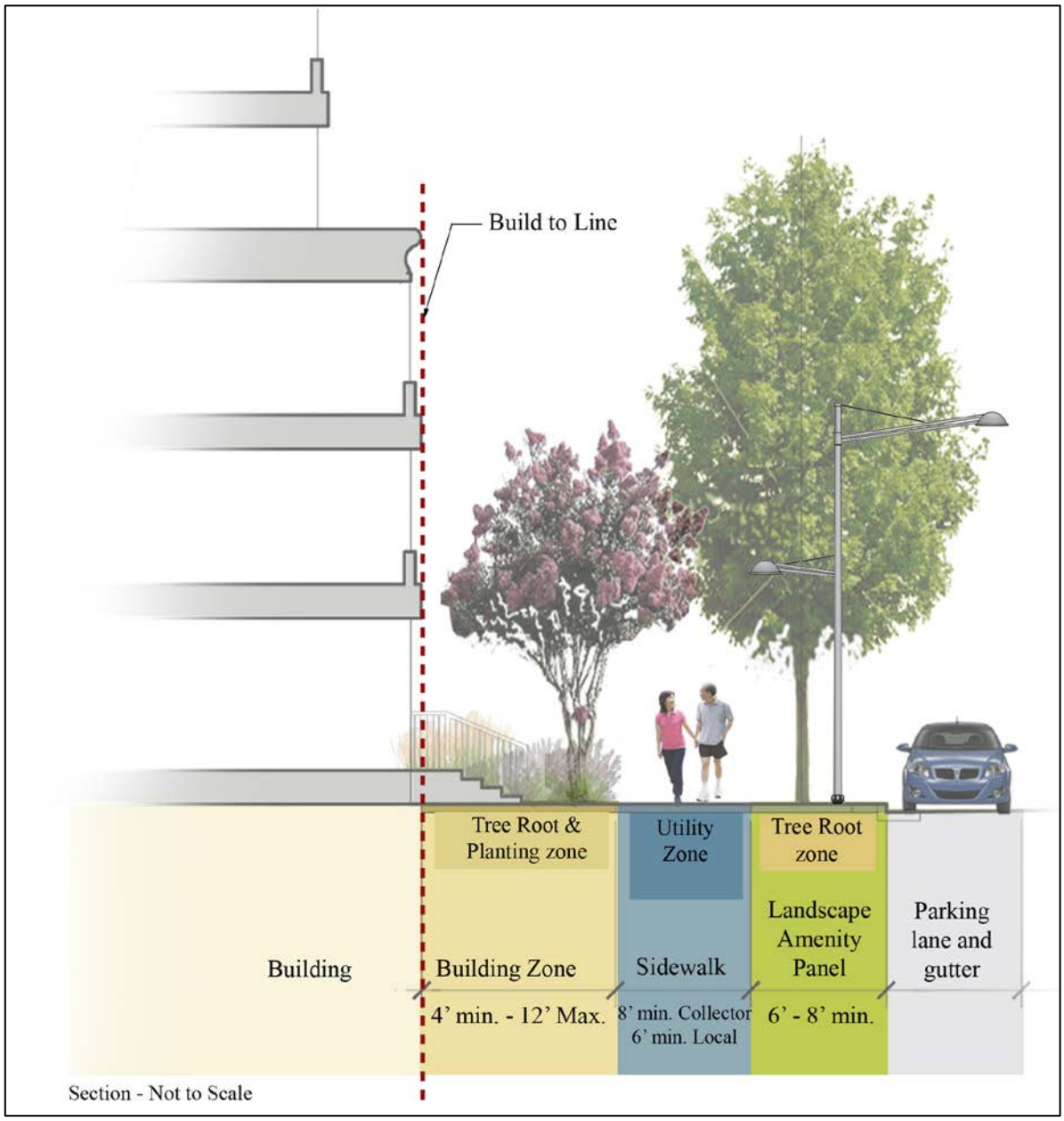
Building Zone

The width of this zone should range from 4 to 12 feet. When residential uses with direct access onto the street are located on the ground level, a building zone with a minimum 8-foot width should be provided to accommodate entry stairs or other design elements. When ground-level retail is provided in a building, a portion of this 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.

Reston-specific Local Street Streetscape

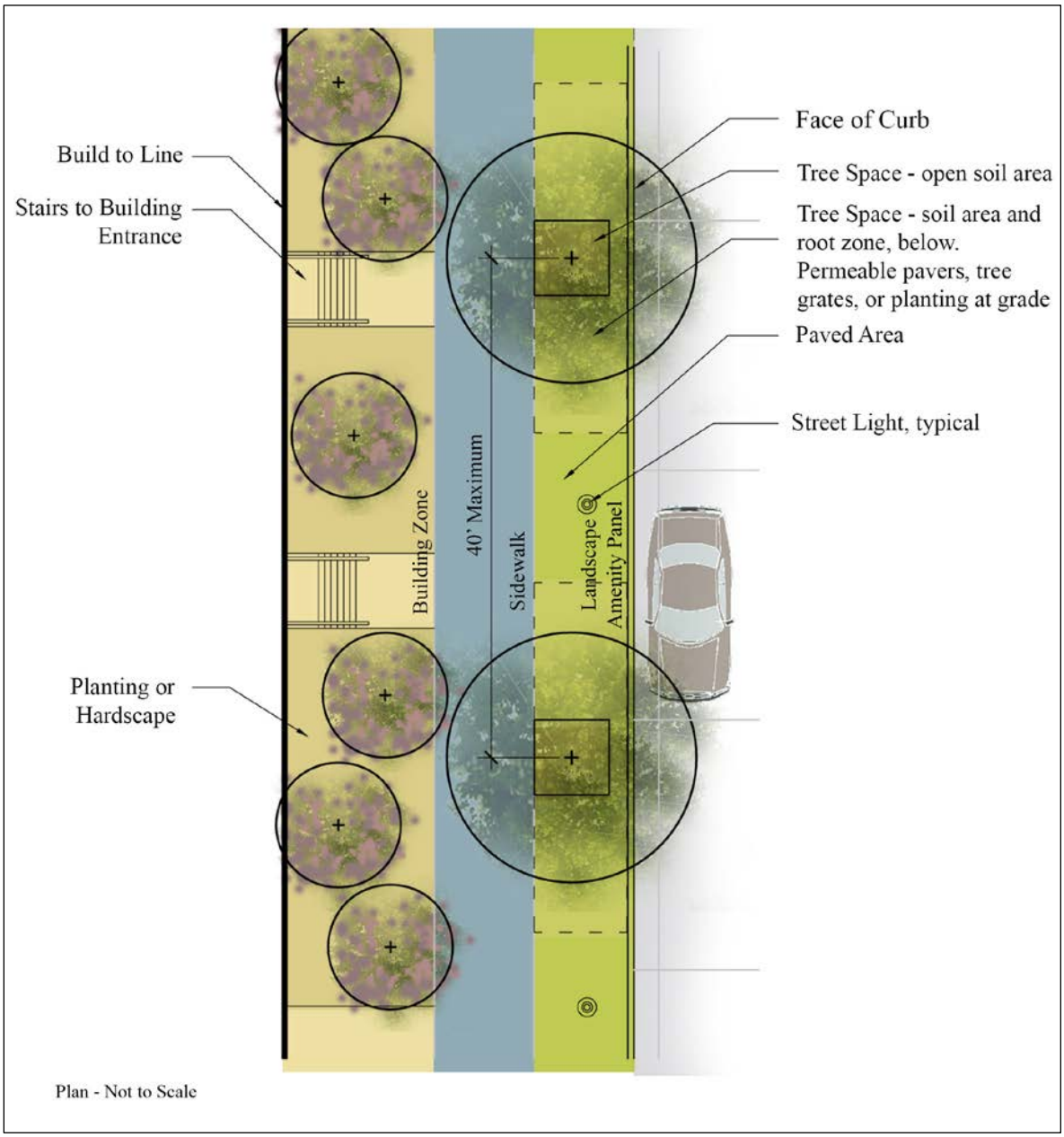
To strengthen the overall development quality and reflect the uniqueness of the landscape design character in Reston, certain local streets should incorporate an alternative, Reston-specific streetscape whose primary design characteristic is the creation of wide, thickly planted areas of irregularly spaced street trees as a contrast to the regularly spaced street trees lining the majority of streets. Ideally, this streetscape treatment would be applied on multiple blocks to create corridors with additional areas of tree cover. Coordination between development applications will be required to achieve this objective.

This streetscape will echo the aesthetic created by the existing areas of densely growing trees bordering streets throughout Reston's residential areas and along selected segments of Sunrise Valley Drive and Wiehle Avenue. The streetscape also provides for additional environmental benefits due to the increased tree canopy (accomplished by the increased number and size of trees), and reduction in impervious surfaces. In recognition that this streetscape's unique design requires more land than other streetscape types, development may limit the application of this streetscape to a minimum of one block face per development block.



Note: This graphic depicts a residential building zone (8-12'). In commercial developments, the building zone will be smaller (4-8').

COLLECTOR AND LOCAL STREET STREESCAPE WITH RESIDENTIAL BUILDING, SECTION **FIGURE 40**



COLLECTOR AND LOCAL STREET STREESCAPE WITH RESIDENTIAL BUILDING, PLAN **FIGURE 41**

Landscape amenity panel

This zone should be a minimum of 12 feet wide. Street trees should be irregularly spaced, in relation to the curb and themselves, within a continuous tree space with open soil, with hardscaped pedestrian access points every 80 feet, recognizing the constraints of utility locations. There should be a maximum of 30 feet between trees. Vegetation to include shrubs, grasses and ground cover should be planted between the street trees. On-street parking is envisioned for these streets so a pedestrian step-out zone with a 2-foot width should be provided. Amenities such as bicycle racks and bus shelters should be provided as needed to serve the adjacent land uses. Attractive street lighting should be provided to illuminate both the street and the sidewalk.

Sidewalk

Sidewalks should be 6-8 feet wide.

Building Zone

This zone should range from 4 to 12 feet. When residential uses with direct entry to the street are located on the ground level, a building zone with a minimum 8-foot width should be provided to accommodate entry stairs or other design elements. When ground-level retail is provided in a building, a portion of this 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. Like the landscape amenity panel, these supplemental plantings may include a wide, continuous open soil area. This area would include thickly planted, irregularly spaced street trees with shrubs, grasses and ground cover planted between trees. In addition, clusters of trees may also be used as a landscape design element to emphasize building entries, feature corners or provide transitions between the sidewalk and publicly accessible open space.

Service Street Streetscapes

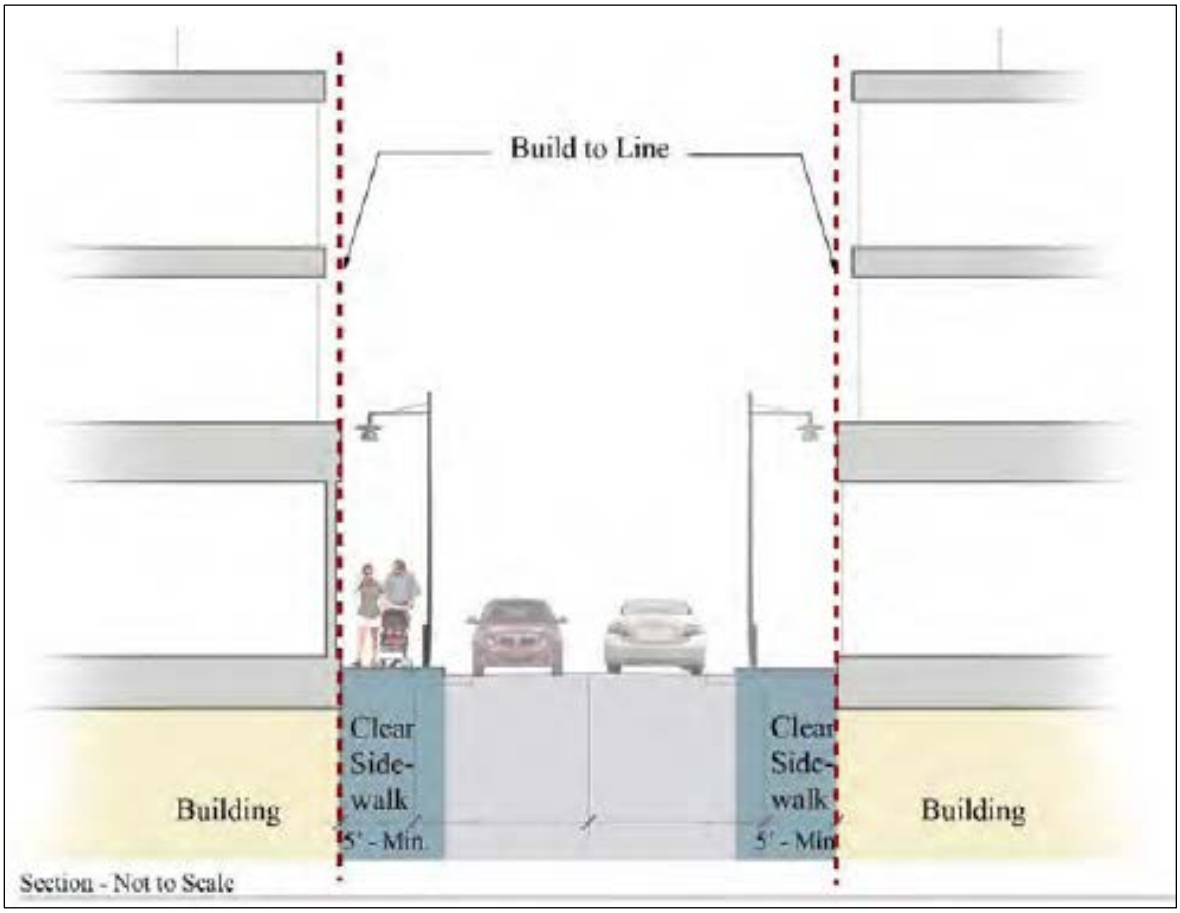
Service streets are expected to provide access to parking, loading docks, waste management, utilities, and other "back-of-building" operations. While they do not primarily serve pedestrians, they should provide a minimum level of accessibility and safety for pedestrians where applicable. See Figure 42 below.

Sidewalk

A minimum 5-foot wide clear sidewalk should be provided adjacent to buildings. No poles, utilities, or other appurtenances should be located in the sidewalk clear area. Attractive street lighting should be provided to illuminate both the street and the sidewalk. In lieu of pole lights, attractive safety and wayfinding lighting may also be attached to the building face.

Wayfinding and Signage

Signage is an important element that will contribute to the character of the Reston TSAs. The two predominant signage types that will most contribute to place making are on-site signage (signs used to identify a place of business or a residential building); and wayfinding elements which are placed in the public realm and provide directional assistance or location information (including street address) to pedestrians and motorists.



SERVICE STREET STREESCAPE, SECTION **FIGURE 42**

The quantity and quality of all signage should be considered in a comprehensive manner within a development but should also be complementary between neighborhoods and in most cases, the subdistrict, or district as a whole.

It is recommended that a Comprehensive Sign Plan (CSP) be submitted for all redevelopment applications. It is further recognized that the signage requested pursuant to such CSPs may deviate significantly from that permitted under the Zoning Ordinance's standard regulations if it contributes to creating a defined character for a district or subdistrict.

All signage should be well-organized, neat, well-maintained, concise and legible. Signage should fit with the architectural style of the project, using complementary materials and colors, and ideally be incorporated into the architectural elements of structures.

As the character of districts and subdistricts emerges, and as parks, entertainment and dining areas are developed, wayfinding signage will help pedestrians and motorists navigate within each TSA and among TSAs.

Wayfinding elements are most effective when used on a subdistrict and district level and indicate routes and events throughout the TSAs. Public art that functions as signage may be considered if it contributes to creating a defined character for a district or subdistrict. A strategy for wayfinding throughout all three TSAs should be considered, and could act as a placemaking tool and help distinguish between the TSAs.

Public Art

Public art has been a component of the effort to achieve quality urban design in Reston since the community's inception and is a distinguishing feature that contributes to the overall character of Reston. In order to continue to realize the goal of making Reston a vibrant place to live, work and play, public art should be encouraged in future development in the Reston TSAs. Designated open spaces should also be encouraged to include public art.

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

Building and Site Design Recommendations

Building and site design must support the pedestrian realm to create a vibrant urban environment. The pedestrian and public realm is framed by buildings and adjacent open spaces. It is the arrangement and character of the buildings, as well as the quality of the spaces in-between, that determine the quality of the urban form as a whole.

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 on the ground indicating where the facades of buildings should be located. It is located at the back of the building zone. The build-to line

generally applies to the podium (or base) of the building and excludes building towers. The build-to line should be consistent within a block, unless it is intentionally varied to achieve facade 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 in order to enhance pedestrian accessibility and convenience.

Proposed developments should adhere to a consistently established build-to line for each block. The location of the build-to lines will relate 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 (especially those that are a part of phased redevelopment plans) should investigate opportunities to create visual and physical linkages to conforming new buildings that address the pedestrian realm. These existing uses and buildings, whether 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 is the portion of the building that serves to define and enclose the pedestrian realm and includes the podium (or base) of the building. It generally aligns with the build-to line and serves as a physical and visual boundary to the pedestrian realm and should therefore be visually engaging to the pedestrian and should provide appropriate, convenient access. The building frontage should engage pedestrians and avoid creating barriers, or the impression of disconnection from the surrounding neighborhood. This encourages an enlivened, engaged and conveniently accessed pedestrian realm.

In general, ground-floor commercial uses should be accessed directly from the adjacent public sidewalk or building zone. In the absence of significant existing elevation changes, storefronts should be at the same grade as the sidewalk and building zone. Ground-floor residential uses, however, should be appropriately separated from the public sidewalk to distinguish the units and to provide a degree of privacy. This creates the opportunity for stoops, bays, porches or entries that establish a distinct transition between private residential developments and the pedestrian realm, while simultaneously providing convenient access.

If accessed directly from the public sidewalk, stairs should not impinge upon the pedestrian realm; they should be located wholly on private property so as to not affect pedestrian movement. In lower density areas, front yards should be shallow and characterized by entry gardens and terraces that encourage a direct relationship between the building and the pedestrian realm.

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 should include active uses, such as retail, at street level along the appropriate pedestrian corridors. Uses like loading docks, mechanical rooms, utility vaults, and exposed parking decks detract from the pedestrian experience and should be placed internal to the building envelope or facing service streets.

Building Mass

Building mass is the three-dimensional bulk of a building: height, width, and depth. Planned development in the TOD areas will be urban in nature, and new buildings will generally occupy a majority of the block and be multiple stories in height.

Sites should be designed with care to achieve the desired density goals, while remaining sensitive to the impact of development on the surrounding context. Attention to building mass in the design process will protect pedestrians' access to light, and allow for access to light and privacy for other buildings. In addition, proper building mass should minimize long periods of shadow 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. Excessive height along the sidewalk can feel uncomfortable to pedestrians and discourage pedestrian movement through the space. Step-backs are one tool that can be used to create an appropriate proportion of street width to building height.

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 (see Figure 43). As a result, pedestrians only perceive the first few floors of the building base, and not the full height of the tower. 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 visually disconcerting "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 a measure of 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. Solar shading analyses (also called sunlight or shadow studies) may be necessary to ensure that adjacent buildings will have adequate light. For buildings taller than four stories, the step-back may be located anywhere from four to eight stories above sidewalk level. Step-backs should be reviewed in proposed developments to confirm the scale and proportion of the street section and their relationship to adjacent building heights and scale. In general, the goal is to create a street width to podium height ratio anywhere from 1:1 to 1:2.

Building Articulation

Building articulation is the variation in a building's facade 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 which 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 facades 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 should include appropriate elements in order 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 realm and allow for "eyes on the street" which can enhance the feeling of safety for pedestrians.

Where ground floor retail, commercial, community or other non-residential uses occur, the facade above bulkhead and below the finished elevation of the first floor ceiling should be largely transparent. Transparency should permit visibility from the sidewalk into a building and its active uses. Opaque, mirrored and translucent glass should be avoided and should not be considered "transparent."

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 should exhibit higher transparency and should provide a visual connection to the pedestrian realm.

Parking Design

Parking facilities should meet the following guidelines:

- Parking access should be designed to minimize conflicts between vehicles and pedestrians and to take into account pedestrian safety. This may include reducing the number of parking access points and minimizing the widths of ramps and curb cuts where they intersect with the sidewalk.

- Vehicular access to parking lots and parking garages should be limited to local streets or service streets when feasible.

- Parking access should always be designed to be attractive and coordinated with the site plan and architecture.

- Certain uses, such as retail, civic or entertainment, may require highly visible parking.

- Exterior and interior parking structure lighting design should provide adequate lighting levels that ensure public safety without creating glare and light spillage into adjacent structures, roads, and the pedestrian realm. All parking lot lighting should conform to current LEED light pollution requirements and county ordinances.

Structured Parking

Underground parking is the least intrusive form of parking on the built environment and is the preferred method for providing parking in the TSAs. Above-grade structured parking, or podium parking, is also appropriate. Above-grade parking structures should be "wrapped" with active uses to the maximum extent possible. See Figure 44.

In some locations, exposed parking structures may be unavoidable. In such cases, careful architectural detailing, lighting, and landscaping should be employed along the building facades



STEP-BACK ILLUSTRATION **FIGURE 43**

to mitigate the negative impacts of exposed parking levels. If a parking level is not wrapped with an active use, the façade should be designed so that it appears as an attractive architectural element. This is especially recommended if the façade of the building tower is at the same vertical plane as the façade of the building base, so the building will appear to be occupied space all the way to the ground floor.

Generally, the architecture of garages should be consistent with surrounding buildings. Efforts should be taken to place these structures facing service streets. Where garage, loading access, utility vaults and/or mechanical rooms must be provided on a non-service street, the extent should be minimized and architectural treatments and screening, as discussed above, should be provided.

New stand-alone above-grade parking structures are discouraged.

Surface Parking

It is the long term vision to avoid large surface parking lots. Surface parking detracts from the pedestrian experience and should be avoided. The exception to this guideline occurs in portions of the Non-TOD Districts, where structured parking may not be economically feasible. Surface parking may also be considered for short term parking, such as 30 minute retail parking or for passenger drop-off and pick-up areas. In addition, as the area transitions to a more urban environment, surface parking may be considered on an interim basis.

When provided, surface parking lots should be located to the side or rear of the primary use and should contain pedestrian connections that lead to the front door of the associated building. They should be intensively landscaped, be well-lighted, and publicly visible for greater safety. Surface parking lots should provide low walls or fences at the back of the sidewalk or parallel to the adjacent build-to line to enclose and define the pedestrian realm. They also should be designed to contribute to site stormwater management by using elements such as planting areas and permeable paving in the parking stall area.

On-Street Parking

On-street parking makes sidewalks safer and provides necessary and sometimes more accessible short-term residential and retail parking, as well as activating streets. Many new streets within the TSAs should provide on-street parking (see Transportation section for additional guidance). Where on-street parking is provided, curb cuts for vehicular access should be minimized in order 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 generally be located within ¼ mile of the Metro station with heights stepping down gradually as the distance from the Metro station increases. In addition, building heights in proximity to the DAAR may be taller, however building heights will be lowest in locations adjacent to existing townhouses and those single-family residential neighborhoods 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 should protect view corridors and maintain access to sunlight in these sensitive locations.

The following are general recommendations regarding building height:



EXAMPLE OF SCREENED PARKING **FIGURE 44**

- Building heights and massing should respond to context, proximity to Metro or other neighborhood features, intended uses, and the Plan's vision for specific locations. Buildings may be oriented to maximize their view potential, but their location and orientation should take into consideration uses in the immediate vicinity.

- The tallest buildings should 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 urban fabric. Iconic architecture should also advance the overall quality of design within the district.

- During the development review process, solar shading analyses (also called shadow studies) for all buildings should be provided to ensure that adjacent buildings and public spaces will have adequate access to sunlight.

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. A variety of large and small publicly accessible open spaces should be available throughout the Reston community.

In some instances, such open spaces can be sited so as to preserve, augment and/or enhance the natural environment. In certain parts of Reston's TSAs, opportunities to preserve areas with existing trees should be sought to help connect these more urban areas to the larger fabric of Reston.

Definition of Publicly Accessible Open Space

For the purposes of this Plan, these spaces are to be for public enjoyment and may be either public or privately owned space to which public access is granted. They may include:

- 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, town squares, and a memorial sculpture garden; and

- other publicly owned and publicly accessible open spaces including small urban parks and civic spaces.

Publicly accessible open spaces do not include streets, parking and driveways or areas for vehicles, streetscape widths that are less than 12 feet wide, and roof top areas not readily accessible to the public. In some instances, publicly accessible open space may need to be identified by a wayfinding sign.

Calculation of Publicly Accessible Open Space

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

- The open space goal should be 20 percent of the net lot area (total lot area not including areas for public or private streets and 12 feet of the streetscape area). Flexibility in location should be used in applying this goal, recognizing that smaller open spaces are more appropriate and are generally used and enjoyed in the highest density areas. 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 located off-site and combined with other 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 some cases, it may be desirable for monetary contributions for open space areas in Reston to be provided in lieu of land contributions, where such can be used to either aquire new or to improve existing open space in Reston.

- Publicly accessible open space may include active space such as an outdoor performance space, active recreation fields, public parks, and a memorial sculpture garden.

- Flexibility on the percentage of open space may be granted for exceptional design and exceptional land dedications for public use.

Interim Conditions

In many cases developments will be phased over time. In addition to demonstrating how projects will ultimately adhere to the Urban Design Principles contained in the Plan, phased developments should prepare plans and supporting graphics that demonstrate how all interim conditions will meet Plan objectives, including those related to urban design. Among other design considerations, these plans should:

- Provide pedestrian circulation that meets the connectivity goals of the Plan.

- Show how any interim parking facilities will adhere to parking design and phasing goals.

- Show how landscape and sustainable hardscape improvements will improve the aesthetic character of any existing or proposed interim uses.

- Show how interim stormwater facilities can be creatively incorporated into a high quality landscape design.

- Provide streetscape improvements that conform to Plan guidelines and that result in enhanced continuity of the streetscape design.

- Show how proposed public amenities such as open spaces and Urban Parks will be integrated into the site.

TRANSPORTATION

The following recommendations are intended to help improve circulation within, around, and through the Transit Station Areas (TSAs). While the transportation recommendations support the development near the Metrorail stations, these recommendations also will facilitate regional travel through the area.

Monitoring System

Maintaining a balance between land use and transportation is dependent on a number of factors, such as the provision of a grid of streets and a reduction in the number of vehicle trips. The necessary transportation infrastructure, modal split levels, and vehicle trip reduction levels to balance planned new development have been analyzed extensively based on known conditions at the time of developing this Plan guidance. However, these conditions may change in the future which could result in changes in 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.

Pedestrian Mobility and Bicycle Facilities

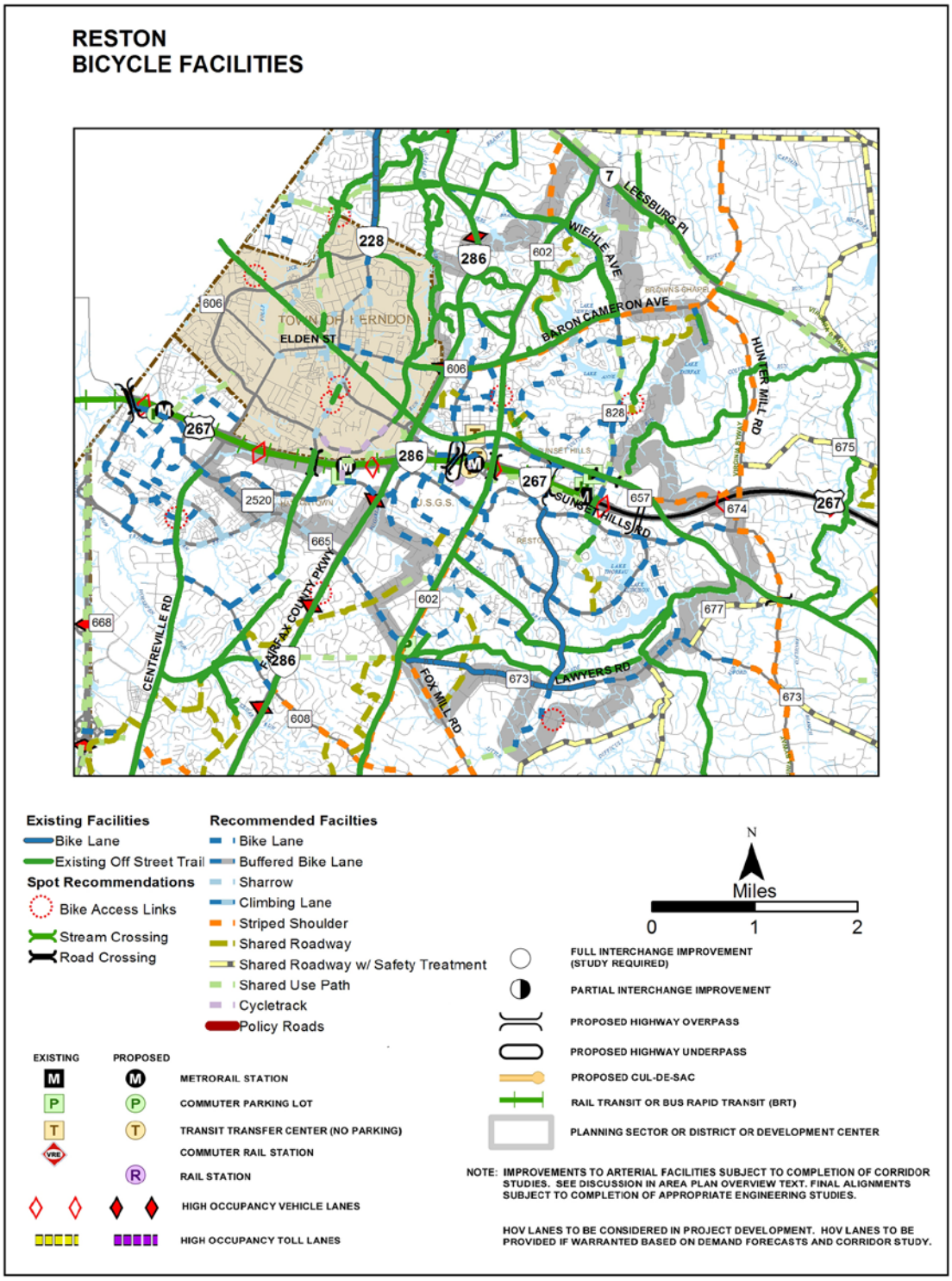
Pedestrian Mobility

The street network planning in the Reston TOD districts should provide a safe and comfortable environment for pedestrians while addressing mobility and access needs for all users (including emergency service, goods movement and utilities placement). The enhanced street network should provide a high level of connectivity within the TOD districts so that pedestrians, bicyclists, transit users, and vehicles can choose the most direct routes and access urban properties. In addition, improved connectivity should be provided between the TOD districts and other districts as well as between the TSAs and the adjoining areas outside the TSAs.

In additional, direct paths, such as trails or walkways, should be provided for pedestrians where additional street connections cannot be made or where a more enhanced pedestrian network is desirable. For additional guidance, please see the Reston Community-wide section's Pedestrian Mobility and Bicycle Facilities guidance.

Bicycle Facilities

Bicycle facilities should be provided consistent with the recommendations shown on the Reston Bicycle Facilities map. In addition, specific bicycle facilities are described in the Street Types Guidelines under the Road Network and Circulation section below. In an effort to encourage bicycling in the TSAs, safe, secure, and convenient bike parking should be provided. The number of bike parking spaces should be determined based on the planned land uses. For additional guidance, please see the Reston Community-wide section's Pedestrian Mobility and Bicycle Facilities guidance.



RESTON BICYCLE FACILITIES **FIGURE 45**

Public Transportation

Metrorail

The introduction of Metrorail service along the Dulles Airport Access Road and Dulles Toll Road (DAAR, Route 267) is a key component to providing increased mobility and reducing vehicle dependency for employees and residents in the three TSAs. Focusing the highest density development, especially new office development, around the Metrorail stations is vital to promote the use of mass transit and achieving the vision for these TSAs.

Local Bus Service

Fairfax Connector bus service currently serves both local riders and people commuting from the TSAs to other employment centers. These routes will be modified to provide convenient and reliable feeder service from other parts of Reston as well as the outlying communities to the Metrorail stations. There will also be a need for effective service between the TOD areas and between areas on both sides of the DAAR. The Countywide Transit Development Plan provides details regarding planned adjustments to existing routes and new routes to be added.

Road Network and Circulation

The road network and circulation recommendations provide additional transportation guidance for development within the Wiehle-Reston East, Reston Town Center, and Herndon TSAs. As new streets are constructed, right-of-way should be provided for their ultimate configuration including pedestrian and bicycle facilities as identified in the Plan. The streets should provide a high level of connectivity and accommodate all modes of transportation to the fullest extent possible.

Balancing the competing needs of numerous stakeholders 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 all users regardless of the mode of travel they choose. Flexibility in design may be considered to achieve Plan objectives.

Network Level of Service

An overall Level of Service (LOS) 'E' is the goal for the intersections within the street network of Reston TSAs. In instances where a LOS E standard cannot be attained or in a TSA with planned development, remedies should be proposed to offset impacts using the tiered approach described below. The purpose of this tiered approach is to maintain a walkable environment and support implementation of the grid of streets, which is more typical of urban areas and improves mobility for pedestrians and bicyclists.

In the development review process, mitigation of problem locations should follow the following sequence:

1. First, determine whether increased operational efficiency is achievable without decreasing pedestrian walkability and safety.

2. If increased operational influence does not result in an acceptable level of service, additional turn and through lanes can be considered on condition that the level of walkability remains acceptable. However, exclusive turn lanes and/or through lanes will

not be desirable in most cases since it will increase street widths at intersections and therefore work against an attractive environment for pedestrians.

3. In lieu of additional lanes, it is preferable to add links to the street grid where applicable with the goal of promoting the build out of the grid of streets. This strategy creates additional diversionary paths for vehicles and decreases the traffic at problem locations in the vicinity of a proposed development.

4. When step 3 is not achievable, decrease future site-generated traffic by (1) changing the mix of land use within the parameters of the applicable land use guidelines (e.g., replacing office or retail uses with residential use); (2) increasing transit use through provision of additional and improved services; and/or, (3) optimizing the application of TDM with measures that might include greater transit use, carpooling, ridesharing, walking and bicycling.

5. If the measures outlined in the previous two steps do not provide adequate improvement of LOS, a development proposal or future phase of development may need to be conditioned on funding or completion of offsetting improvements. Financial contributions of significant value dedicated to addressing deficiencies in the TSA may be considered as an offsetting improvement. These contributions may not be used as a credit against other contributions toward off-site transportation improvements.

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 occupant vehicles during peak periods, and expanding the choices available to residents, employees, and visitors. Examples can be found in the county's Policy Plan. 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 single occupant vehicle trips. These reductions are based on Institute of Transportation Engineers' (ITE) trip generation rates and are to fall within the ranges shown in the TDM Goals (See Figure 46). These goals are the ultimate objective once rail is operational and public transit is in place. The recommendations are for reductions of at least 35 percent for the areas within ¼ mile of the Metrorail stations and at least 30 percent for the areas between ¼ and ½ mile from the Metrorail stations. TDM Goals lower than those shown in Figure 44 may be considered, on an interim basis, prior to the opening of each Transit Station Area's Metrorail Station.

Figure 46. Transportation Demand Management (TDM) Vehicle Trip Reduction Goals for Office and Residential Development

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 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, apartment owners and homeowners 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:

1. Commitment to the trip reduction goals to be achieved at each phase of development and the measures to be used in the program.

2. TDM implementation plans with monitoring provisions.

3. 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.

Road Transportation Improvements

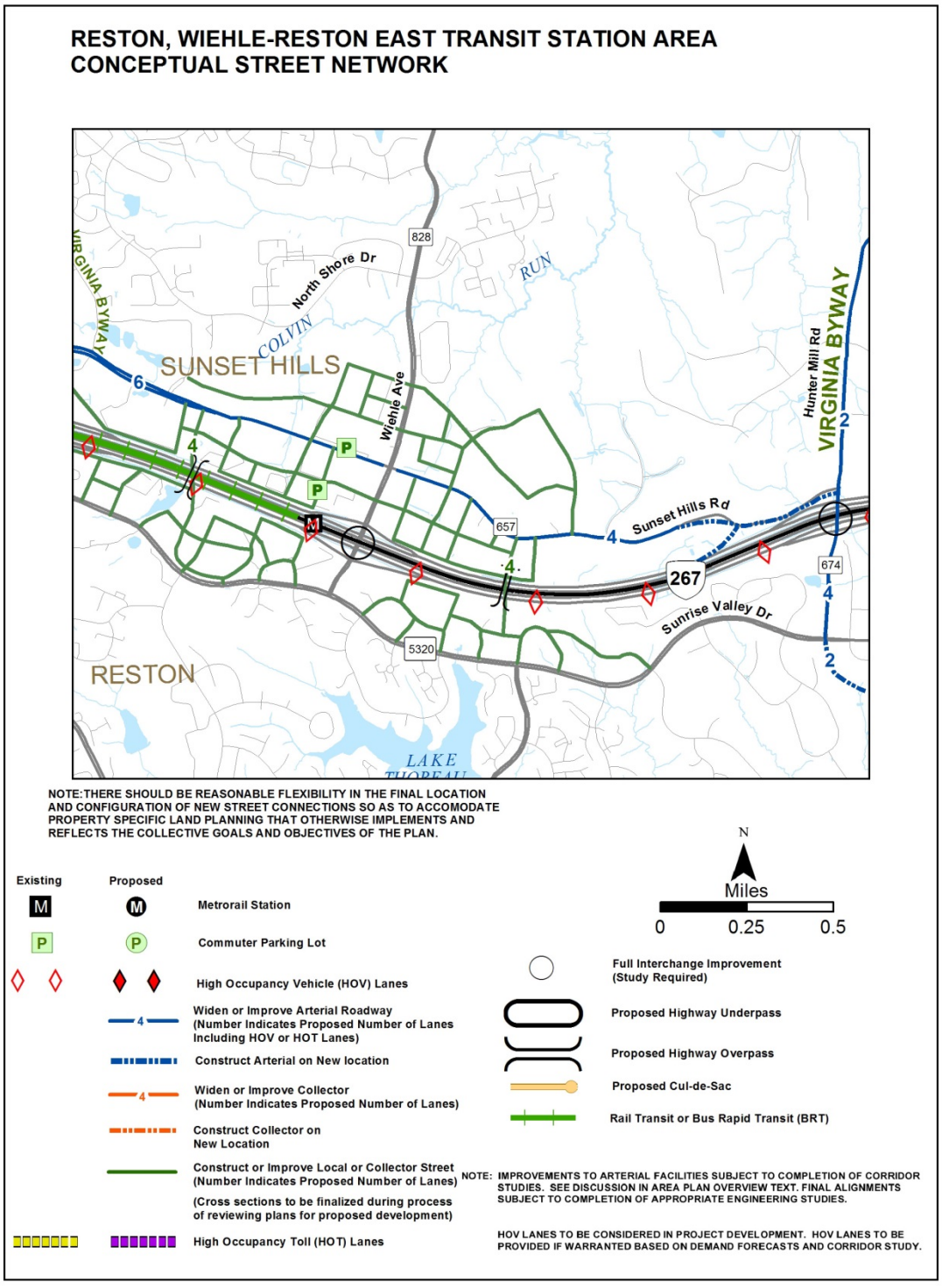
A list of roadway network improvements recommended for Reston is contained in the Reston Plan's Community-wide Transportation section.

- Construct an enhanced street network (also referred to as a grid of streets) to increase connectivity

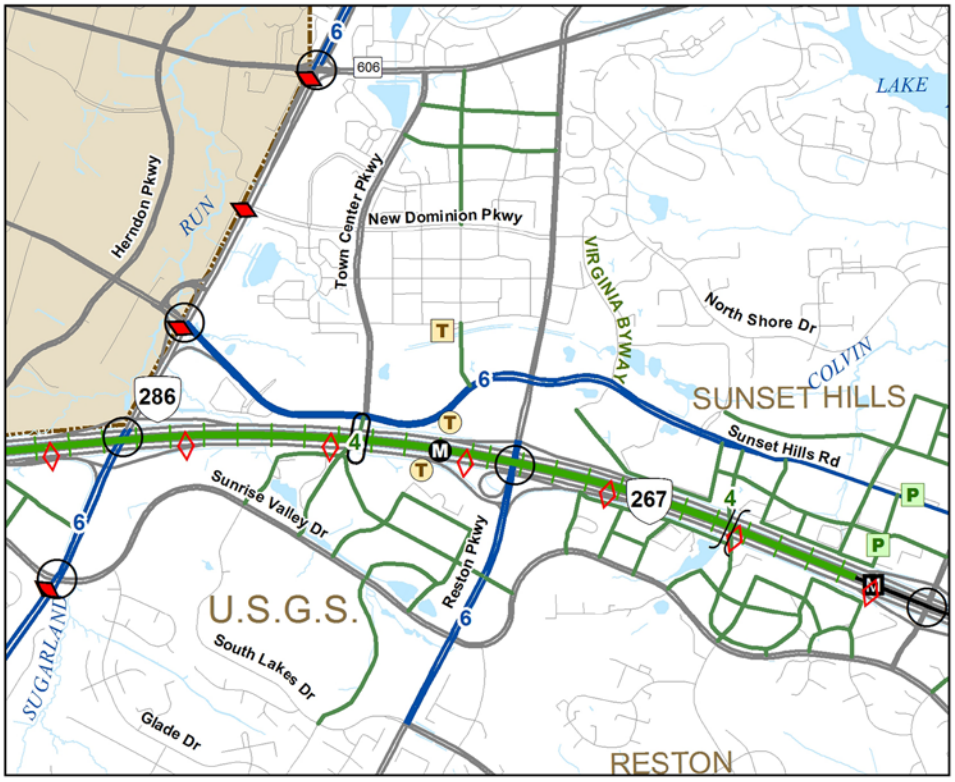
A fundamental purpose of the grid of streets is to increase connectivity in the TSAs. One benefit is the availability of alternative routes for vehicles, thereby reducing congestion. A conceptual enhanced street network is shown on Figures 47-49. In planning the grid of streets, consideration should be given to avoiding intersections with acute or awkward angles; minimizing exclusive turn lanes; and having block sizes generally within a 400 foot to 600 foot range. Any block longer than 600 feet should contain a mid-block pedestrian connection where possible.

In addition to the recommended roadway improvements in the Reston Plan's Community-wide section, intersection improvements may be required in order to ensure acceptable traffic operations. Each roadway improvement should be independently evaluated not only for its transportation utility from a cost-benefit perspective but also for its environmental implications, such as effects on storm water management, water quality, noise or parks, and also the roadway design and its integration into the area's urban context.

NOTE: This figure replaces the old Figure 27 shown on the previous page.



RESTON, RESTON TOWN CENTER TRANSIT STATION AREA CONCEPTUAL STREET NETWORK



NOTE: THERE SHOULD BE REASONABLE FLEXIBILITY IN THE FINAL LOCATION AND CONFIGURATION OF NEW STREET CONNECTIONS SO AS TO ACCOMODATE PROPERTY SPECIFIC LAND PLANNING THAT OTHERWISE IMPLEMENTS AND REFLECTS THE COLLECTIVE GOALS AND OBJECTIVES OF THE PLAN.

N

Miles 0 0.25 0.5

Existing	Proposed	
M	M	Metrorail Station
P	P	Commuter Parking Lot
◊ ◊	◆ ◆	High Occupancy Vehicle (HOV) Lanes
4	4	Widen or Improve Arterial Roadway (Number Indicates Proposed Number of Lanes Including HOV or HOT Lanes)
		Construct Arterial on New location
4	4	Widen or Improve Collector (Number Indicates Proposed Number of Lanes)
		Construct Collector on New Location
		Construct or Improve Local or Collector Street (Number Indicates Proposed Number of Lanes) (Cross sections to be finalized during process of reviewing plans for proposed development)
		High Occupancy Toll (HOT) Lanes

Full Interchange Improvement (Study Required)

Proposed Highway Underpass

Proposed Highway Overpass

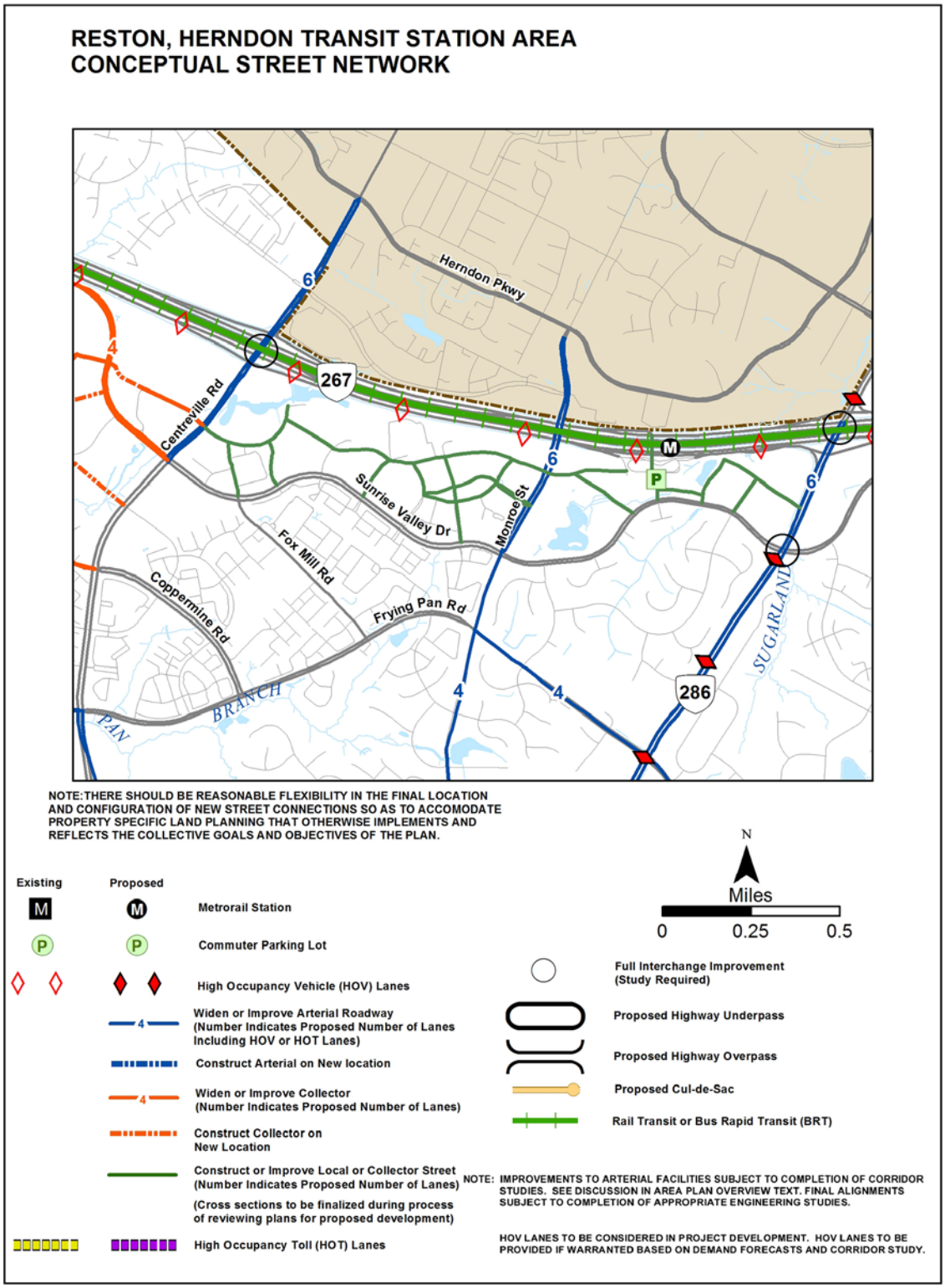
Proposed Cul-de-Sac

Rail Transit or Bus Rapid Transit (BRT)

NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES.

HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE PROVIDED IF WARRANTED BASED ON DEMAND FORECASTS AND CORRIDOR STUDY.

CONCEPTUAL ENHANCED STREET NETWORK: RESTON TOWN CENTER TRANSIT STATION AREA **FIGURE 48**



CONCEPTUAL ENHANCED STREET NETWORK: HERNDON TRANSIT STATION AREA **FIGURE 49**

Parking Management

To facilitate the achievement of TDM goals and encourage transit use, shared parking for uses which have different peak demand periods, instituting paid parking, or other parking reduction strategies are encouraged. Additionally, shared parking between similar uses with both existing and new buildings should be explored, especially if the existing use is over parked. These parking strategies can serve to reduce vehicle trips and increase the cost-effectiveness of the provision of parking. For development within a half mile of the Metrorail station, 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 utilized 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. Residential uses should take into account the number of bedrooms per unit when establishing the amount of parking to supply. All non-residential uses 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 office parking rate exists or is desired, an appropriate justification can be submitted in order to consider a different rate for office use.

Funding of Transportation Improvements and Services

Funding these transportation improvements through federal, state and county 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.

ENVIRONMENTAL STEWARDSHIP

For environmental stewardship guidance, see the Community-wide recommendations of the Reston Plan in the Area III volume of the Comprehensive Plan.

URBAN PARKS, RECREATION FACILITIES AND CULTURAL FACILITIES

The growth and redevelopment planned for the three TSAs will increase the need for parks and open space, recreation facilities, and cultural amenities, all of which are essential components in creating places where residents and employees can live, work and play. A significant portion of the TSAs was formerly designated as the Reston Center for Industry and Government, which limited residential use and resulted in a development pattern with a minimal amount of existing park, recreation and cultural facilities. As a result, there is an existing deficit

of park/recreation capacity within the boundaries of the TSAs. Growth and redevelopment planned for the TSAs will exacerbate existing deficits. The intent of this Section is to present recommendations to meet the need for urban parks, recreation and cultural facilities created by growth in the TSAs.

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

Parks provide visual relief in the urban landscape and are spaces for people to enjoy the outdoors and engage in recreation and leisure pursuits. Public open space is especially critical for residents of higher density housing who may lack access to private yards. A diverse park system contributes economic, social and health benefits by providing a high quality of life for residents in the transit-oriented areas and the surrounding community.

The new parks planned for the TSAs should range from places that support and foster social interaction to those that support sports and recreation activities. While many developments will include urban parks/plazas as amenities, contributions of recreational facilities will also be needed to ensure a park system that serves the wide range of needs that will exist in the TSAs. The provision of athletic facilities, particularly sports fields, is especially important and challenging. Creative approaches for providing for sports needs will be necessary, including use of technology and scheduling to increase existing and future facility capacities and integrating facilities within development areas, on rooftops, over stormwater detention facilities, in utility corridors and other alternative locations.

Urban Park Service Level Standards and Typology

The Urban Park Framework is in the Parks and Recreation section of the Policy Plan as Appendix 2. It was established to guide the creation of park systems in Fairfax County's urbanizing and redevelopment areas and 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 park systems in Fairfax County.

Ideally, urban areas contain a complement of urban park types in order to serve local leisure needs; support environmental and sustainability goals; and contribute to the area's sense of culture, liveliness, and identity. Urban park design elements may be combined in various ways to create a range of urban park types. While park types may be adjusted to fit an area's specific needs and concept, there are five distinct types of urban parks, including pocket parks, common greens, civic plazas, recreation-focused urban parks and linear parks, as described in the Urban Parks Framework. The urban park typology strives to provide a comprehensive range of amenities and uses, such as pedestrian-oriented by-ways, large open spaces for civic gatherings, and other recreation-oriented opportunities for organized sports and informal play.

Park service level standards guide the provision of parkland and facilities relative to specific county needs and land use context. For urban areas, the parkland service level standard is based on population and employees. In urban areas, park size is typically less than five acres and often under ½ acre. Service area is generally within a 5-10 minute walking distance (or ¼ - ½ mile) from nearby offices, retail and residences. The urban parkland standard calls for 1.5 acres of urban park space per 1,000 residents and 1.0 acre of urban park space per 10,000

employees that is well integrated into the urban fabric and distinguished from site and public realm landscaping and streetscape features. A range of recreation facilities and park amenities should be incorporated into the urban park spaces to serve the recreation and leisure needs of nearby residents, workers and visitors. The urban parkland standard determines the target acreage for a mixed use, urban area and relies on contributing future development to help meet these area-wide targets, working with public and private partners to integrate publicly-accessible urban parks into development projects.

Elements of the Reston Transit Station Area Urban Park System

A wide array of parks, recreation, and cultural amenities will be combined to form the area's urban park system. During the course of the Reston Master Plan Special Study, eleven core needs for the urban park system were identified (See Figure 50.)

Need generated in the TSAs should primarily be met through the integration of urban parks, recreation, and cultural facilities within the mixed use developments of the TSAs. To supplement these parks and facilities, elements of the larger Reston area's robust park and recreation system (outside of the TSAs) may be able to be improved to help meet the needs of future residents and employees. This opportunity to meet needs both within and beyond the TSAs can only be realized if adequate and accessible pedestrian and bicycle connections are created within the TSAs and between the TSAs and the existing extensive trail system in Reston.

Items on the list are those amenity types (indoor and outdoor) that have been identified as needed through the Reston Master Plan Special Study and by the three largest not-for-profit providers of parks, recreation, and cultural amenities in Reston – Fairfax County Park Authority(FCPA), Reston Association (RA), and Reston Community Center (RCC). These park, recreation, and cultural needs are either solely generated (or exacerbated) by the development planned in the TSAs. The listed amenity types are representative and not intended to limit the addition of new facility types to support emerging and evolving needs.

As noted earlier, the adopted population-based countywide service level standards established in the Parks and Recreation section of the Policy Plan form the basis of determination of how many facilities are needed. Adopted service level standards generally apply to playgrounds and courts. Adjusted service level standards for athletic fields account for expanded field capacity though use of lighting and synthetic turf and different use patterns. More guidance for the provision of active recreation is provided below. The need for the Garden of Remembrance and Reflection is a long standing community goal. The need to expand or add significant indoor facilities including an aquatic center, indoor tennis facility and performance center has been identified through various feasibility studies and community dialogue. Trails are needed throughout and in a quantity sufficient to meet connectivity and recreation goals. Public art is also desired throughout. The Visual and Performing Arts section of the Policy Plan contains additional guidance.

Figure 50. Core Needs for Reston Park System

NEED	DESCRIPTION
Trails	Non-motorized connections for recreational and transportation purposes, linking TSA areas with each other and to the rest of Reston community.
Parkland (local)	A range of publicly-accessible park types based on the context of the development. For instance, in the TSAs, urban parks are appropriate, including pocket parks, common greens, civic plazas, recreation-focused parks, and linear parks. Some of these urban park types may also be appropriate in Village Centers. Please see the Urban Parks Framework and Parks and Recreation section in the Policy Plan for detailed descriptions of park types and typical amenities.
Playgrounds	Includes neighborhood-scale playgrounds as well as one destination playground to serve the entirety of Reston.
Sports courts	Multi-use and single-use hard-surfaced courts, incorporated into developments and local parks.
Athletic fields	Diamond and rectangle fields for a wide variety of scheduled and unscheduled sport play for all age groups. As appropriate, fields should have synthetic turf and lights to ensure maximum playing capacity. While land for new fields will be needed, capacity-enhancing upgrades to existing athletic fields is also an option for meeting this need. A goal of adding capacity equivalent to twelve athletic fields serving Reston should be achieved through development contributions of land and/or facilities to meet the needs generated by planned Transit Station Area redevelopment. In addition to provision of new park and school fields within the TSA corridor, enhancements to and redesign of public park, school and Reston Association fields outside the TSA corridor will be necessary to increase capacity to serve increased athletic field needs in Reston. Development contributions to these improvements are expected to offset growth impacts.

Dog exercise areas and parks	Areas of varying sizes for on-leash and off-leash dog walking and exercise. Would include informal exercise areas (on-leash) as well as off-leash areas.
Garden of Remembrance and Reflection (outdoor)	An outdoor memorial sculpture garden, a special place where one can go to remember and memorialize loved ones.
Public art	Incorporated as distinct features as well as part of architecture, public space, and amenities.
Indoor aquatic/fitness facility	Large-scale destination facility providing indoor aquatic and fitness recreation, to include family friendly pool with water features, and/or competitive swimming (50 meter) as well as other indoor recreation facility features.
Indoor tennis facility	Indoor tennis facility to accommodate recreational and competitive play.
Indoor performance center	Performing arts venue that can support large-footprint music and dance organizations. Preferred location is within walking distance of a transit station (e.g., within Reston Town Center), near other entertainment activity (e.g., dining, retail) with opportunities for shared parking.

Active Recreation Facilities

Outdoor recreational areas should support and foster social interaction as well as team sports and individual recreation activities. Plan guidance for urban parks will be implemented as redevelopment occurs and should incorporate a variety of park amenities. Contributions of recreational facilities will also be needed to ensure a park system that serves the wider range of needs. Adopted countywide recreation facility standards, adjusted for urban demographics and use patterns, will guide the service level enjoyed by residents, workers and visitors to Reston who will have a full range of leisure opportunities within convenient distances. Due to the size requirement for full size athletic fields, the provision of athletic fields is particularly challenging in the urban context, but an essential facility type where new fields and expanded capacity at existing fields will need to be added as redevelopment occurs.

A goal of adding capacity equivalent to twelve athletic fields serving Reston should be achieved through development contributions of land and/or facilities. At a minimum, three new full-service athletic fields should be provided within the corridor. It is further recommended that these three fields be distributed throughout the corridor, with one new field in each TSA as a goal. It is also anticipated that between two and four new planned schools will add new fields to serve corridor needs. Enhancements to and redesign of nearby public park, school and Reston Association fields to increase capacity should also be strategies for serving the increased athletic field needs in Reston. Based on the projected redevelopment, the need for 12 fields is equitably fulfilled using a measure of 2.2 million GFA of development per field within the TSA corridor. Implementation of this metric and achievement of active recreation facilities, as well as all other park and recreation facility types, will primarily occur through the development review process.

The provision of new athletic facilities that require larger land areas within Reston TSAs is especially important and challenging. Creative approaches to providing for sports needs in Reston will be necessary, including integrating facilities within development areas, on rooftops, over stormwater detention facilities, in utility corridors and other alternative locations. The rooftops of parking structures and other buildings in Reston will be considered as locations for some of the new athletic fields and courts that are needed to help meet the future demand for active recreation facilities. Field capacity can be expanded through innovative design features such as lighting and synthetic turf and through scheduling that provides for longer and more efficient use, and thereby achieving the addition of new fields and added capacity. Overlay and multi-use fields that accommodate multiple sports can reduce the amount of land needed.

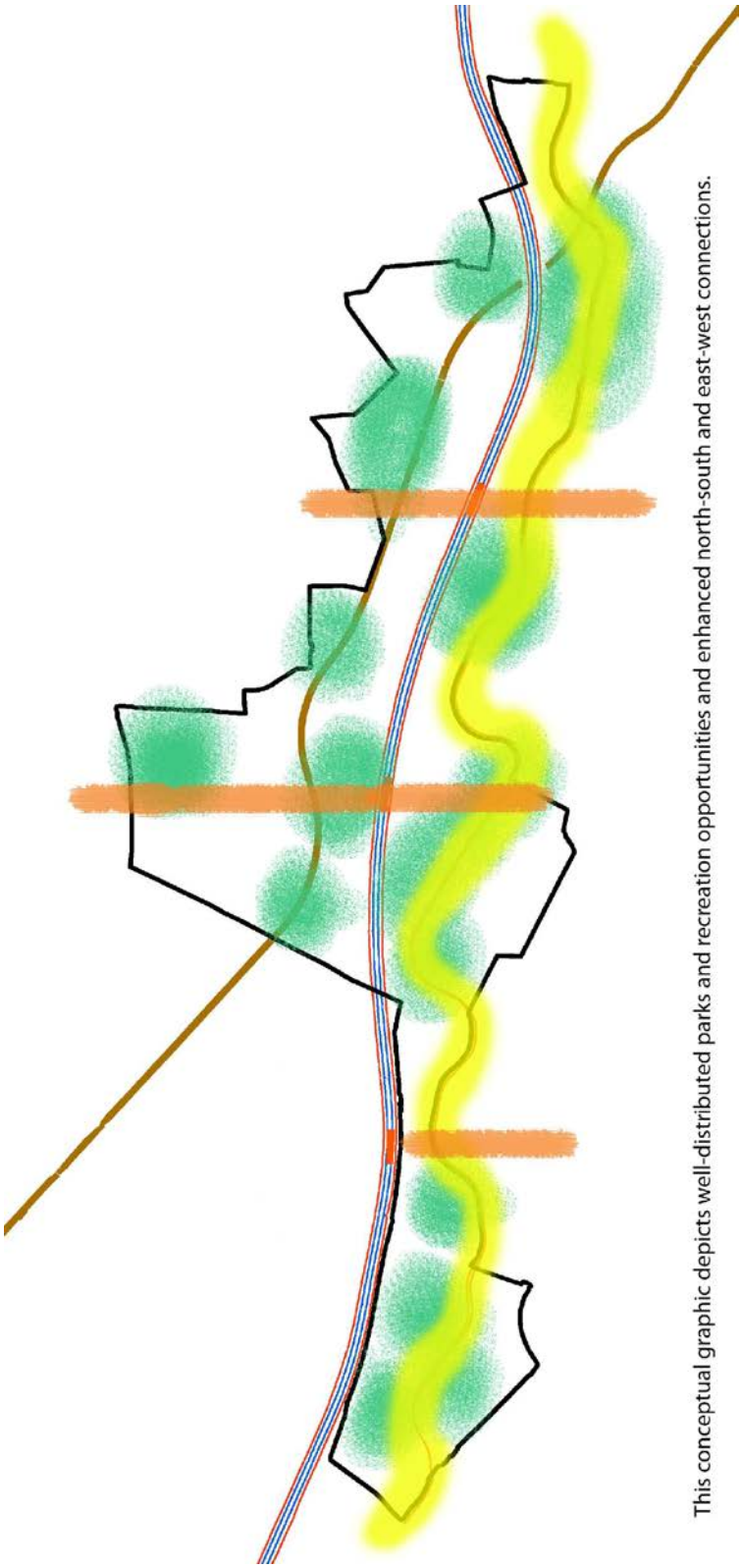
Adopted Countywide field standards are based on a majority of youth participants. It is anticipated that in Reston there will be a large number of adult field users. Corporate softball, flag football, kickball, soccer and adult baseball are anticipated adult needs. Other field sports, such as cricket, may also emerge as a greater need over the horizon of this plan and may need to be accommodated.

The conceptual graphic of the future park system, shown in Figure 51, generally highlights well-distributed parks and recreation opportunities connected through the W&OD trail on the north, mirrored by an east-west major trail connector on the south side of the Toll Road and north-south connectors through each TOD.

Urban Park Implementation

Creation of an urban park network is fundamental to the vision for the TSAs and to the successful redevelopment efforts around the transit stations. As a result of ownership patterns, urban park development will likely occur in a piecemeal pattern over time. Coordination and collaboration among landowners to create a connected system of needed park spaces is essential and is critical to creating vibrant, successful neighborhoods. A comprehensive system of urban parks, if properly implemented, will contribute to a sense of place and distinguish the area as a quality place to live, work, shop and visit. The Urban Parks Framework should be used to guide the design and location of the urban open space system. Adopted countywide recreation facility standards, adjusted for urban demographics and use patterns, will guide the service level enjoyed by residents, workers and visitors to the Reston Transit Station 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 is most useful if accessible by walking. 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, but would also bike, use transit, or drive to get to such a destination, and may not use daily, but would spend more time once there. Factors such as context/location, access, function/purpose, general length of stay, and amenities should be considered in order to inform provision of urban parks, recreation, and cultural amenities. The full set of design elements to be factored into implementation decisions are described in detail in the Design Elements table of the Urban Parks Framework (see Policy Plan, Parks and Recreation section).



This conceptual graphic depicts well-distributed parks and recreation opportunities and enhanced north-south and east-west connections.

FIGURE 51

CONCEPTUAL GRAPHIC OF THE FUTURE PARK SYSTEM

Approaches to providing parks, recreation, and cultural amenities within the TSAs and extended transit corridor area should be creative and innovative – in keeping with the Reston community's origins and character. Stakeholders, providers, and developers should be encouraged to work together to offer park, recreation, and cultural amenities in ways that are well-suited to the context of an urbanizing transit-oriented community. Parkland can be publicly owned, privately owned, or provided through public-private partnerships. Developers should 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 playground, trails, indoor facilities).

Creativity in provision is highly encouraged. Creative urban park initiatives may include the use of building rooftops for park facilities; unique programming areas; recreation facilities and dedicated program space provided within commercial buildings, redevelopment at nearby parks, and forging new park-provider partnerships. Integration of indoor and outdoor facilities and program space with cooperative programming is highly encouraged. With any of these approaches, visual and physical accessibility to the public is essential.

During the course of the public planning process, several recurring themes related to parks, recreation, and cultural amenities within Reston were identified. These themes suggest specific opportunities (some geographic, some conceptual) to implement a parks system within the area.

- **East-West Connections:** Establishing east-west connections within the area is just as important for internal pedestrian and bike circulation as well as connections to the remainder of Reston. The Washington & Old Dominion Trail (W&OD) provides regional pedestrian and bike connectivity north of the DAAR, but a corresponding connection does not exist south of the DAAR. An east-west connection along Sunrise Valley Drive would create such a central pedestrian and bike connection south of the DAAR.

- **North-South Connections:** The creation and strengthening of north-south connections throughout the area will contribute greatly to the success of the parks system. These pedestrian and bike connections will provide access to amenities located on one or the other side of the DAAR. The connections become particularly critical in being able to connect the TSAs with the larger Reston community. To that end, north-south connections should be strengthened/enhanced or created along the axes created by the three metro stations, at a minimum. Any new north–south vehicular connections should also include pedestrian facilities.

- **Linear Parks:** Creating a variety of linked, multi-use parks will be central to the success of the redevelopment of the area. A combination of active and passive amenities linked (or adjacent) to central pedestrian and bike ways should be created. Using existing natural and stormwater features as a backbone for linear parks should also be considered.

    - *Sunrise Valley Corridor*: Several manmade water and natural features exist in the vicinity of the Sunrise Valley corridor and provide a particular opportunity to create small, semi-urban scale parks. Placing trails and clustered amenities such as fitness stations, playgrounds, or interpretive stations around existing or future features builds upon Reston's existing infrastructure. It may allow double use of spaces – in some cases allowing stormwater management goals to be achieved simultaneously with recreation goals. In addition to realizing the vision of Sunrise Valley as an east-west connection south of the DAAR, it also places amenities in proximity to planned development.

- *Washington & Old Dominion Regional Park*: The regional Washington & Old Dominion Trail (W&OD) runs through the study area north of the DAAR, providing opportunities for east-west pedestrian and bike travel. There is the potential to incorporate recreational waysides including, but not limited to seating areas and playgrounds. Incorporation of amenities has been done in other areas along the W&OD, such as Arlington, Falls Church, and Purcellville. There is also the opportunity to develop larger recreational or cultural facilities near the W&OD, such as gathering places or athletic facilities. Close collaboration with the Northern Virginia Regional Park Authority (NVRPA) as the area redevelops will help identify specific opportunities.

- *Stormwater Parks*: The role and importance of water bodies and stormwater management features in Reston presents an opportunity to cluster amenities around these features and create a valued educational, recreational and/or cultural asset. There are opportunities to create enhanced stormwater parks throughout the area – as stand-alone parks or as a series of linked and linear parks. Parks of this type will incorporate active, passive, and/or nature and memorial elements into stormwater management features, creating a multi-purpose community asset.

- **Clustered Community Uses:** The Reston Town Center North area currently contains many community uses – library, Hunter Mill Supervisor's office, public safety, human services, and health related offices. In the future, it is anticipated that many of these uses may remain and there may be the option to further develop or add public amenities. Examples of possible amenities might include a signature community green or a flexible use, community gathering plaza and/or a destination playground. A redesign of the private and public uses in Reston Town Center North is anticipated offering opportunities to better integrate urban park features, recreation and cultural amenities. This area could offer mutually beneficial and complementary community uses and provide a significant public benefit, connecting to and building on the community-focused nature of the adjacent Reston Town Center.

- **Integrating the TSAs:** The Reston community has expressed the desire to build connections and integrate the TSAs into the Reston community; parks, recreation, and cultural facilities are one means of achieving this goal. Some of the needs identified above may be more appropriate to a location outside of the TSAs and may in fact provide greater benefit in such

locations by encouraging broader use (e.g., Garden of Remembrance and Reflection). To further this goal of integrating new residents in the TSAs into the larger community, new residents should have access to and use of the full suite of amenities that the Reston planned community offers and in a manner similar to what existing residents currently enjoy. Reston Association is the primary provider of local-serving parks and recreational amenities. Reston Community Center offers an array of cultural and indoor recreational amenities, and the Fairfax County Park Authority provides broader-serving public parks and recreational amenities. While inclusion in Reston Community Center services is a given due to the geography of small district 5, membership in Reston Association is not a given and should be encouraged. This will help achieve the goal of reintegration in a seamless and coordinated way that helps to off-set impacts and meets the needs of new residents.

PUBLIC FACILITIES

For public facilities recommendations in the Reston Transit Station Areas, see the Community-wide Public Facilities section of the Reston Plan in the Area III Plans Volume.

IMPLEMENTATION

Achieving the Vision for the Reston TSAs will require an implementation approach that is comprehensive, flexible and innovative. A key component to achieving the place-making that is a primary objective of this Plan is utilizing a variety of tools, some only recently used in Fairfax County for the first time.

A number of strategies for implementation of this Plan are identified in this section.

Funding Strategies

Various options exist for funding the multiple public facility needs to support the desired new development in the TSAs. The feasibility of the options listed below or other options that may become available in the future should be assessed and the most appropriate tools should be identified for financing specific portions of the Plan as new and/or improved infrastructure is needed.

- Community Development Authorities (TSA-wide, TOD district level or subdistrict level)
- Tax Increment Financing
- Improvement Districts
- Public-private Partnerships
- Private Partnerships
- County, state and federal funding
- Pro-rata contributions by landowners
- Other forms of borrowing and grants
- Parking fees

Regulatory Framework

Adjustments to current Regulatory tools, including amendments to the Zoning Ordinance, will be needed to implement the type and intensity of new development and to realize the overall urban design goals for the TSAs. In addition, other regulations and documents may need to be updated, such as the county's Capital Improvement Plan, the county's transportation demand management programs and the county's Public Facilities Manual. It may also be necessary to seek legislative authority for new financing or land development strategies.

Public-Private Partnerships

A public-private partnership entails using public funds or activities to foster private investment and development activity that may not otherwise occur. A number of public infrastructure improvements will be needed to implement this Plan and public/private partnerships have proven to be a successful mechanism to help the county advance certain infrastructure projects. By using public investments strategically, Fairfax County can reinforce and leverage private sector investments to achieve the vision for the Reston TSAs.

Private Partnerships

Cooperation among landowners will be necessary to obtain land for public facilities, park and open space, and the grid of streets. These elements are necessary to the successful evolution of the TOD areas from a suburban environment to a more urban one and it will be incumbent on private property owners to contribute to that success.

Phasing

An evolving phasing plan linking future development to specific improvements will ensure that the desired urban infrastructure and public amenities, as well as transportation infrastructure, will occur as growth within the TSAs occurs. The goal of appropriate phasing is to balance projected development with infrastructure and public facility needs over time. Monitoring the approval of and actual construction of new development will ensure that the phasing plan stays current as needs are addressed and new ones identified.

DISTRICT RECOMMENDATIONS

This section of the Plan contains specific recommendations for the districts in the three Reston Transit Station Areas (TSAs) (see Figure 52). Three of the districts are designated as Transit-Oriented Development (TOD) districts given their proximity to the Metrorail station platforms. The other districts are designated as Non-TOD districts and typically will provide locations for existing uses at currently approved and/or planned densities.

The discussion of each TSA begins with a description of the TSA and a review of the districts and subdistricts in the TSA. Next, the location of the TOD district is described and the vision for the district is articulated. It is followed by a description of the Non-TOD districts in the TSA. Within each district or subdistrict is a paragraph entitled Base Plan, which generally describes the existing and/or approved uses and intensities for the area. Some subdistricts have a section entitled Redevelopment Option. This provides guidance on the land use mix and intensities to achieve the goals discussed in the Areawide Recommendations above.

Local-serving amenities such as urban parks, trails, and public art should be provided throughout all the subdistricts and for all types of development and are guided by the Areawide text on Urban Parks, Recreation Facilities, and Cultural Facilities as well as the Urban Parks Framework in the Policy Plan.

TOD DISTRICT INTENSITY AND MIX OF USES

The TOD districts are planned as shown on the Conceptual Land Use Map (see Figure 34) in the Areawide Recommendations. The planned development intensity and the planned mix of uses for the TOD districts is based on whether an area is planned for the Transit Station Mixed Use or the Residential Mixed Use category.

The Transit Station Mixed Use area is the critical area for establishing the core of a compact, mixed-use, walkable transit-oriented environment and should provide a balanced mix of uses to include 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). The low end of the range is the minimum FAR that will be considered for redevelopment proposals within the Transit Station Mixed Use area. The high end of the range represents the FAR available for redevelopment on the parcels adjacent to the transit station entrance pavilions. Generally, the parcels that are not consolidated with or part of a coordinated development plan with one or more parcels adjacent to the transit station entrance pavilion are planned for the mid-point of the range. However, redevelopment proposals for these parcels with a higher proportion of residential use than office and other non-residential uses may realize an FAR above the mid-point of the range as described below. The Transit Station Mixed Use areas are planned for 50 percent residential and 50 percent non-residential uses.

The Residential Mixed Use area is generally planned for existing and approved office uses, significant new residential uses and new retail and hotel uses. The planned development intensity is provided as a maximum FAR and a maximum number of residential units. These areas are planned for 75 percent residential and 25 percent non-residential uses.

For initial proposals in the TOD areas that include at least two buildings, the percentages in the Conceptual Land Use categories should serve as a guide for individual developments. However, flexibility to adjust the percentages on a case-by-case basis may be considered for some initial proposals to develop or redevelop one building for small parcels in order to further

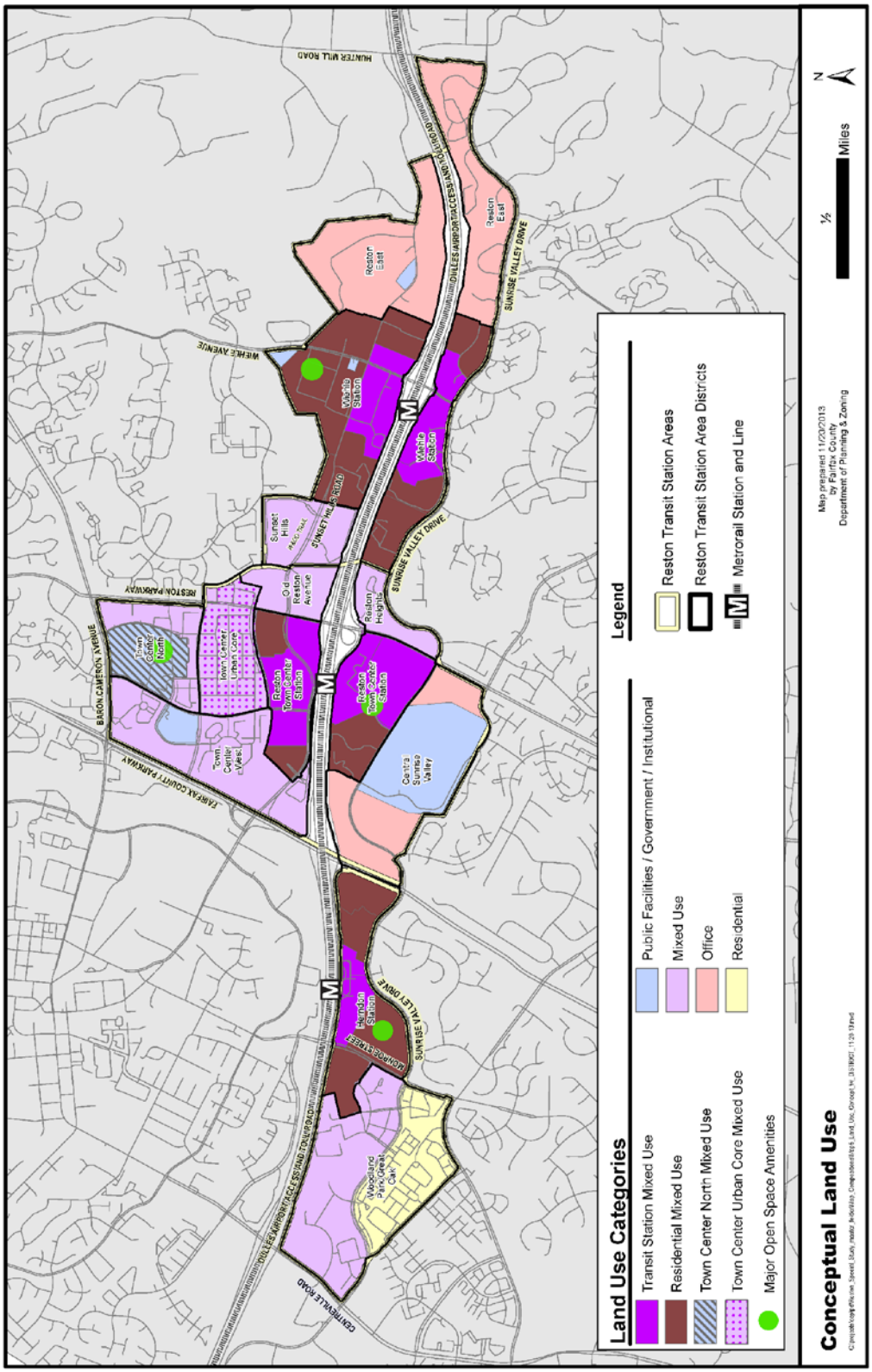


FIGURE 52

TRANSIT STATION DISTRICTS

other planning objectives. Once buildings encompassing a true mix of uses have been constructed in the TOD districts, additional flexibility in the mix of uses in a given proposal may be considered for subsequent approvals.

If a property or properties under common ownership that are proposed to be developed under a unified development plan are split between two Conceptual Land Use categories, the development intensity and mix of uses should be based on the proportion of area in each category. However, flexibility in the location of proposed uses may be granted as long as they achieve TOD objectives and contribute to the character recommended for the subject area. The desired balance between uses may not always be achievable, at least on an interim basis, due to market demand or other economic factors. In such cases, appropriate commitments should be required to insure interim development does not alter the character of the TSA and that ultimately the mix of uses will be in place consistent with Plan guidance.

WIEHLE-RESTON EAST TRANSIT STATION AREA

The Wiehle-Reston East Transit Station Area (TSA) is bounded on the north by Hidden Creek Country Club, Lake Fairfax Park and low-density residential neighborhoods to the north of Sunset Hills Road. On the north side of the DAAR, the TSA is bounded on the east by a Virginia Department of Transportation-owned storage facility. On the south side of the DAAR, it is bounded by Hunter Mill Road and to the south it is bounded by Sunrise Valley Drive. On the west and to the north of the DAAR, it is bounded by the Oracle campus and Old Reston Avenue while on the south of the DAAR, it is bounded by the Reston Square development.

Local-serving amenities including plazas, other urban parks, trails, and public art should be provided throughout the districts to serve local leisure and recreation needs. The exact number of urban parks, their sizes and distribution will be determined by the amount and type of new development, in accordance with the Urban Parks Framework in the Policy Plan. Recreational impacts of new development should be offset through provision of recreation facilities on-site or contributions to nearby parks.

As described in the Areawide text on Urban Parks, Recreation Facilities, and Cultural Facilities, athletic field needs will be met through the construction of new fields as well as improvements to existing nearby fields. As a part of this, Areawide Plan guidance establishes a goal of one new full-service athletic field within each TSA. Contributions toward land and improvements sufficient to achieve this goal should be provided with development.

This TSA includes three districts: the Wiehle Station Transit-Oriented Development (TOD) District, the Reston East Non-TOD District and the Sunset Hills Non-TOD District. The Wiehle Station TOD District is further divided into the North Subdistrict and South Subdistrict.

Wiehle Station Transit-Oriented Development (TOD) District

The Wiehle Station TOD District is envisioned to evolve into an educationally-focused urban neighborhood with residential areas that are well-connected to transit via multiple new pedestrian-oriented streets. In the North Subdistrict, these streets are to be anchored by a new "main street," Reston Station Boulevard (as extended), with ground floor retail providing a safe, varied and comfortable pedestrian environment.

The district's retail uses are planned to have more of a local serving (as compared to regional serving) function. In addition, redevelopment should integrate urban parks that are

linked by the new street grid to provide places for people of all ages to walk and enjoy outdoor spaces. It should also facilitate multiple links to two important nearby existing recreational amenities in the area, the W&OD trail and Lake Fairfax Park.

Guidance for evaluating development proposals in each subdistrict is contained in the Areawide Recommendations and the following subdistrict recommendations. Redevelopment options are dependent on the degree to which necessary public infrastructure can be provided and Plan objectives and development conditions set forth in the Areawide and subdistrict guidance can be satisfied by development proposals.

North Subdistrict

The North TOD subdistrict is comprised of approximately 193 acres and is bounded by the Hidden Creek Country Club on the north, Lake Fairfax Park on the northeast, the DAAR on the south and the Plaza America shopping center on the west. Sunset Hills Road extends from east to west through the subdistrict with Wiehle Avenue being the primary north-south street, as shown on Figure 53.

Existing development in the area is predominantly suburban office parks housing a variety of office uses (including medical offices, educational uses, specifically Northern Virginia Community College and Marymount University, and banks), and retail and service-oriented uses (including fast food restaurants, childcare facilities and fitness businesses). Reston Fire and Rescue Station 25 is located in this district. Other development includes Reston Station, an approved but as yet unbuilt mixed-use development in the northwest quadrant of the intersection of Wiehle Avenue and the DAAR located on top of a seven-level county-owned and operated transit center and park-and-ride facility with 2,300 spaces for Metro parking.

Base Plan

The subdistrict is planned for office use at .50 FAR or residential use at up to 30 dwelling units per acre.

Redevelopment Option

The vision for this subdistrict 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. Residential buildings should front on tree-lined streets and be designed with inviting street level facades. Reston Station Boulevard is expected to be extended west to Plaza American and east across Wiehle Avenue to Michael Faraday Drive. This new street will serve as a “main street” for the subdistrict, supporting a concentration of ground level retail uses and other active uses, including plazas and other open spaces.

Redevelopment proposals that include land to the east of Wiehle Avenue should provide improved pedestrian and bicycle crossings of this street that will increase pedestrian and bicyclists’ safety, visibility and convenience. Crossings might include overpasses, underpasses or at-grade crossings. Each of these types of crossings can provide both benefits and drawbacks to creating a more hospitable pedestrian environment and depend upon the particular circumstances of each proposal.

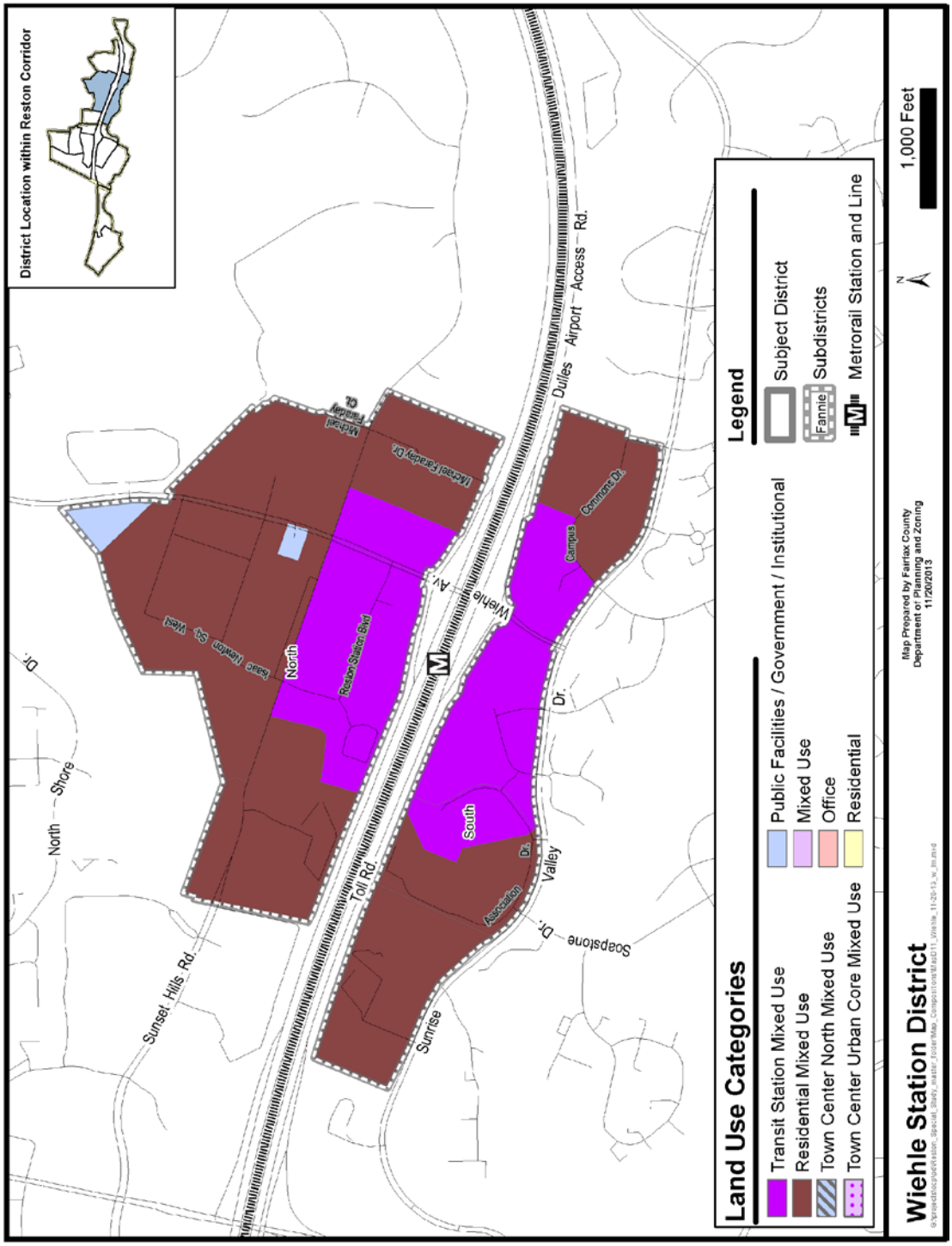


FIGURE 53

WIEHLE STATION TRANSIT ORIENTED DEVELOPMENT DISTRICT

The Transit Station Mixed Use area is planned for intensity within a 2.0 to 3.0 FAR range. The planned zoning target for office development in this area of the subdistrict is 2.4 million square feet of existing, approved and new development. The planned zoning target for residential development is approximately 1,900 residential units. Development proposals should typically provide a mix of 50 percent non-residential use and 50 percent residential use. The approved mix of uses in the Reston Station development and the approved residential use adjacent to Reston Station present a reasonable opportunity to realize the desired Transit Station Mixed Use category mix of 50 percent non-residential uses and 50 percent residential uses. Individual developments may have flexibility to build more office use if other developments are built or rezoned with a use mix that contains proportionally less office. Ground level retail and support service uses are encouraged to add to the vibrancy and enhance the pedestrian environment. Support retail uses should be located in office, hotel or residential buildings and be complementary to other uses with the objective of allowing residents and employees to minimize daily automobile use.

The Residential Mixed Use area is planned for intensity up to 1.5 FAR, with the exception of the Isaac Newton Square area, see guidance below. The area is planned for predominantly residential uses (approximately 4,600 units) with a mix of other uses including office, hotel and supporting retail. Development proposals should typically be 75 percent residential use. The opportunity exists to achieve the Residential Mixed Use goal of 75 percent residential uses for the larger area if Isaac Newton Square redevelops in accordance with Plan guidance.



Isaac Newton Square entrance on Wiehle Avenue.

Isaac Newton Square is the area bounded by Wiehle Avenue, Sunset Hills Road and Hidden Creek golf course. It is planned for up to 2.0 FAR with a residential and hotel component on the order of 90 percent of new development (approximately 3,200 units of the 4,600 units in the Residential Mixed Use area). In light of the older, very low-density buildings, surface parking lots and undeveloped areas in this business park, a shift to a residential focus for this area can be achieved. Residential buildings should front on tree-lined streets and be designed with inviting street level facades. This area represents an opportunity to create a new residential neighborhood organized around a local-serving park. This area should also be considered as a potential location for an athletic field to meet the need for the TSA. In addition, development along the W&OD trail should be oriented and designed in order to create connections to the park property. This regional asset should be assimilated as much as possible into the development pattern in order to create a more urban fabric for the park property. This would include plazas, greens and other public gathering spaces abutting the park property. Careful attention to design is necessary to maintain safe passage for through trail users and should be coordinated with the Northern Virginia Regional Park Authority.

Individual development may have flexibility to build more than the stated percentages if other developments are built or rezoned with a use mix that maintains these proportions for the area designated as Residential Mixed Use. Ground level retail and support service uses are encouraged to add to the vibrancy and enhance the pedestrian environment. Support retail uses

should be located in office, hotel or residential buildings and be complementary to other uses with the objective of allowing residents and employees to minimize daily automobile use.

South Subdistrict

The South TOD subdistrict includes approximately 116 acres and is bounded by the DAAR on the north, Upper Lake Drive on the east, Sunrise Valley on the south and the Reston Heights mixed-use development on the west. Wiehle Avenue is the primary north-south street in the subdistrict, as shown on Figure 53.

Existing development in the area is predominantly suburban office parks housing typical office uses with limited retail and support service uses located on the ground floor of several office buildings. The Association Drive office park is notable in that it consists of ten low-density office buildings built in the 1970s and early 1980s that are owned by various professional associations and represent a prime redevelopment opportunity.

Base Plan

The subdistrict is planned for office use at .35 FAR or residential use at up to 30 dwelling units per acre.

Redevelopment Option

The vision for this subdistrict 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.

Redevelopment proposals that include land to the east of Wiehle Avenue should provide improved pedestrian and bicycle crossings of this street that will increase pedestrian and bicyclists' safety, visibility and convenience. Crossings might include overpasses, underpasses or at-grade crossings. Each of these types of crossings can provide both benefits and drawbacks to creating a more hospitable pedestrian environment and depend upon the particular circumstances of each proposal.

Local-serving amenities including civic plazas, other urban parks, trails, and public art should be provided throughout the subdistrict to serve local leisure and recreation needs. The exact number of urban parks, their sizes and distribution will be determined 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 a particular opportunity to create small, semi-urban scale parks linked by trails and pedestrian facilities planned for the TSA. Opportunities to cluster amenities in nodes along existing natural and stormwater features should be used to form a connected park amenity.

The Transit Station Mixed Use area is planned for intensity within a 1.5 to 2.5 FAR. The planned zoning target for office development in this area of the subdistrict is 1.6 million square feet of existing, approved and new development. The planned zoning target for residential development is approximately 1,500 residential units. Development proposals should typically provide a mix of 50 percent non-residential use and 50 percent residential use. However, the existing amount of office development in Commerce Executive Park and a lack of vacant land in this subdistrict presents a challenge to realizing the desired goal of the Transit Station Mixed Use designation of 50 percent non-residential uses and 50 percent residential uses. Individual

developments may have flexibility to build more office use if other developments are built or rezoned with a use mix that contains proportionally less office. Ground level retail and support service uses are encouraged to add to the vibrancy and enhance the pedestrian environment. Support retail uses should be located in office, hotel or residential buildings and be complementary to other uses with the objective of allowing residents and employees to minimize daily automobile use.

The Residential Mixed Use area is planned for intensity up to 1.5 FAR. The area is planned for predominantly residential uses (approximately 1,100 units) with a mix of other uses including office, hotel and supporting retail. Development proposals should typically be 75 percent residential use. The existing dispersed pattern of development and relatively low intensity along Association Drive represents an important opportunity to achieve the goal for Residential Mixed Use designated areas 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 for the Residential Mixed Use category. Ground level retail and support service uses are encouraged to add to the vibrancy and enhance the pedestrian environment. Support retail uses should be located in office, hotel or residential buildings and be complementary to other uses with the objective of allowing residents and employees to minimize daily automobile use.

The Residential Mixed Use area includes parcels along Roland Clarke Place that are zoned Planned Residential Community (PRC) and are designated on the Reston Master Plan as Convention/Conference Center uses. Two of the parcels (Tax Map 17-4((14))(1A)2 and 3) have an approval for office and retail uses at a 3.55 FAR. A third parcel (Tax Map 17-4((14))(1A)1) has an approval for office and retail uses at 3.02 FAR. Under the Redevelopment Option, they are planned for their approved intensities with a mix of uses to include office, retail, hotel and residential with a minimum of 50 percent of the FAR as residential. The remaining parcels along Roland Clarke Place are planned for office uses at .35 FAR or residential use with support retail at up to 1.0 FAR.

Reston East District

The Reston East District is generally bounded by Lake Fairfax Park on the north, by the Equestrian Park subdivision on the northeast, by a Virginia Department of Transportation-owned parcel and Hunter Mill Road on the east, by Sunrise Valley Drive on the south and by the Michael Faraday Court and the Campus Commons office park on the west, as shown on Figure 54. It consists of approximately 276 acres and is bisected by the DAAR. Development on the north side of the DAAR includes Lake Fairfax Business Center which houses office uses, a data center and large fitness facility; an ice rink and a U.S. Post Office facility. Most of the office buildings on the south side of Sunset Hills Road were built in the 1990s and 2000s. They are between 2-5 stories and are mostly served by surface parking although a few buildings do have structured parking.

Development on the south side of the DAAR consists of office uses located in 2-5 story buildings with support services, most of which have surface parking lots but a few office buildings built in the 1990s and 2000s are served by 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 .50 FAR.

Local-serving amenities including plazas, other urban parks, trails, and public art should be provided throughout the subdistrict to serve local leisure and recreation needs. The exact

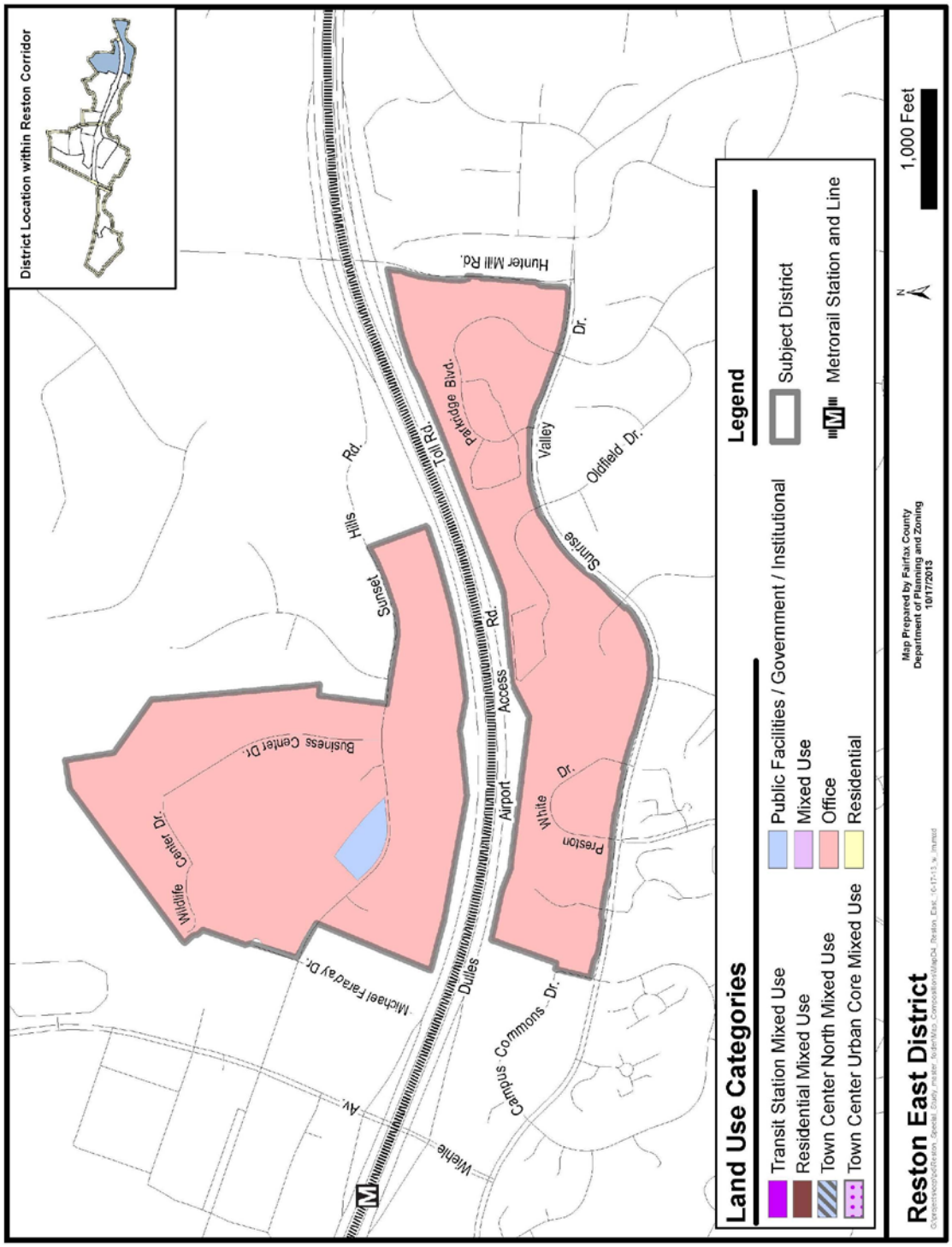


FIGURE 54

RESTON EAST DISTRICT

number of urban parks, their sizes and distribution will be determined 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 a particular opportunity to create small, semi-urban scale parks linked by trails and pedestrian facilities planned for the TSA. Opportunities to cluster amenities in nodes along existing natural and stormwater features should be used to form a connected park amenity.

The northern portion of Michael Faraday Court (parcels identified with Tax Map 18-3((5))6, 7, 8 & 9) has older, low-rise buildings that are potential redevelopment sites and include the Skatequest ice rink, an important private community recreation facility, which should be preserved 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 are consolidated, safe, convenient pedestrian access is provided to the W&OD trail and to the pedestrian network for the TOD district, and the ice rink is a component of the redevelopment.

The westerly portion (Lake Fairfax Business Center) of the approximately 120-acre tract of land north of Sunset Hills Road immediately east of the Reston boundary is considered appropriate for industrial uses provided that:

a. The industrial portion of the 120-acre tract, which is approximately 55 acres in area and located on the western portion of the tract, is planned for medium intensity industrial research and development and similar uses;

b. The approximately 65-acre residential area of the tract (Equestrian Park subdivision) has been developed as residential use at .2-.5 dwelling unit per acre. This residential area ensures that low density residential use is maintained to the east of the industrial area located on the western portion of this tract. This line of demarcation establishes the boundary between industrial and residential use and the current development on both sides of the line is consistent with this intent;

c. The dividing line between the industrial and residential uses should accommodate and follow the swale commencing on the northerly side of the property at its boundary with Lake Fairfax Park and running southerly towards Sunset Hills Road, following the tree line as it approaches Tax Map 18-3((1))0 and continuing towards Sunset Hills Road to the northwesterly corner of Tax Map 18-3((1))10. Tax Map 18-3((1))12B and the eastern portion of 18-3((8))2 and 3 should be retained as a buffer to the low density residential area. The above line of demarcation will establish the boundary between industrial and residential uses by relating the transition and land use to physical features of the land, i.e., the tree line and swale;

d. The applicant should install approved plantings to close the gap, which is approximately 50 feet wide, between the tree line running north from Sunset Hills Road to where it most closely approaches the existing trees and tying into the treed swale running south from Lake Fairfax Park. In the event that such plantings are inconsistent with good site planning and land use as determined in the final site planning of the property, the Reston Community Association and the applicant should work out a suitable compromise;

e. Stringent environmental controls should be applied to the industrial portion of the tract. These include extensive landscaping on Sunset Hills Road, buffering for the residentially

planned area to the east, and sedimentation control measures to assure the environmental integrity of Lake Fairfax.

Sunset Hills District

The Sunset Hills District consists of approximately 64 acres and is bounded on the north by residential neighborhoods served by North Shore Drive, on the east by the western edge of Hidden Creek Country Club, on the south by the DAAR and on the west by Old Reston Avenue and the Oracle campus, as shown in Figure 55.

Existing development includes office uses in medium and high-rise buildings (served by structured and surface parking) and retail uses in the Plaza America shopping center, which is served by surface parking. The office development to the north of Sunset Hills Road incorporates open space amenities into its stormwater retention facilities. It includes vacant land that has zoning approval for additional office use.

It is desirable to maintain the 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, should retain the aesthetic elements of its present character from north of the W&OD Trail to the old location of Temporary Road.

This district is planned for mixed use up to .50 FAR or office and retail uses at currently approved development intensities.

Local-serving amenities such as pocket parks, trails, and public art should be provided throughout the district and for all types of development. Local-serving amenities are guided by the Areawide text on Urban Parks, Recreation Facilities, and Cultural Facilities as well as the Urban Parks Framework in the Policy Plan. There may be an additional opportunity to provide an enhanced stormwater park in this district, to cluster amenities around the stormwater features and create a valued recreational and/or cultural asset.

Opportunities to provide small-scale recreational waysides (e.g. seating areas, playgrounds) near the W&OD and in collaboration with NVRPA should be explored.

RESTON TOWN CENTER TRANSIT STATION AREA

The Reston Town Center Transit Station Area (TSA) is bounded on the north by Baron Cameron Drive, on the east by Reston Parkway, Old Reston Avenue and the Plaza America office development and development immediately west of Roland Clarke Place. To the south, the TSA is bounded by Sunrise Valley Drive, Reston Parkway, South Lakes Drive, and the residential neighborhoods south of the U.S. Geological Survey property. To the west, it is bounded by Fairfax County Parkway.

This TSA includes the Reston Town Center Station Transit-Oriented Development (TOD) District and six non-TOD Districts, specifically the Town Center Urban Core District, the Town Center North District, the Town Center West District, the Old Reston Avenue District, the Reston Heights District and the Central Sunrise Valley Drive District. The Reston Town Center

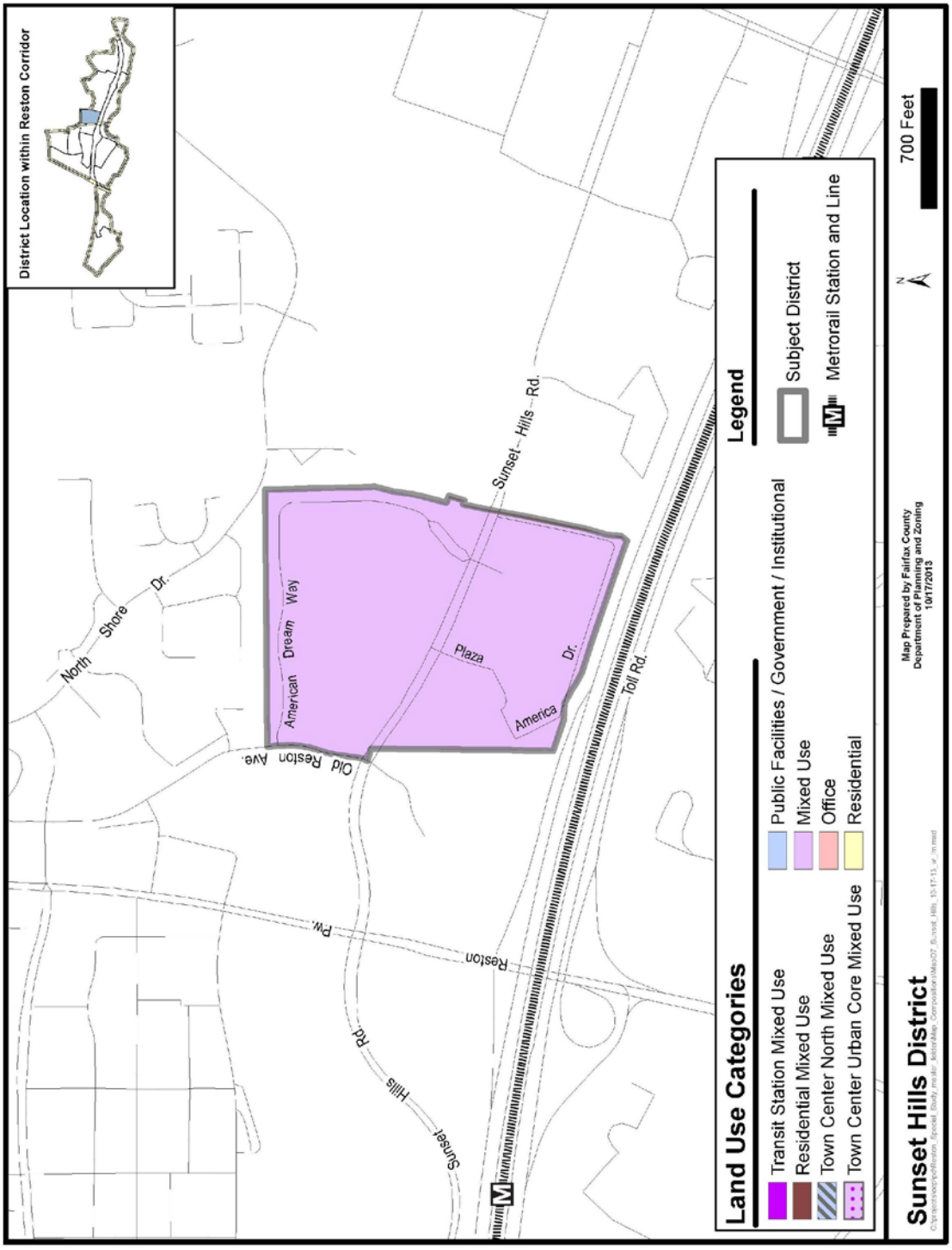


FIGURE 55

SUNSET HILLS DISTRICT

Station TOD District is further divided into the North Subdistrict and South Subdistrict. The Town Center North District is further divided into the East Fountain Drive Subdistrict and the West Fountain Drive Subdistrict.

Local-serving amenities including plazas, other urban parks, trails, and public art should be provided throughout the districts to serve local leisure and recreation needs. The exact number of urban parks, their sizes and distribution will be determined by the amount and type of new development, in accordance with the Urban Parks Framework in the Policy Plan. Recreational impacts of new development should be offset through provision of recreation facilities on-site or contributions to nearby parks.

As described in the Areawide text on Urban Parks, Recreation Facilities, and Cultural Facilities, athletic field needs will be met through the construction of new fields as well as improvements to existing nearby fields. As a part of this, Areawide Plan guidance establishes a goal of one new full-service athletic field within each TSA. Contributions toward land and improvements sufficient to achieve this goal should be provided with development.

Reston Town Center Station Transit-Oriented Development (TOD) District

The Reston Town Center Station TOD District is envisioned to complement the existing Reston Town Center urban core with urban neighborhoods that are well-connected to transit via existing streets, which should have facilities added to become more pedestrian-friendly; new pedestrian-oriented streets; and new pedestrian-only connections. These neighborhoods should have a balanced mix of diverse uses including arts and entertainment uses similar to those already found in the Town Center urban core.

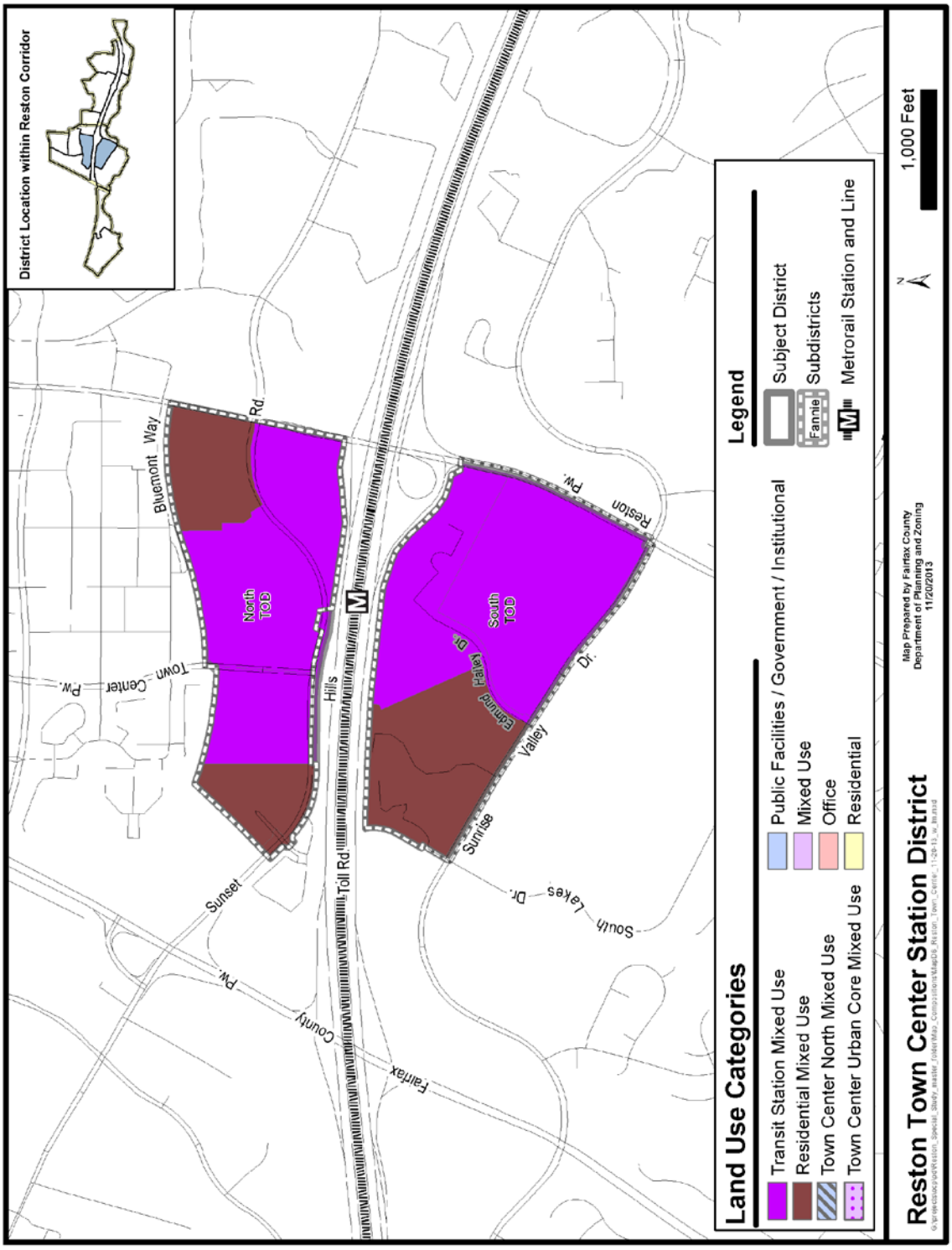
The district is divided into two subdistricts, as shown on Figure 56 - the North subdistrict and the South subdistrict. The vision for the North subdistrict is an extension of the Town Center core with a balanced mix of uses to include new office uses, destination retail uses and restaurants, a hotel 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 vision for the South subdistrict is for a new urban neighborhood that complements the development in the North TOD subdistrict but at a lower intensity.

Guidance for evaluating development proposals in each subdistrict is contained in the Areawide Recommendations and the following subdistrict recommendations. Redevelopment options are dependent on the degree to which necessary public infrastructure can be provided and Plan objectives and development conditions set forth in the Areawide and subdistrict guidance can be satisfied by development proposals.

North Subdistrict

The North subdistrict is comprised of approximately 88 acres and is bounded by the W&OD trail on the north, Reston Parkway on the east, the DAAR on the south and the YMCA property on the west. Sunset Hills Road extends from east to west through the subdistrict with Reston Parkway and Town Center Parkway being the primary north-south streets. The subdistrict is strategically located between Reston Town Center urban core and the Reston Town Center Metro station.



RESTON TOWN CENTER TRANSIT-ORIENTED DEVELOPMENT DISTRICT **FIGURE 56**

Existing development includes several suburban office parks at intensities from .30 to .80 FAR located in buildings from 2-5 stories and served by both surface and structured parking. Other uses include an extended stay hotel, several restaurants and a vacant parcel that is currently being used as temporary surface parking lot.

Base Plan

The subdistrict is planned for a variety of uses, including office retail, residential and community-serving uses, at approved intensities of between .70 and 1.0 FAR or residential use at up to 30 dwelling units per acre.

Redevelopment Option

The vision for this subdistrict is for substantial redevelopment at higher intensities in predominantly mid- to high-rise buildings with more diverse land uses than currently exist and a wider array of support services. Redevelopment should create a series of urban plazas and parks to provide gathering places for people of all ages to enjoy festivals and community events.

Local-serving amenities including plazas, other urban parks, trails, and public art should be provided throughout the subdistrict to serve local leisure and recreation needs. The exact number of urban parks, their sizes and distribution will be determined by the amount and type of new development, in accordance with the Urban Parks Framework in the Policy Plan. 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 NVRPA should be explored.

The Transit Station Mixed Use area is planned for intensity within a 3.0 to 4.0 FAR range. The planned zoning target for office development in this area of the subdistrict is 3 million square feet of existing, approved and new development. The planned zoning target for residential development is approximately 2,600 residential units. Development proposals should typically provide a mix of 50 percent non-residential use and 50 percent residential use. The availability of vacant land in close proximity to the Metro station in this subdistrict 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. Individual developments may have flexibility to build more office use if other developments are built or rezoned with a use mix that contains proportionally less office. Ground level retail and support service uses are encouraged to add to the vibrancy and enhance the pedestrian environment. Support retail uses should be located in office, hotel or residential buildings and be complementary to other uses with the objective of allowing residents and employees to minimize daily automobile use. Development should be organized around a large, signature community gathering space near the station entrance.

The Residential Mixed Use area in the North TOD subdistrict is bounded on the north by the W&OD trail and is planned for residential uses up to 1.5 FAR (approximately 500 units). Development proposals should typically be 75 percent residential use. The low density retail development with surface parking located along the western boundary of the subdistrict presents an opportunity for new residential development. 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. Support retail uses should be located in office, hotel or residential buildings and be complementary to other uses with the objective of allowing residents and employees to minimize daily automobile use.

South Subdistrict

The South TOD subdistrict is comprised of approximately 107 acres and is bounded by the DAAR on the north, by Reston Parkway on the east, by 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.

Base Plan

The subdistrict is planned for office use at .50 FAR or residential use at up to 30 dwelling units per acre.

Redevelopment Option

The vision for this subdistrict 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. Residential buildings should front on tree-lined streets and be designed with inviting street level facades. A larger-scale district serving park that includes cultural and recreational amenities should be located within this subdistrict to provide outdoor spaces, places to be active, and areas to enjoy community events. This park will serve as a gathering space and may include a concentration of ground level retail uses along its perimeter.

Local-serving amenities including plazas, other urban parks, trails, and public art should be provided throughout the subdistrict to serve local leisure and recreation needs. The exact number of urban parks, their sizes and distribution will be determined 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 a particular opportunity to create small, semi-urban scale parks linked by trails and pedestrian facilities planned for the TSA. Opportunities to cluster amenities in nodes along existing natural and stormwater features should be used to form a connected park amenity.

The Transit Station Mixed Use area is planned for intensity within a 2.0 to 3.0 FAR range. The planned zoning target for office development in this area of the subdistrict is 2.4 million square feet of existing, approved and new development. The planned zoning target for residential development is approximately 3,000 residential units. Development proposals should typically provide a mix of 50 percent non-residential use and 50 percent residential use. The existing development pattern, the presence of surface parking lots and availability of vacant land within close proximity to the Metro station present an opportunity to realize the desired mix for Transit Station Mixed Use areas of 50 percent non-residential uses and 50 percent residential uses. Individual developments may have flexibility to build more office use if other developments are built or rezoned with a use mix that contains proportionally less office. Ground level retail and support service uses are encouraged to add to the vibrancy and enhance the pedestrian environment. Support retail uses should be located in office, hotel or residential buildings and be complementary to other uses with the objective of allowing residents and employees to minimize daily automobile use.

The Residential Mixed Use area in the South TOD subdistrict 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. Development proposals should typically be 75 percent residential use. The amount and location of current office buildings in this area

designated as the Residential Mixed Use category present a challenge to achieve the goal of 75 percent residential uses. However, individual development may have flexibility in the stated mix 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. Support retail uses should be located in office, hotel or residential buildings and be complementary to other uses with the objective of allowing residents and employees to minimize daily automobile use.

Town Center Urban Core District

The Town Center Urban Core subdistrict is comprised of approximately 87 acres and 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 as shown on Figure 57.

Existing development includes the Reston Town Center, which has office, residential, retail and hotel uses. It also has an central plaza which serves as a significant community gathering place and an urban park which provides important green space and a location for active and passive recreation. On the east side of Reston Parkway is Stratford House, a multi-family residential community with a high-rise building and three low-rise buildings, is located on the east side of Reston Parkway and a three-story office building at the intersection of Temporary Road.

The part of the district to the west of Reston 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 .95 FAR for commercial uses. Residential uses do not have a maximum density. The part of the district to the east of Reston Parkway is planned for residential and/or hotel uses. The Stratford House development is planned for its currently approved density. The parcel with the three-story office building located at the corner of Reston Parkway and Temporary Road is planned for redevelopment to a development intensity that will result in a new building at a similar scale to the high-rise building in the Stratford House development. This is planned to be realized by a residential use at up to a 3.0 FAR or a hotel use up to a 2.5 FAR.

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 NVRPA should be explored.

Town Center North District

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 should have a grid of pedestrian-oriented streets that connect to the maximum extent possible with existing and planned streets.

The district is divided into two subdistricts: the West Fountain Drive subdistrict and the East Fountain Drive subdistrict, as shown on Figure 58.

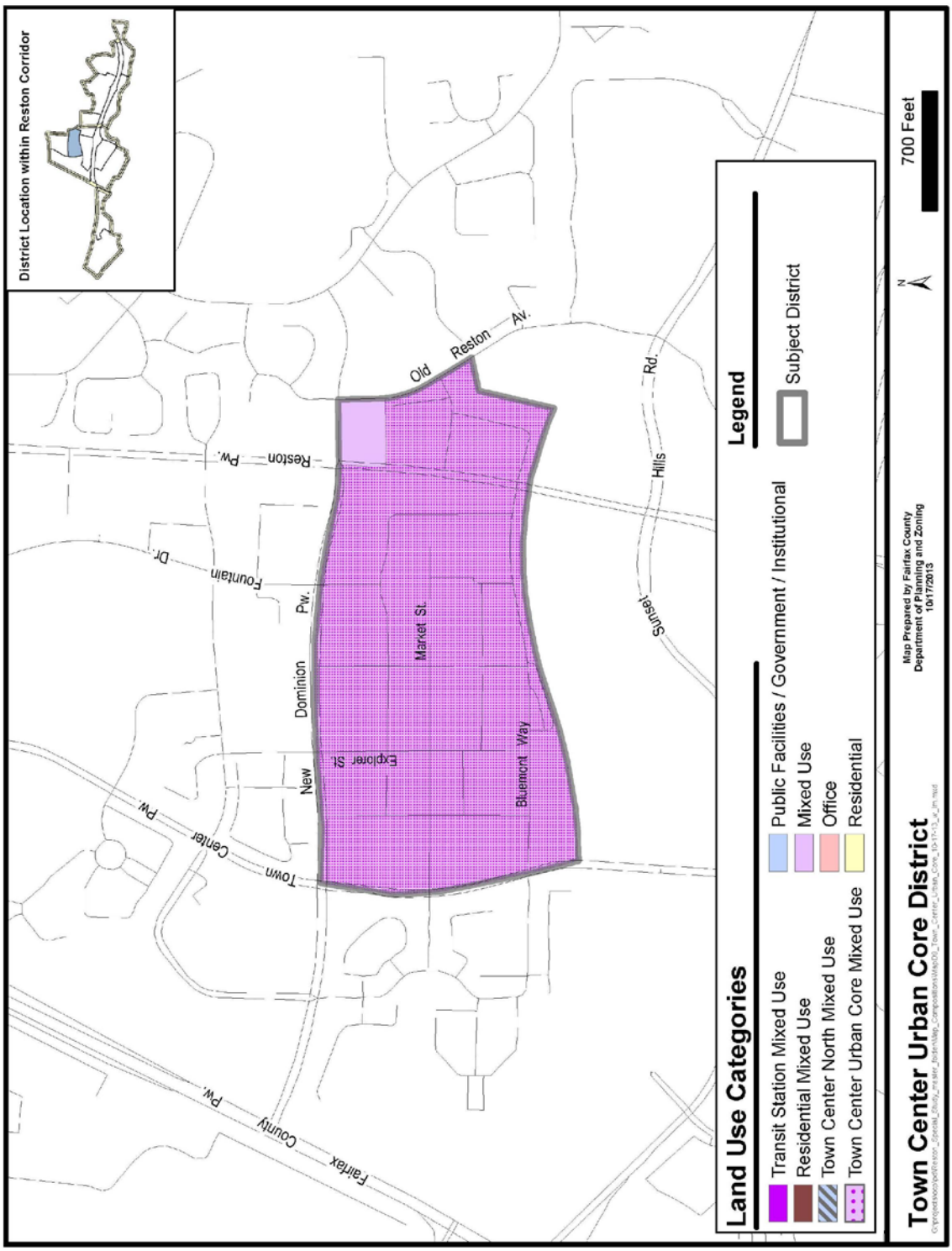


FIGURE 57

TOWN CENTER URBAN CORE DISTRICT

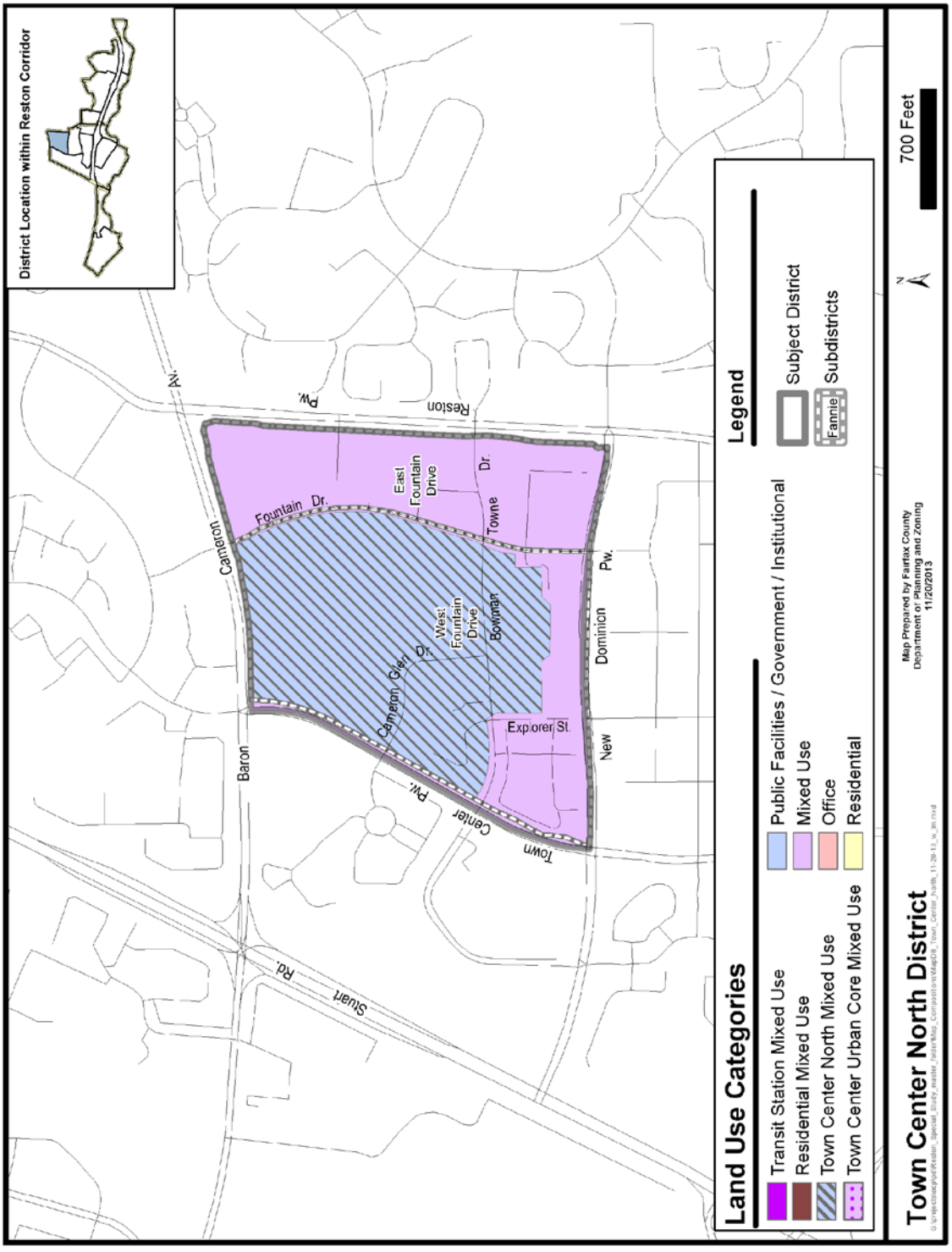


FIGURE 58

TOWN CENTER NORTH DISTRICT

East Fountain Drive Subdistrict

This subdistrict is approximately 29 acres and comprised of a 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 and with a diverse mix of land uses, including office, hotel, retail and residential uses.

The subdistrict is planned for approved uses and development intensities. Two new developments are proposed for this sub-district. The Spectrum development is approved for a mix of uses to include office, residential, and retail at an approved intensity of .67 FAR. The office tower replacing the Town Center Office Building is approved for a mix of uses to include office, retail and/or eating establishments at an approved intensity of 4.08 FAR.

Local-serving amenities including plazas, other urban parks, trails, and public art should be provided throughout the subdistrict to serve local leisure and recreation needs. The exact number of urban parks, their sizes and distribution will be determined by the amount and type of new development, in accordance with the Urban Parks Framework in the Policy Plan.

West Fountain Drive Subdistrict

The West Fountain Drive subdistrict is comprised of approximately 66 acres. The vision for this subdistrict is for significant redevelopment within the Town Center North Mixed Use area, as shown in Figure 58, 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. A major urban park and community-gathering space should be located in the center of the subdistrict and a key design feature in organizing the layout of the subdistrict.

A preliminary concept with potential street grid and central green space is shown on Figure 59. This concept fosters the creation of several urban blocks that will form a logical extension of the development pattern established in the Town Center. Residential buildings should front on tree-lined streets and be designed with inviting street level facades.

The subdistrict includes a broad variety of county and institutional uses. Civic uses including a regional library, the North County Governmental Center (the Supervisor's offices and local police station), the Embry Rucker Shelter, a human services office building, a 30-unit townhouse development and a 5 acre public park. Other private uses include two residential uses - a low rise condominium along Taliesin Place in the southwest corner of the subdistrict and the Paramount, a high rise condominium in the southeast quadrant of the subdistrict - a child care center, a rehabilitation center, an assisted living facility and medical offices.

The Town Center North Mixed Use area includes all of the land bounded by Baron Cameron Avenue on the north, Fountain Drive on the east and Town Center Parkway on the west. This area also includes three parcels to the south of Bowman Towne Drive where the Embry Rucker Shelter and Reston Regional Library are located, as well as Tax Map 17-1((17)) 5A, a small vacant parcel in the southwest corner of Fountain Drive and Bowman Towne Drive.

The Town Center North Mixed Use area is planned for up to a .90 FAR for non-residential uses, which should include office, public, institutional, medical care, hotel, and retail uses, and a minimum of 1,000 residential units. The public uses may include public safety uses, libraries, shelters, schools, a recreation center, government offices, a performing arts center, and



CONCEPT FOR TOWN CENTER NORTH MIXED USE AREA **FIGURE 59**

institutions of higher education. Some of the existing residential uses may maintain their current use, density and character.

The undeveloped parcel south of the Reston Regional Library and the Winwood Children's Center should be considered for redevelopment only if consolidated with either or both of the adjacent parcels on which the library and shelter are located.

Local-serving amenities including plazas, other urban parks, trails, and public art should be provided throughout the subdistrict to serve local leisure and recreation needs. The exact number of urban parks, their sizes and distribution will be determined by the amount and type of new development, in accordance with the Urban Parks Framework in the Policy Plan.

Town Center West District

The Town Center West District consists of approximately 163 acres and is bounded on the north by Baron Cameron Avenue, on the east by Town Center Parkway, on the south by the DAAR and on the west by Fairfax County Parkway, as shown on Figure 60. It is planned for and developed with a diversity of uses including townhouses and multi-family housing, the Reston Hospital Center and associated medical office buildings, a YMCA facility, a Reston Association storage facility and a Target store. The district is planned to maintain existing character, uses and development intensities (.50-1.0 FAR).

Local-serving amenities including urban parks, trails, and public art should be provided throughout the subdistrict to serve local leisure and recreation needs. The exact number of urban parks, their sizes and distribution will be determined by the amount and type of new development, in accordance with the Urban Parks Framework in the Policy Plan.

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 NVRPA should be explored.

Old Reston Avenue District

The Old Reston Avenue District is comprised of approximately 44 acres and is bounded on the northwest by the Stratford House residential community, Old Reston Avenue on the east, the DAAR on the south and Reston Parkway on the west, as shown on Figure 61.

Existing development includes office uses in medium and high-rise buildings (served by structured and surface parking), free-standing auto-oriented retail 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 mixed use up to .50 FAR or office and retail uses at currently approved development intensities, or with respect to Tax Map 17-4 ((1)) 1 office and/or residential uses up to .64 FAR. Sunset Hills, also known as the A. Smith Bowman House (Tax Map 17-4((1))1), should be preserved, its present exterior retained and new buildings should be sensitively sited in relationship to the house. Other scenic assets and natural features such as the pond and gazebo should be preserved as much as possible. The Oracle campus to the east of Reston Parkway is planned for office and residential uses at an already approved intensity of 1.11 FAR.

Local-serving amenities such as pocket parks, trails, and public art should be provided throughout the district and for all types of development. Local-serving amenities are guided by

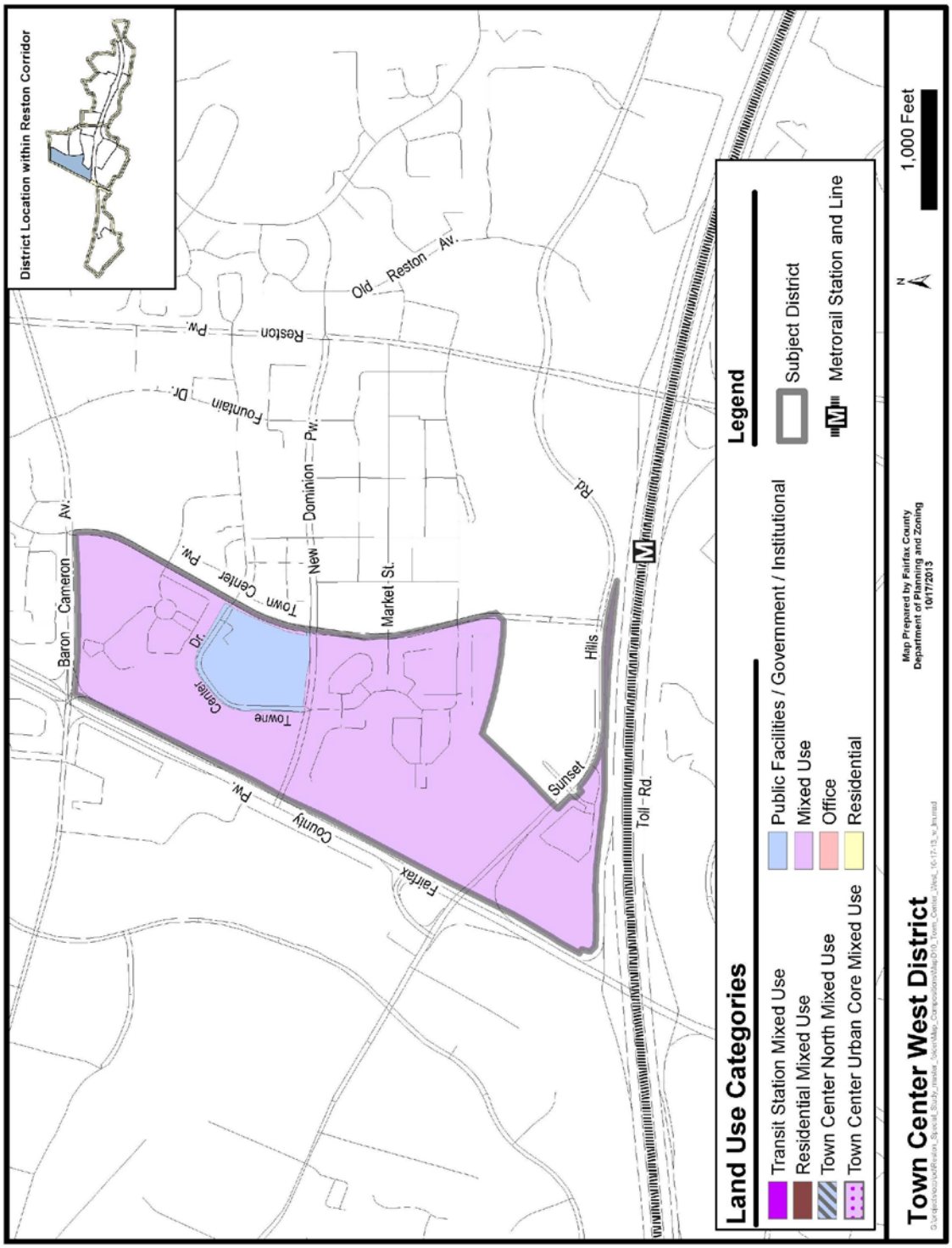


FIGURE 60

TOWN CENTER WEST DISTRICT

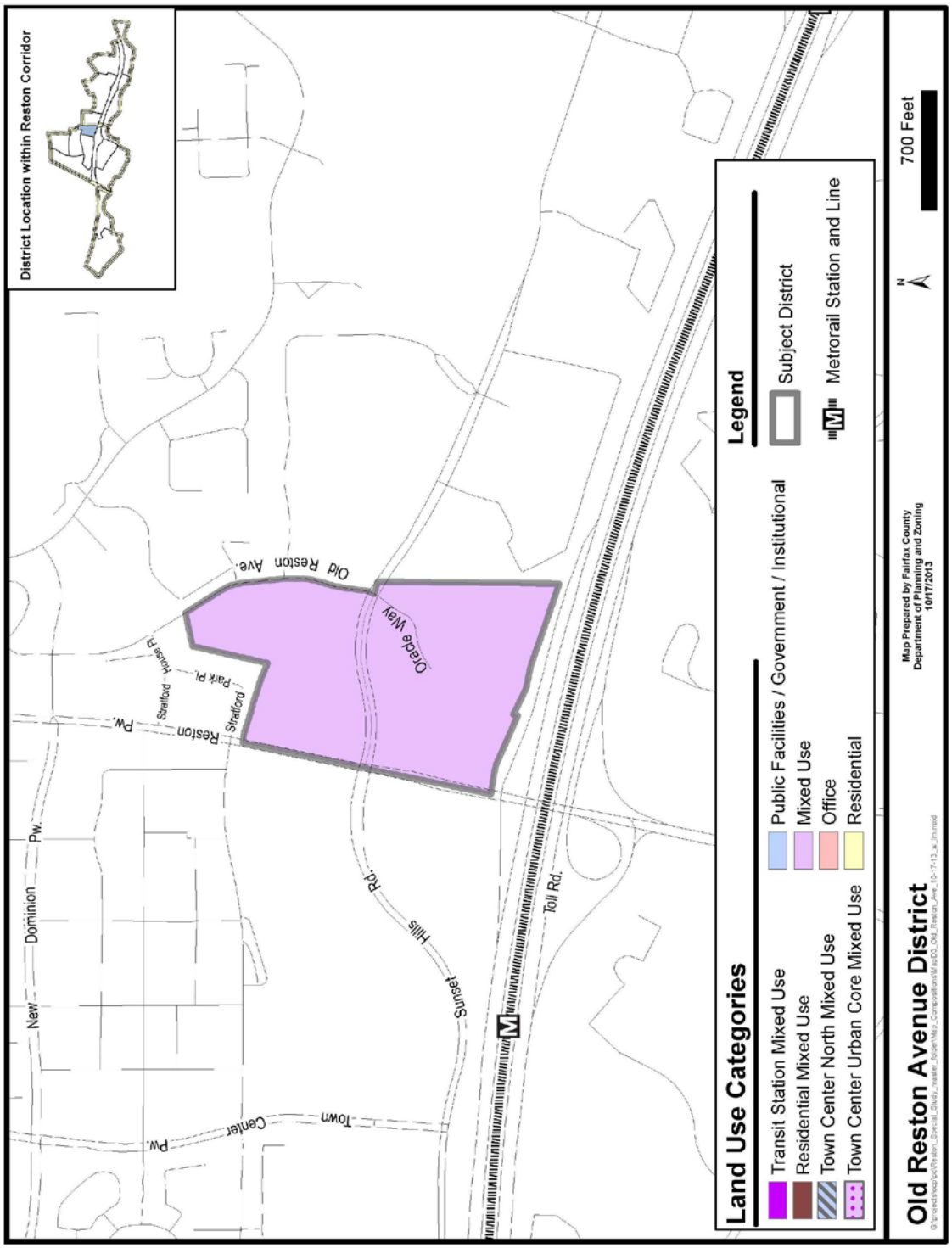


FIGURE 61

OLD RESTON AVENUE DISTRICT

the Areawide text on Urban Parks, Recreation Facilities, and Cultural Facilities as well as the Urban Parks Framework in the Policy Plan. There may be an additional opportunity to provide an enhanced stormwater park in this district, to cluster amenities around the stormwater features and create a valued recreational and/or cultural asset.

Opportunities to provide small-scale recreational waysides (e.g. seating areas, playgrounds) near the W&OD and in collaboration with NVRPA should be explored.

Reston Heights District

The Reston Heights District consists of approximately 35 acres and is bounded on the north by the DAAR, on the east by development along Roland Clarke Place, on the south by Sunrise Valley Drive and on the west by Reston Parkway, as shown on Figure 62.

Existing development includes the Reston International Center and the surrounding Reston Heights mixed-use development and the Reston Sheraton and the adjacent Reston Square mixed-use development. Other uses include a mix of retail and office uses in a low density commercial area oriented toward Sunrise Valley Drive.

The district is planned for existing and approved uses and development intensities. The Reston Heights development that includes the Reston International Center is approved for a mix of uses to include office, residential, and retail uses at an approved intensity of 2.8 FAR. The Reston Square development is approved for a mixed use development including office, residential, hotel and retail at a 1.07 FAR and has largely been built as approved.

Central Sunrise Valley District

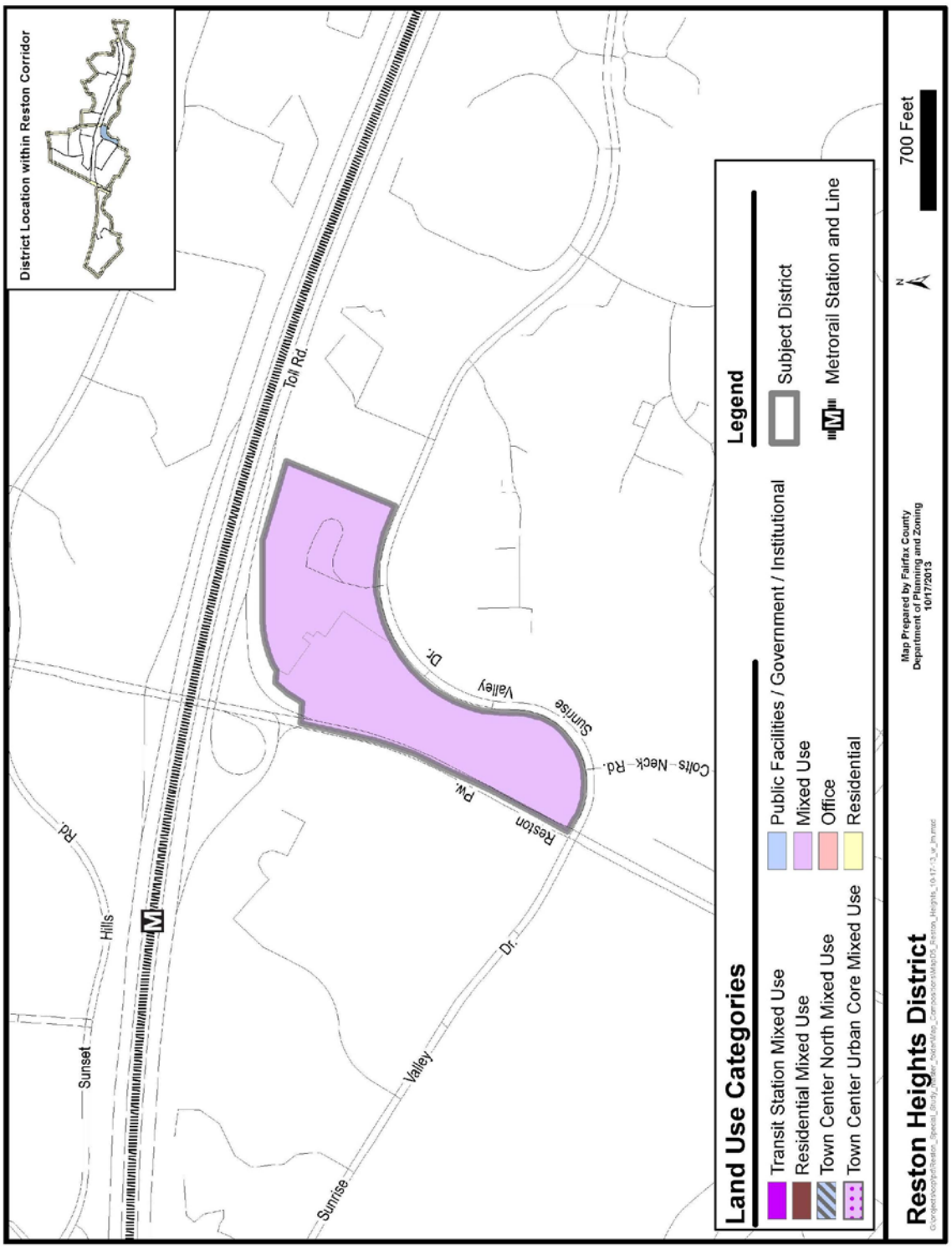
The Central Sunrise Valley District includes 205 acres and is generally bounded by the DAAR on the north, Edmund Halley Drive on the east, South Lakes Road on the south and the Fairfax County Parkway on the west, as shown on Figure 63.

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 .35 FAR, while office use up to .50 FAR is appropriate for the balance of the district. For the area within ½ mile of the Reston Town Center station platform, residential use up to 30 dwelling units per acre is appropriate.

This district should be considered as a potential location for a future urban elementary school. The USGS site in particular should be evaluated for this use. At such time as the need for a second elementary school has been identified by Fairfax County Public Schools, this district should be re-evaluated for the possibility of additional development potential.

Local-serving amenities including plazas, other urban parks, trails, and public art should be provided throughout the subdistrict to serve local leisure and recreation needs. The exact number of urban parks, their sizes and distribution will be determined 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 a particular opportunity to create small, semi-urban scale parks linked by trails and pedestrian facilities planned for the TSA. Opportunities to cluster amenities in nodes along existing natural and stormwater features should be used to form a connected park amenity.



RESTON HEIGHTS DISTRICT **FIGURE 62**

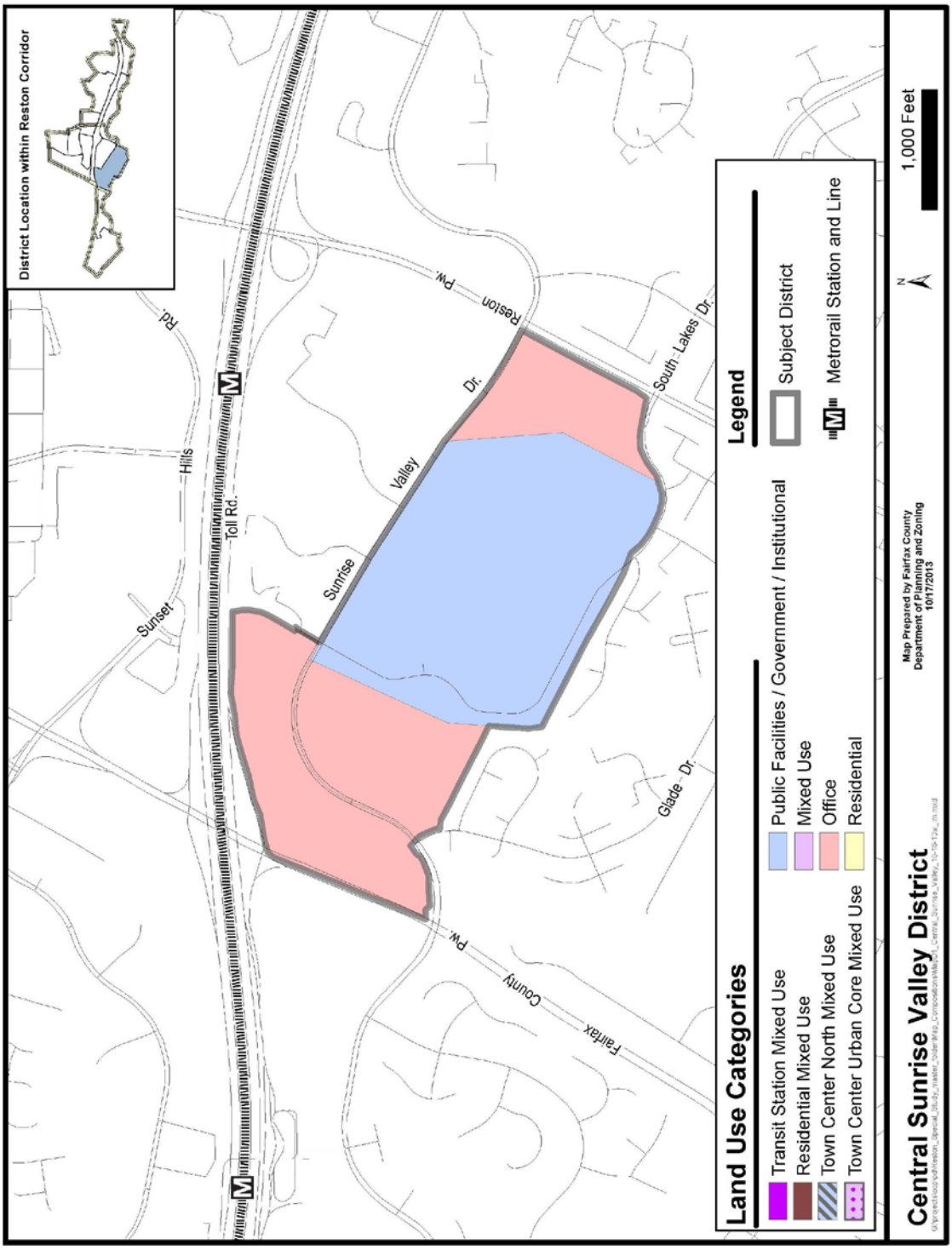


FIGURE 63

CENTRAL SUNRISE VALLEY DISTRICT

HERNDON TRANSIT STATION AREA

The Herndon Transit Station Area (TSA) is bounded on the north by the DAAR, on the east by Fairfax County Parkway, on the south by Sunrise Valley Drive, Frying Pan Road and Fox Mill Road, and on the west by Centreville Road.

Local-serving amenities including plazas, other urban parks, trails, and public art should be provided throughout the districts to serve local leisure and recreation needs. The exact number of urban parks, their sizes and distribution will be determined by the amount and type of new development, in accordance with the Urban Parks Framework in the Policy Plan. Recreational impacts of new development should be offset through provision of recreation facilities on-site or contributions to nearby parks.

The existing Sunrise Valley Wetlands provides a particular opportunity to link a natural habitat by trails and pedestrian facilities planned for the TSA to other small semi-urban scale parks along Sunrise Valley Drive in a connected park amenity.

As described in the Areawide text on Urban Parks, Recreation Facilities, and Cultural Facilities, athletic field needs will be met through the construction of new fields as well as improvements to existing nearby fields. As a part of this, Areawide Plan guidance establishes a goal of one new full-service athletic field within each TSA. Contributions toward land and improvements sufficient to achieve this goal should be provided with development.

This TSA includes the Herndon Transit-Oriented Development (TOD) Station District and the Woodland Park/Great Oak District.

Herndon Station Transit-Oriented Development (TOD) District

The vision of the Herndon Station TOD District is for a moderate intensity urban neighborhood with a mix of uses including office, residential, and hotel, together with support retail and services, adjacent to a district-defining natural resource amenity. In addition, redevelopment should create pedestrian-friendly connections to one or more smaller urban 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 in each district is contained in the Areawide Recommendations and the following district and subdistrict recommendations. Redevelopment options are dependent on the degree to which necessary public infrastructure can be provided and Plan objectives and development conditions set forth in the Areawide and subdistrict guidance can be satisfied by development proposals.

The Herndon Station District is comprised of approximately 126 acres and is generally bounded by the DAAR on the north, the Fairfax County Parkway on the east, Sunrise Valley Drive on the south and the Woodland Park office development on the west, as shown on Figure 64. Monroe Street is the primary north-south street in the district.

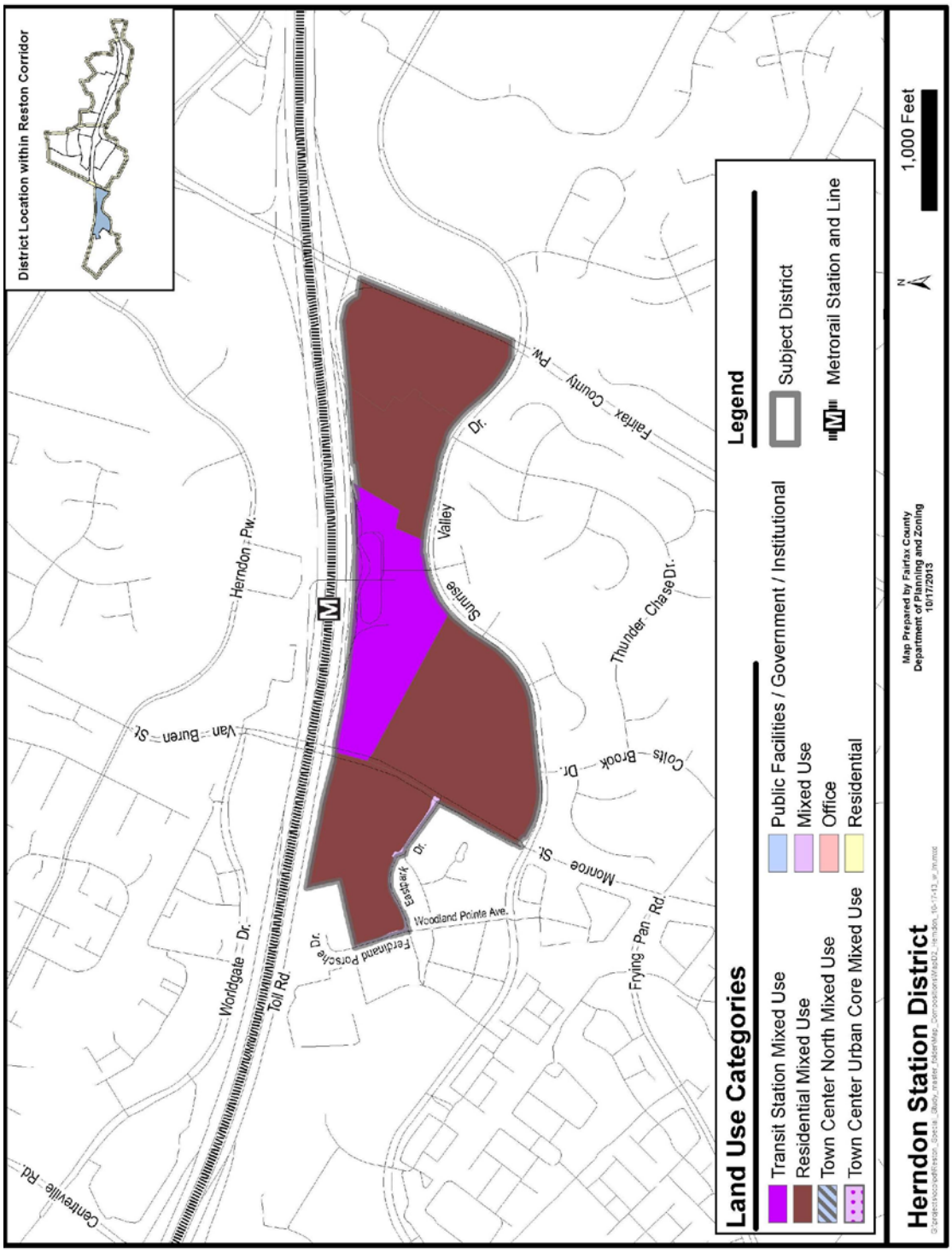


FIGURE 64

HERNDON STATION TRANSIT-ORIENTED DEVELOPMENT DISTRICT

Existing development in the district is a combination of low rise suburban office buildings with surface parking and mid-rise office buildings with structured parking. The Herndon Park-and-Ride facility is located adjacent to the planned transit station platform. The four-level county-owned and operated transit center (for Fairfax Connector bus service) and park-and-ride facility has 1,700 spaces and will be expanded to provide 3,500 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 wildlife and a boardwalk facility that crosses the wetland. In addition, there is an approximately 21 acre vacant parcel in the northeastern corner of the Woodland Park mixed-use development along Monroe Street.

Base Plan

The subdistrict is planned for office use at .50 FAR or residential use at up to 30 dwelling units per acre. The parcel at the eastern end of Woodland Park is planned for mixed-use development up to .70 FAR and has an approved rezoning for approximately 1 million square feet of office use.

Redevelopment Option

The vision for this district is for redevelopment at higher intensities with more diverse land uses than currently exist and a wider array of support services.

Local-serving amenities including plazas, other urban parks, trails, and public art should be provided throughout the subdistrict to serve local leisure and recreation needs. The exact number of urban parks, their sizes and distribution will be determined 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. The planned zoning target for office development in this area of the subdistrict is 2.1 million square feet of existing, approved and new development. The planned zoning target for residential development is approximately 2,000 residential units. Development proposals should typically provide a mix of 50 percent non-residential use and 50 percent residential use. The availability of vacant land within close proximity 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. Individual developments may have flexibility to build more office use if other developments are built or rezoned with a use mix that contains proportionally less office. Ground level retail and support service uses are encouraged to add to the vibrancy and enhance the pedestrian environment. Support retail uses should be located in office, hotel or residential buildings and be complementary to other uses with the objective of allowing residents and employees to minimize daily automobile use.

The Residential Mixed Use area is planned for intensity up to 1.5 FAR (approximately 2,700 units). The area is planned for predominantly residential uses with a mix of other uses including office, hotel and supporting retail. In addition, the wetlands area should be preserved. 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. Support retail uses should be located in office, hotel or residential

buildings and be complementary to other uses with the objective of allowing residents and employees to minimize daily automobile use.

Woodland Park/Great Oak District

The vision of the Woodland Park/Great Oak District is to maintain the character, uses and intensities/densities of existing development.

Woodland Park Subdistrict

The Woodland Park development consists of approximately 163 acres and is bounded by the DAAR on the north, Monroe Street on the east, Sunrise Valley Drive on the south and Centreville Road on the west, as shown on Figure 65. It is planned and developed as a major mixed-use development up to .70 FAR, with office, retail, hotel and residential uses. This area along the DAAR has high visibility and is appropriate for high quality development including corporate headquarters, hotels and office buildings. Mixed-use developments should create a viable, quality living environment with active recreation facilities and other amenities for residents. Residential development should be sited away from the DAAR and towards Sunrise Valley Drive. Support retail and service uses are appropriate in office, hotel or residential buildings.

Pedestrian connections throughout the area and to transit facilities should be provided. Clustering of buildings in a transit friendly design is encouraged, whereby development that is built prior to rail service can be clustered on a portion of the area so as not to preclude additional buildings and intensity in the future when rail is extended to this area. The overall design should seek to concentrate open space, to the extent possible, into common areas such as urban parks and plazas to provide visual focus and attractive outdoor spaces for residents and employees.

Local-serving amenities including plazas, other urban parks, trails, and public art should be provided throughout the subdistrict to serve local leisure and recreation needs. The exact number of urban parks, their sizes and distribution will be determined by the amount and type of new development, in accordance with the Urban Parks Framework in the Policy Plan.

Specifically, development in Woodland Park should incorporate recreational amenities for employees and residents, such as walking/jogging paths, exercise stations, and multi-use courts that are appropriate to the mix of potential users and their needs. The development of this area should incorporate a vehicular circulation network that is appropriate to the type and intensity of the ultimate uses and the pattern of subdivision.

Existing manmade and natural features in the vicinity of Sunrise Valley Drive provide a particular opportunity to create small, semi-urban scale parks linked by trails and pedestrian facilities planned for the TSA. Opportunities to cluster amenities in nodes along existing natural and stormwater features should be used to form a connected park amenity.

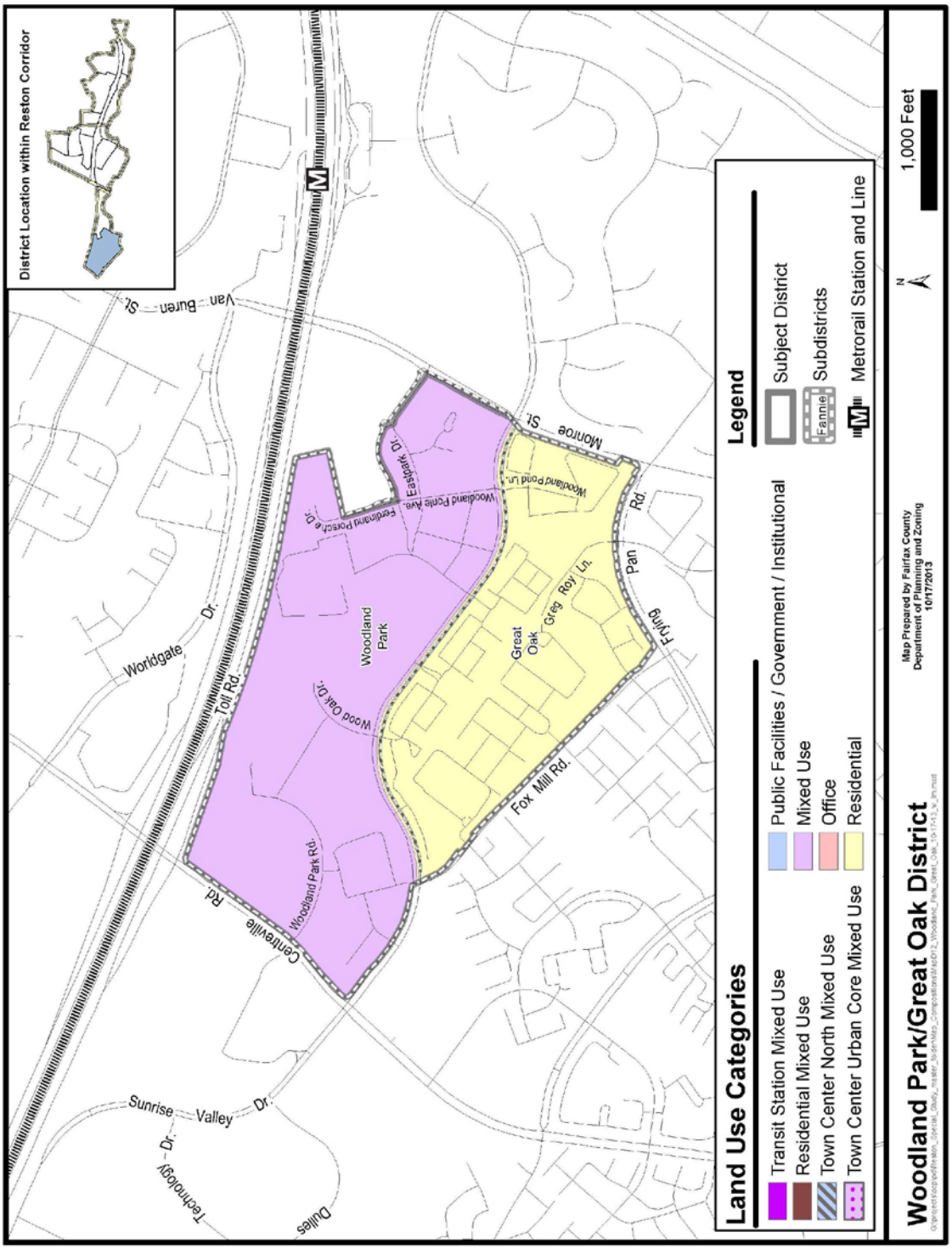


FIGURE 65

WOODLAND PARK/GREAT OAK DISTRICT

Great Oak Subdistrict

The area south of Sunrise Valley Drive includes approximately 99 acres and is bounded by Monroe Street on the east and Fox Mill Road on the south and west. The subdistrict, composed of 100 percent residential uses, includes the Great Oak subdivision, a development of townhouses and single family homes; the Woodland Park Apartments; and the Fox Mill Station condominiums. This area was previously zoned for industrial use and planned for office use with options for residential use to provide housing to complement the office uses in Woodland Park and to add to the diversity of housing types in this area.

As this area has been developed according to the residential Plan options, it is now planned for residential uses at the approved densities to maintain its existing character.

ADOPTED CHANGES TO THE RESTON TRANSIT STATION AREA PLAN

NOTE:	*The Reston Transit Station Area text, previously found in the Upper Potomac Planning District section for the Comprehensive Plan, has been relocated in its entirety, as edited to the new Reston Plan text.*

MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Upper Potomac Planning District, as amended through 12-2-2014; Reston Transit Station Areas, page 29, Figure 9 "Reston Master Plan Special Study Area":

Edit to reflect the new Reston boundary rather than the study boundary.

MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Upper Potomac Planning District, as amended through 12-2-2014; Reston Transit Station Areas, page 31, Figure 11 "Reston Transit Station Areas Boundaries":

Edit to reflect the new Reston boundary rather than the study boundary.

REPLACE FIGURES: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Upper Potomac Planning District, as amended through 12-2-2014; Reston Transit Station Areas.

Replace the following figures with a Reston-wide bicycle facilities map:

- Figure 23, "Bicycle Facilities: Wiehle-Reston East Transit Station Area," page 78;
- Figure 24, "Reston Town Center Transit Station Area, Bicycle Facilities," page 79;
- Figure 25, "Herndon Transit Station Area, Bicycle Facilities," page 80.

MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Upper Potomac Planning District, as amended through 12-2-2014; Reston Transit Station Areas, page 85, Figure 27 "Conceptual Enhanced Street Network: Wiehle-Reston East Transit Station Area":

Edit figure to reflect the Silver Line being built up to the Wiehle-Reston East Metro station.

MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Upper Potomac Planning District, as amended through 12-2-2014; Reston Transit Station Areas, page 86, Figure 28 "Conceptual Enhanced Street Network: Reston Town Center Transit Station Area":

Edit figure to reflect the Silver Line being built up to the Wiehle-Reston East Metro station.

MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Upper Potomac Planning District, as amended through 12-2-2014; Reston Transit Station Areas, Figure 29, "Herndon Transit Station Area, Conceptual Street Network, page 87:

Edit figure to remove outdated reference to Hattontown.

MODIFY FIGURES: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Upper Potomac Planning District, as amended through 12-2-2014; Reston Transit Station Areas, pages 28 through 136:

Edit all figure numbers to reflect integration of the Reston TSA Plan with the wider Reston Plan.

MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Upper Potomac Planning District, as amended through 12-2-2014; Reston Transit Station Areas, pages 28 through 136:

"RESTON TRANSIT STATION AREAS

OVERVIEW

Reston is located in the northwestern quadrant of Fairfax County, approximately 20 miles west of Washington DC, seven miles west of Tysons and six miles east of Washington Dulles International Airport. It is a community of approximately ~~6,700~~ 8,400 acres (including road rights-of-way) and is bisected by the Dulles Airport Access Road and Dulles Toll Road (DAAR, Route 267) (see Figure 9). The community will be served by three Metrorail Silver Line stations: the Reston Town Center Station, the Wiehle-Reston East Station and the Herndon Station, as shown on Figure 10. For purposes of the Comprehensive Plan, the areas around these stations are designated as Transit Station Areas (TSAs), as shown on Figure 11. The Vision for Reston articulated below and the associated Planning Principles should apply to the whole community of Reston. The other guidance in this section is designed to apply only to the T~~ransit Station Area~~s.

The Wiehle-Reston East and Reston Town Center TSAs are located along both sides of the DAAR from the Virginia Department of Transportation owned storage facility to the east, Hunter Mill Road on the southeast and Fairfax County Parkway on the west. The Herndon TSA is located along the south side of the DAAR and is bounded by Fairfax County Parkway on the east, Fox Mill Road and Sunrise Valley Drive on the south, and Centreville Road on the west. Land to the north of the Herndon Station is within the Town of Herndon.

The character of development within these three TSAs varies greatly. Development includes office parks at varying development intensities* from low intensity office parks with buildings of two and three-stories and mostly surface parking, to medium intensity office buildings of 5-10 stories with above-grade structured parking, to the Reston Town Center, a high-intensity mixed-use area that includes office and residential buildings of up to twenty-stories, to residential neighborhoods at various densities* in the Reston Town Center TSA (e.g. West Market) and the Herndon TSA (e.g. Great Oak).



Plaza surrounded by high-intensity commercial uses in Reston Town Center.



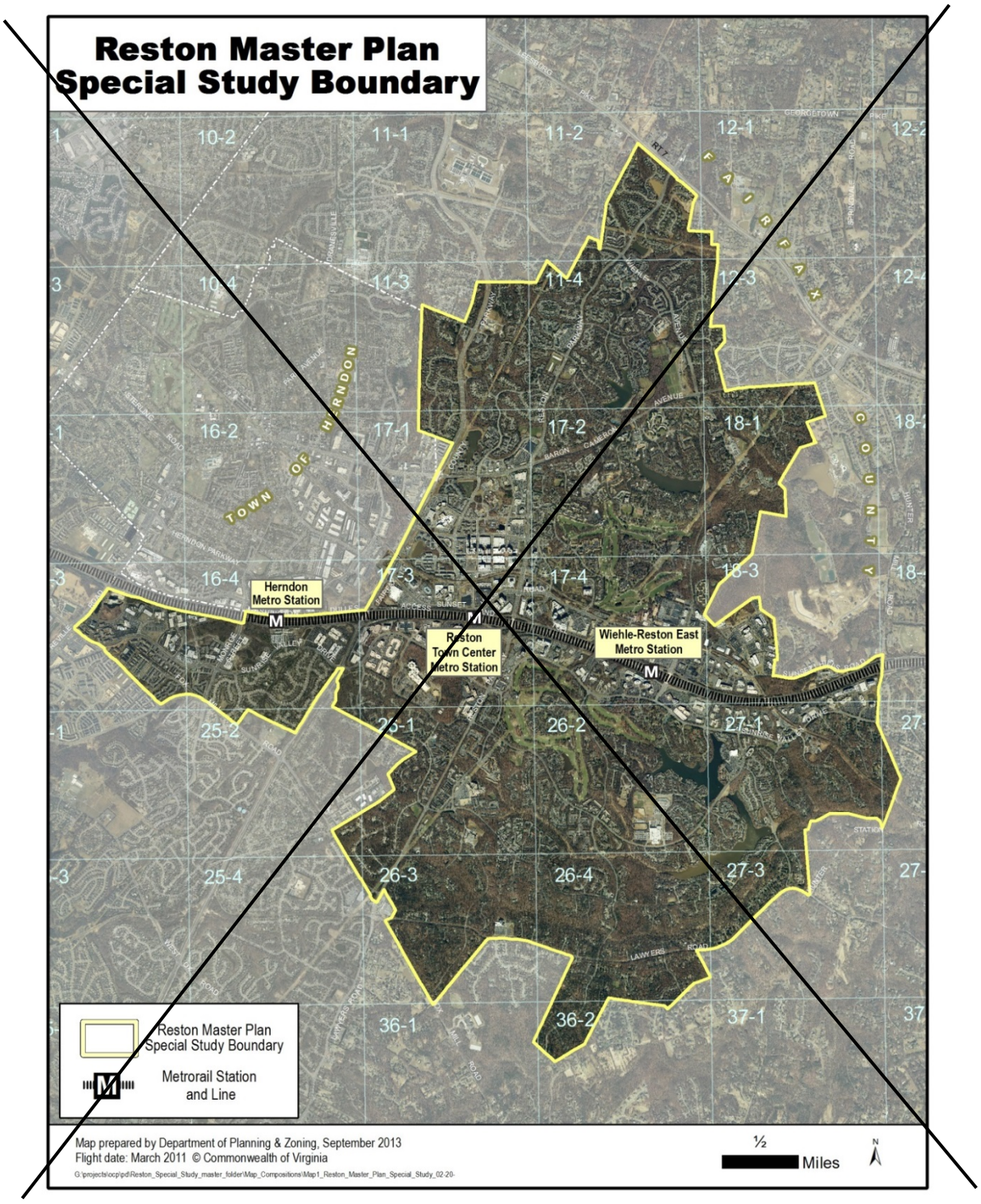
Two Discovery Square, a medium intensity office building and parking garage located in Reston Town Center.



Arboretum Building, a low intensity office building near Sunrise Valley Wetlands

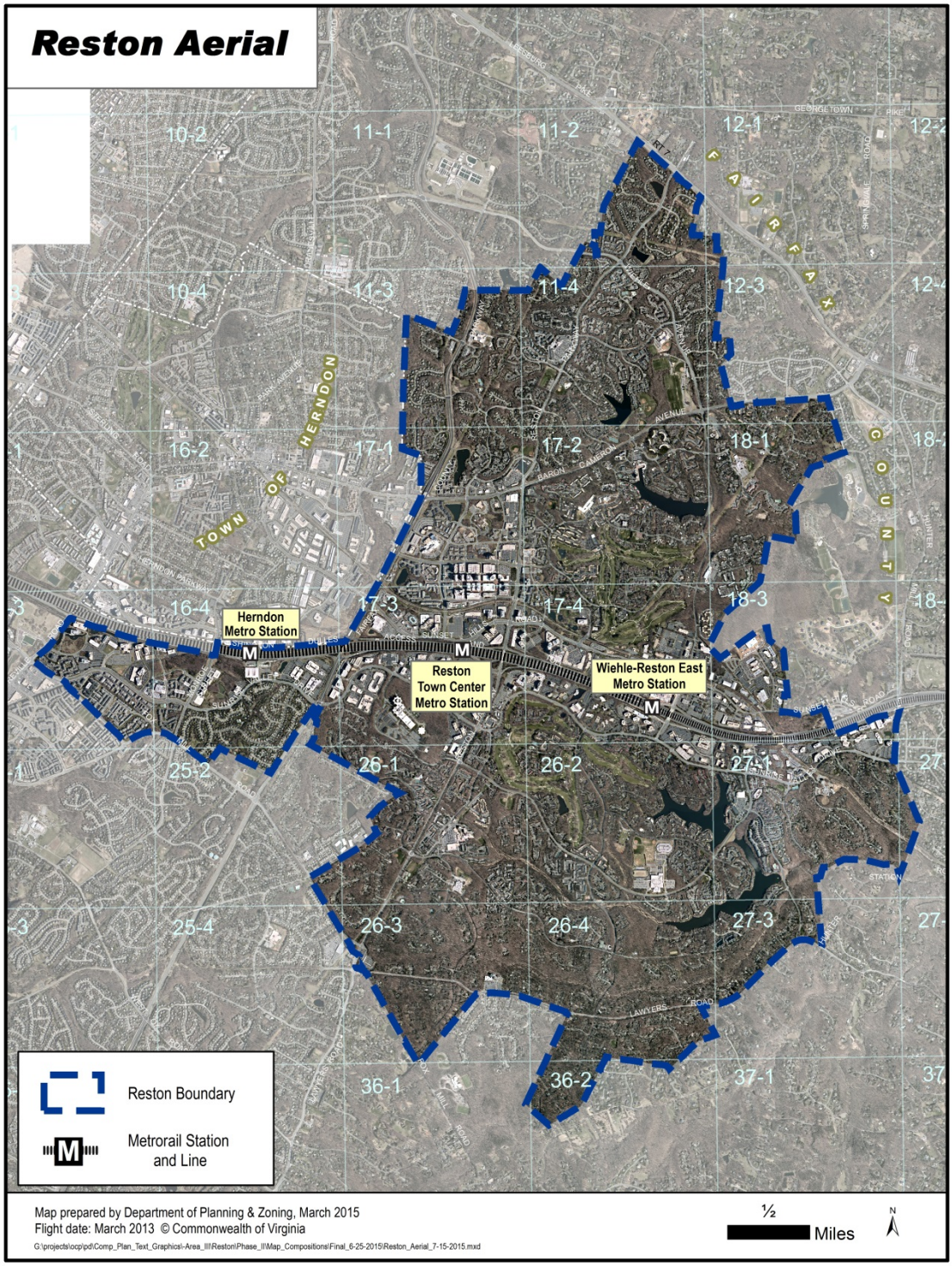
* As defined in the Comprehensive Plan Glossary.

NOTE: This figure was modified, and replaced with the new "Reston" figure on the following page.



RESTON MASTER PLAN SPECIAL STUDY AREA **FIGURE 9**

NOTE: This figure replaces the old "Reston Master Plan Study Area, Figure 9" shown on the previous page.



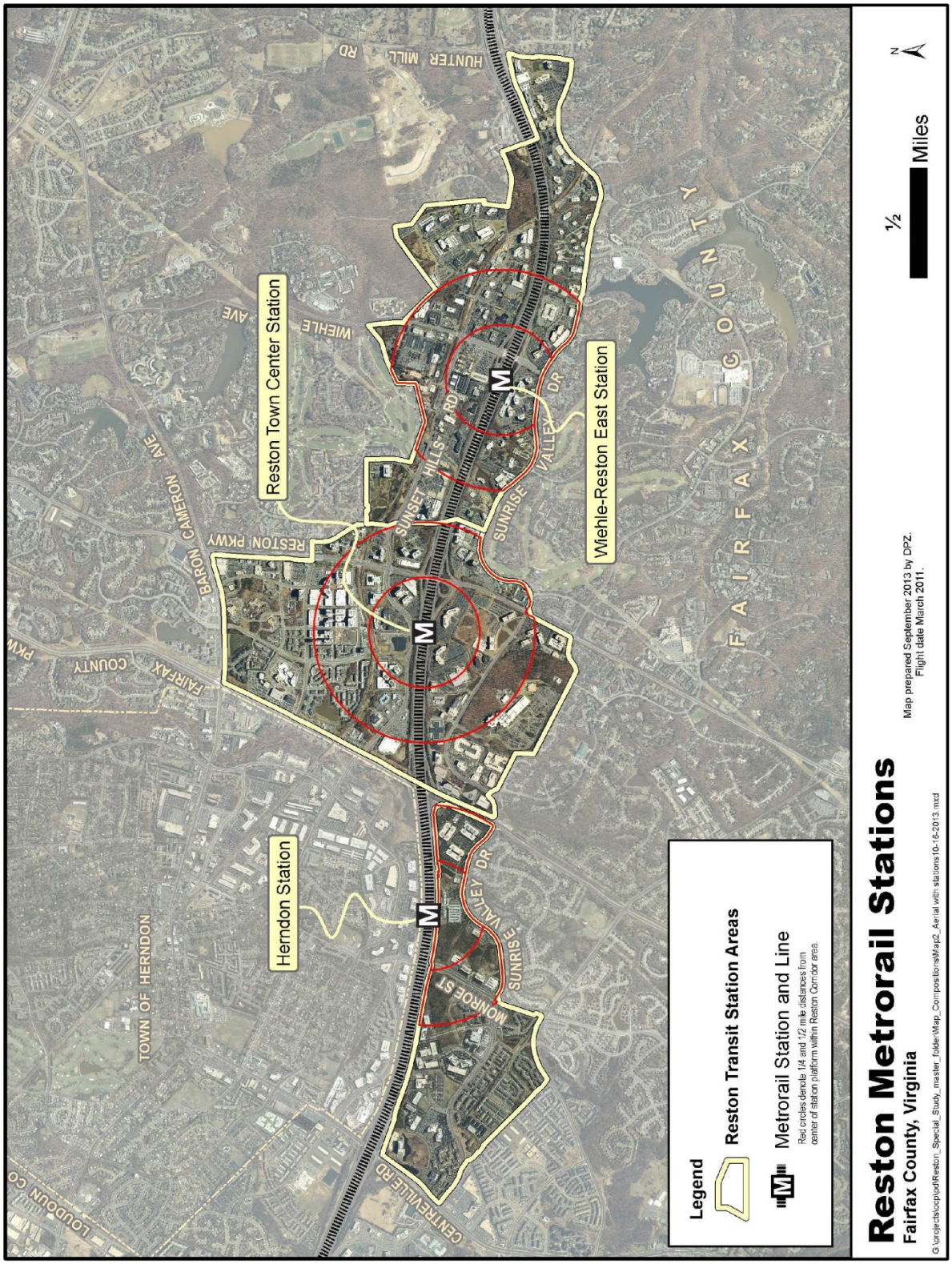
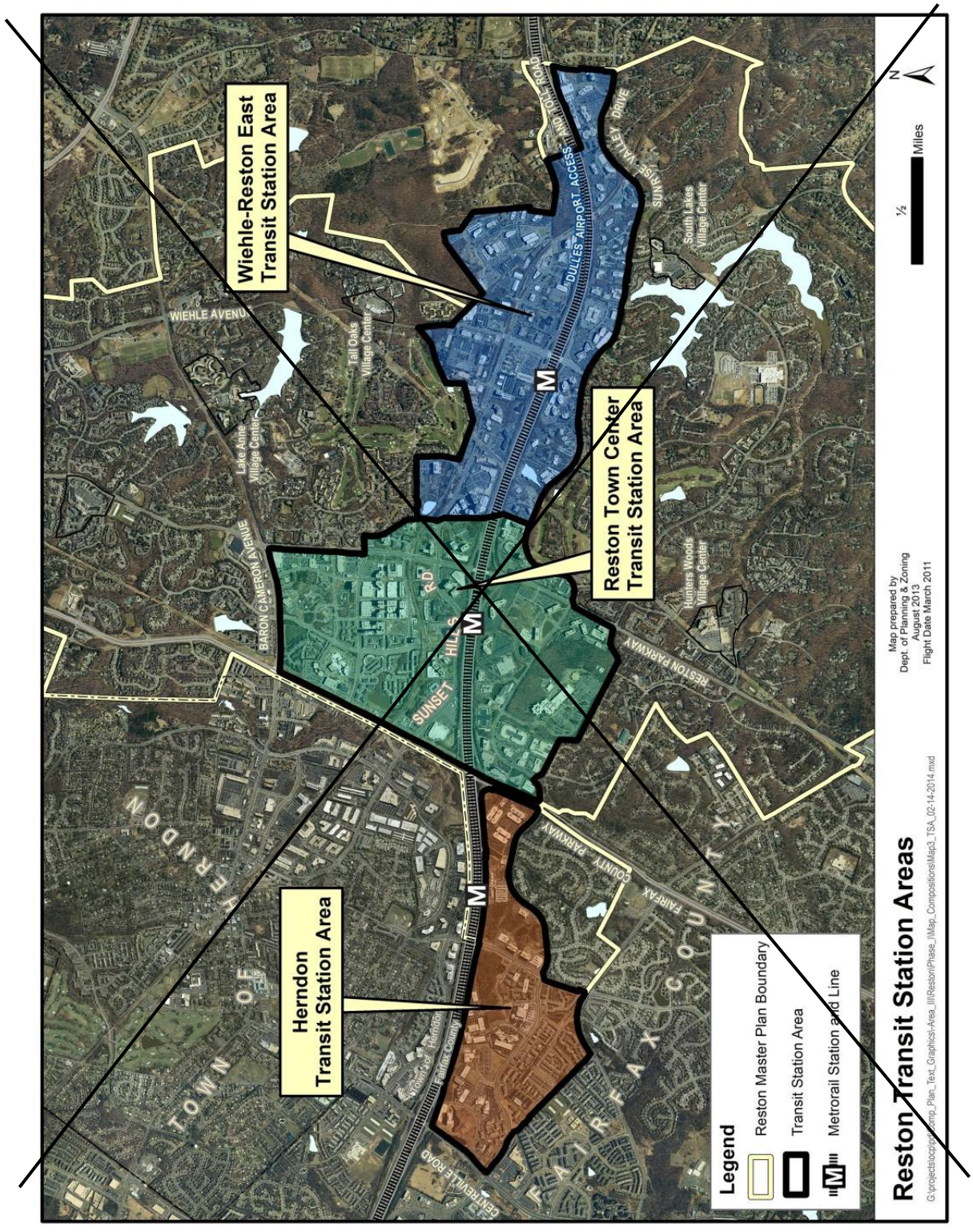


FIGURE 10

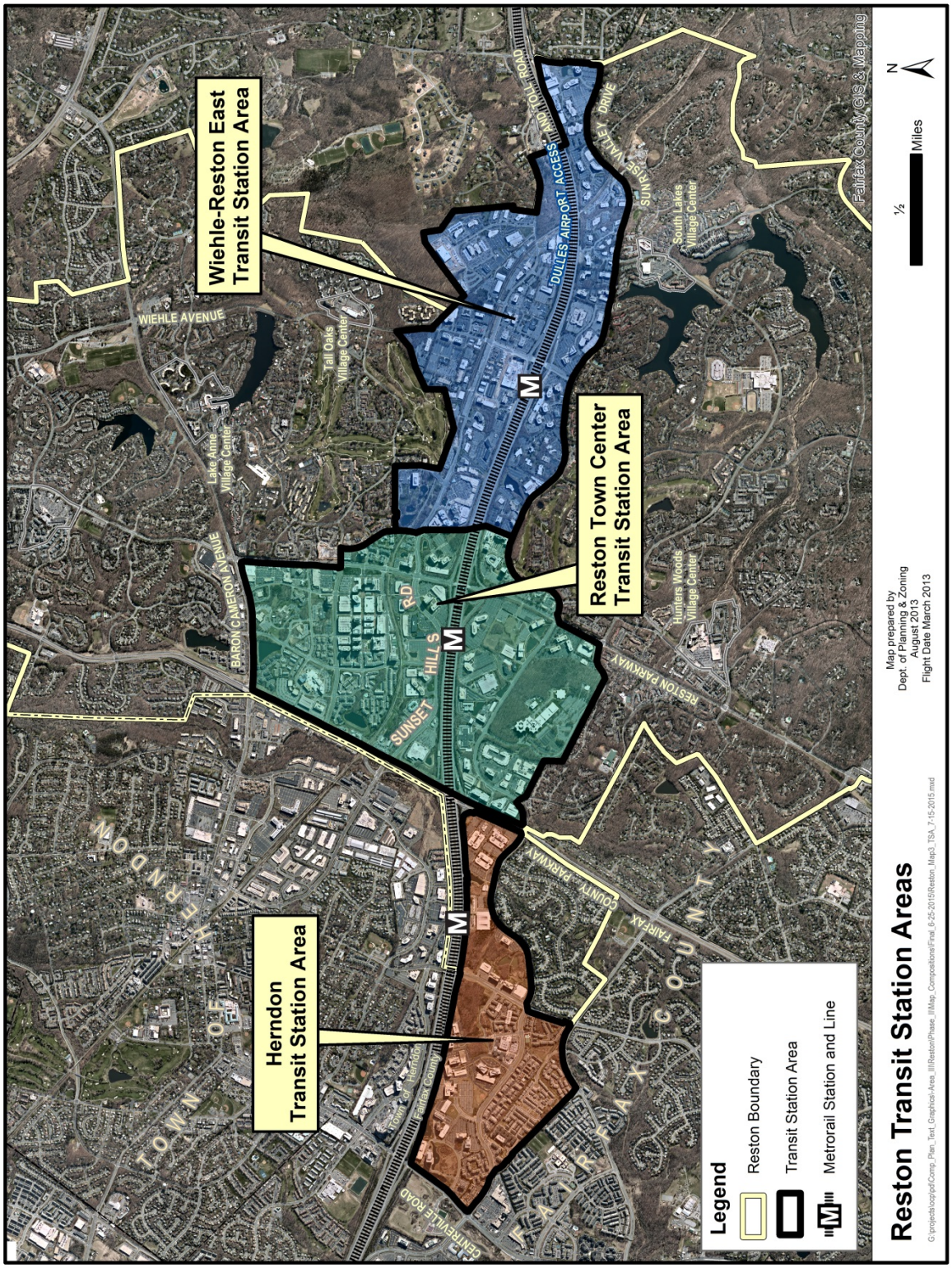
RESTON TRANSIT STATION AREAS LOCATOR MAP

NOTE: This figure was modified, and replaced with the new "Reston Transit Station Areas Boundaries" figure on the following page.



RESTON TRANSIT STATION AREAS BOUNDARIES **FIGURE 11**

NOTE: This figure replaces the old "Reston Transit Station Areas Boundaries Figure 11" shown on the previous page.



The TSAs together make up the county's second largest office market and, given their proximity to Washington Dulles International Airport and the excellent regional access provided by the Metro's Silver Line and the DAAR, are appropriate for a variety of residential and employment land uses.

Each TSA has within it a core area that has been designated for Transit-Oriented Development (TOD). These TOD areas or districts are adjacent to the future rail stations and are planned to transition to a more urban form and include a complementary mix of uses at higher development intensities than that planned for the other areas in the TSAs.

The planning objectives for these TOD districts are to create a transit-focused neighborhood within ½ mile of the transit station that will encourage pedestrian activity to enliven the area throughout the day and evening and where the emphasis will be on creating places and connections that are safe, comfortable and attractive for pedestrians and bicyclists. These objectives will result in the evolution of the existing commercial areas along the DAAR, including those formerly designated as the Reston Center for Industry and Government[1], into truly viable pedestrian-oriented neighborhoods.

CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development's policy direction focuses employment growth into designated Mixed-Use Centers. The Concept identifies these three future Metro stations (Reston Town Center, Wiehle-Reston East and Herndon) as Transit Station Areas (TSAs) along the Dulles Corridor. The purpose of the T~~ransit Station Area~~ designation is to optimize development opportunities associated with the availability of mass transit while maintaining the stability of existing land uses outside of the T~~ransit Station Area~~s. T~~ransit Station Area~~s allow a mixture of residential, office, retail and other commercial uses and may provide opportunities for joint public-private development.

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 in the geographic center of the community. The Reston Master Plan, comprised of a Land Use Map, Community Facilities Map and Transportation Map, is incorporated by reference into the Fairfax County Comprehensive Plan and 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 county's Comprehensive Plan. Suburban centers are designed to be employment centers along major arterial roads and to encourage a mix of office, hotel, support retail and residential uses in a low to medium-intensity setting with designated core areas of higher intensity and a more urban form. The Reston-Herndon Suburban Center developed over time with primarily office uses in traditional suburban office parks stretched along the length of the DAAR 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

1 The Reston Center for Industry and Government consisted of commercially and industrially zoned properties that were planned for office and R&D use and where covenants on the land limited retail use and prohibited residential and hotel uses. These covenants were voluntarily terminated by landowners in 2011.

as restaurants and childcare facilities, with structured parking. The highest density area is the mixed-use core successfully developed at the Reston Town Center, which includes office, retail, hotel and residences, and an urban streetscape with a grid of streets, 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 will no longer be described as a single Suburban Center but rather as three Transit Station Areas (TSAs) located within Reston. This change is part of the effort to foster~~s~~ transit-oriented development at the three Metrorail stations and emphasize the connection between these TSAs and the larger Reston community.

A guiding concept at Reston's founding was that residents should have the opportunity to work close to where they lived. The Reston Master Plan designated most of the area contained within the three TSAs for office and research and development use. From the 1960s until 2011, much of the land within Reston along the Dulles Corridor was subject to restrictive covenants, which limited residential and hotel uses. The covenants were voluntarily lifted in 2011 by property owners for the area known as the Reston Center for Industry and Government, creating the opportunity for the desired mixed-use development in the TSAs.

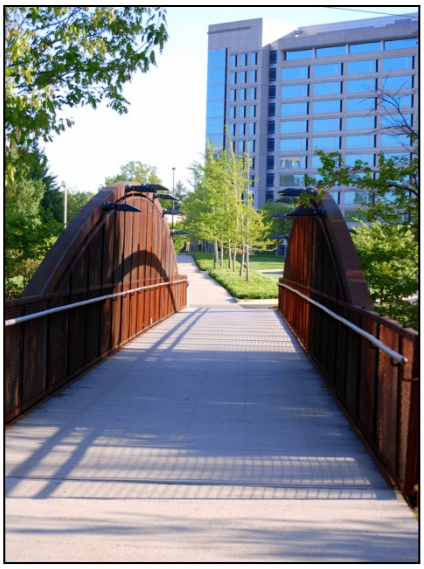
Reston Master Plan Special Study Task Force

In October 2009, the Fairfax County Board of Supervisors established the Reston Master Plan Special Study Task Force to work with county planning staff to review current plan guidance related to the community of Reston in the Fairfax County Comprehensive Plan and make recommendations to the Planning Commission and Board regarding appropriate changes to the Comprehensive Plan.

The Task Force included over 40 members and its membership comprised representatives from multiple community organizations, including the Reston Association, the Reston Citizens Association, the Reston Community Center, the Greater Reston Chamber of Commerce, and the Reston Planning and Zoning Committee, as well as commercial property owners and residents. The Task Force developed the ~~following~~ Reston Vision statement and Planning Principles, found in the Community-wide section of the Reston Plan, to help guide future development in Reston.

~~VISION FOR RESTON~~

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



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

~~south side of the DAAR in close proximity to the transit station and with ground-level retail along the plaza, while in the Herndon TSA, a plaza should be provided on the south side of the DAAR at or near the transit station and with ground-level retail along the plaza.~~

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

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

- ~~Place making:~~
  - ~~Orientation of plazas and other public spaces to provide adequate solar access~~
  - ~~Provision of a mix of uses at each transit station area (TSA) to minimize walking distances between uses~~
  - ~~Provision of housing for all ages and incomes in close proximity to the transit stations to minimize walking distances~~
  - ~~Use of site design principles for the orientation of streets and blocks to maximize solar access~~
  - ~~Provision for outstanding architecture and public art for place making~~
- ~~Pedestrian connections:~~
  - ~~Provision for enhanced linkages to transit stations~~
  - ~~Provision of tree-lined and shaded streets (streetscape) to improve the character of pedestrian experience~~
  - ~~Provision of a grid of local streets to provide a variety of opportunities for access to transit~~
  - ~~Use of bikeways and trails to improve access to recreation areas and the transit stations~~
  - ~~Provision to link the northern and southern areas of Reston through the transit station areas~~
- ~~Energy conservation (see Environmental Stewardship section):~~
  - ~~Provision of green and cool roof systems~~
  - ~~Use of thermal and photovoltaic energy systems~~
  - ~~Incorporation of passive cooling through proper shading and ventilation~~
  - ~~Use of ground source heat pump heating and cooling systems for building conditioning and hot water requirements~~
  - ~~Reduction of water consumption, including re-use of gray water where allowed~~
  - ~~Use of radiant floor heating and cooling~~
  - ~~Provision of wind turbines as an energy source~~
  - ~~Recycling of materials and maximize use of locally produced materials~~
  - ~~Use of cool roof systems or light reflecting roof surfaces~~
  - ~~Use of light shades that provide shading for glass and direct sunlight deep into building spaces for daylighting~~

- ~~Preservation of natural resources:~~
  - ~~Protection of wetlands~~
  - ~~Preservation of streams and buffer areas especially in the headwaters of streams~~

- Enhancement and protection of lakes and ponds
- Use of closely spaced street trees and landscaping in open space areas to increase tree canopy in the TSAs
- Provision for enhanced stormwater management
- Conservation of existing forest areas in accordance with the Fairfax County policies

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

A second foundational characteristic of Reston has been a commitment to preserve natural areas and integrate open space throughout the community. The sustainable design of the community lends itself to the preservation of parkland, natural areas, clean lakes and walking trails. In the TSAs, this characteristic should be acknowledged via incorporation of a Reston-specific urban landscape. This landscape should preserve trees and existing landscaping in key, designated locations and incorporates more trees and plantings in the streetscape of selected new streets as further described in the Urban Design and Placemaking section.



Reston Town Square Park, Reston Town Center.

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

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

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



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

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



The Memorial Garden is an environmental artwork designed and created by artists Richard Deutsch

Finally, public art has been a component of the effort to achieve quality urban design in Reston since the community's inception. In order to continue to realize the goal of making Reston a vibrant place to live, work and play, public art should be encouraged in future development in Reston. Additional guidance is provided in the Urban Design and Placemaking section and the Urban Parks Recreation Facilities and Cultural Facilities section.

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

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

Vision Statement

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

- Planning will take full advantage of the Metrorail Silver Line Extension. Metrorail will connect to the Washington Metropolitan Region and Washington Dulles International Airport and will be complemented by improved station area connectivity, a strong local and regional bus network, complete streets that serve pedestrians, bicyclists and transit users, and a network of trails.

- The community's greatest densities will be at the three Metro station areas. A broad mix of regional retail and other attractions will be part of an enhanced urban center at the Town Center and strong local retail and a variety of amenities will characterize the other Metro station areas and village centers. To address congestion, the station areas will have an appropriate balance of residential uses and employment opportunities.

- A full range of housing choices will be provided for households of all incomes and needs.

- Employment opportunities will build upon the existing mix of international and national corporations, professional associations, centers for advanced technology, research and development companies, and local services.

- A strong institutional component will include a major hospital center, a regional government center, a new 21st century regional public library, a major fine and performing arts center, other civic and cultural uses, and public and private educational institutions of higher learning.

- Planning will emphasize protection of natural areas and the environment and the development of an array of cultural, educational, and recreational opportunities.

Planning Principles

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

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

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

3. **Development will be phased with infrastructure.**
   The phasing and funding of the expansion and modification of adequate transportation infrastructure and programs, and other infrastructure components such as schools, parks, and other public facilities should occur with development.

4. **Reston will continue to offer a mix of urban and suburban life styles.**
   The Metro Silver Line extension will add opportunities for transit-oriented development to Reston's already diverse and unique community. In terms of emphasis:

   - **The Metro Station areas** will be livable urban places, with densities that step down from the Town Center to the other station areas. The station areas will also be the areas of highest commercial and residential intensity in the community.

   - **The village centers** are important community gathering spaces that include a mix of locally serving retail, a residential component, and employment opportunities. Redevelopment to augment and enhance the village centers will be pedestrian-oriented, should include a plaza as a central element and provide

adequate transition to surrounding neighborhoods. Convenient public transportation options should link the village centers and the transit stations.

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

5. The rail corridor will be transformed.

Over time it will become an area with robust, livable, walkable mixed-use communities having an appropriate balance between residential and non-residential uses. Each of the transit station areas will have a distinct character to meet multiple community needs. Town Center will be a livable regional urban center and destination with the community's highest densities and major shopping and cultural features to attract visitors. Wiehle-Reston East and Herndon will be urban transit neighborhoods. Special consideration for higher educational uses should be encouraged for the Wiehle-Reston East station. At the Herndon station, a special focus should be placed on its central environmental (wetlands) feature. The highest densities will be concentrated within ¼ mile of the rail stations, tapering down somewhat within ½ mile to maximize the use of rail. Residential and non-residential populations in each transit station area will be balanced to further maximize rail use and reduce dependence on automobiles. Future air rights development around the stations should be pursued to enhance development opportunities, encourage transit use, and improve north-south connectivity across the DAAR.

6. Reston will become a more vibrant employment center.

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

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

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

8. Connectivity and mobility will be strengthened.

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

9. High quality public open spaces will be required.

Abundant open space and a range of recreational and cultural opportunities are essential components of the high quality of life in Reston. The transit station areas and village centers should include a variety of public spaces such as a large urban central park, recreational facilities, urban plazas and greens, pocket parks, playgrounds, and other public amenities within easy walking distance for area residents, workers and visitors. Larger active recreation areas appropriate to Reston's residential and commercial populations should be provided outside of the transit corridor.

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

~~Local participation should remain a hallmark of the planning and zoning processes as Reston continues to evolve as a complete community for the 21st century over several decades. The cumulative impacts of development and redevelopment should be routinely assessed and evaluated.~~



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

PLANNING HORIZON

The evolution of Reston's Transit Station Areas is planned to occur over a period of 40 years or more. This Comprehensive Plan guidance is designed to guide redevelopment over the next 25-30 years and is in line with growth forecasts for housing and employment to 2040. The Plan seeks to achieve transit-oriented, compact, higher-intensity mixed use development adjacent to and in close proximity to the three transit stations to accommodate future growth in a manner that best utilizes the investment being made in the extension of the Metrorail Silver Line to the Washington Dulles International Airport and beyond into Loudoun County to the west. As development occurs, it will be monitored and additional planning efforts will be identified as needed to update the Plan so that it continues to provide the appropriate guidance needed to achieve the community's stated vision.

AREAWIDE RECOMMENDATIONS

These Areawide recommendations are designed to help achieve the future vision for the Reston Transit Station Areas (TSAs). These recommendations present a framework for the specific District recommendations that follow. In addition, they provide guidance on areawide issues that apply to multiple TSA Districts and in some cases, all of the TSA Districts. The recommendations focus on land use, urban design, transportation, environmental stewardship, parks and recreation facilities, public facilities and implementation.

LAND USE

The overall land use approach for the Transit Station Areas (TSAs) envisions a change from the current pattern of low to medium density office parks to a mixed-use pattern that balances office, residential, retail, hotel, civic, and institutional uses in a pedestrian and bicycle-friendly environment, particularly in the areas closest to the stations. The employment areas farther away from the stations will continue to provide excellent locations for office development to occur as well as other complementary uses, such as data centers and research and development uses. The recommendations encourage a more urban, transit-oriented development pattern, with the objective of creating a walkable activity center at each station. The areas closest to the stations should consist of a mix of uses to include employment, housing and services to meet the needs of daily living. As noted earlier, achieving this vision will be a long-term process. Therefore, the land use section also includes guidance on land use compatibility, land use flexibility, incremental redevelopment as well as new development.

A key element in creating a more urban fabric in the TSAs will be the introduction of new streets to provide a more grid-like pattern to the road network that will enhance pedestrian and vehicular circulation around the stations. Another important element will be the introduction of new urban parks of various sizes and a well-connected public open space network. In addition, public gathering spaces and public uses will be located in the TSAs so as to continue to meet the needs of the Reston community.

Transit Station Areas Land Use Concept

The land use concept for the TSAs is informed by experience in the Washington Metropolitan area that shows that a higher proportion of residents within walking distance of a Metro station will use transit as compared with workers. In addition, residents are willing to walk further to transit than workers will. Therefore, to best take advantage of transit, the land use concept places an emphasis on locating the significant majority of new office uses in mixed use developments in TOD Districts located within a safe, comfortable and reasonably direct ¼ mile walk of the Metro stations (see Figure 12). The predominant use in new development to be located in TOD areas between ¼ and ½ mile of the stations should be multi-family housing in order to realize the objective of achieving an improved jobs-to-housing balance in Reston.

This approach of differentiating the emphasis of new development types in areas closest to the stations versus areas more removed from the stations formed the basis of the two TOD district-specific land use categories described below, Transit Station mixed use and Residential mixed use. Exceptions to this approach should only be considered to facilitate the provision of significant new public infrastructure such as the planned new crossings of the DAAR. In those instances, new office uses above those already zoned may be considered for areas between ¼ and ½ mile of the stations.

Land Use Categories

The following land use categories indicate a general character of the mix of uses for a given area, as shown on Figure 12; however, the appropriate mix for any given project will be evaluated on a case-by-case basis during the rezoning/development review process. A primary goal in the TOD areas is to generate pedestrian activity throughout the day and well into the evening. It should be noted that the appropriate mix for a proposed development (redevelopment) will be affected by the other TOD and non-TOD development that has already occurred or been approved within the TSA.

Initial development proposals in a TOD District should conform to the recommended mix for the land use categories within the TOD District or include a higher proportion of residential use than specified. Coordinated development plans may be submitted as described below in the Development Review Performance Objectives. Projects that encompass multiple land use categories may be granted flexibility in the location of proposed uses as long as they achieve TOD objectives and contribute to the character recommended for the subject area.

The Land Use categories are as follows:

Transit Station Mixed Use: These areas are located close to the Metro stations and generally include the parcels within a safe, comfortable and reasonably direct ¼ mile walk from the station. They are planned for a balanced mix of office, hotel, retail, institutional (including civic) and residential uses. The long-term goal is for each Transit Station Mixed Use area (vs. individual projects) to achieve **50 percent** non-residential uses and **50 percent** residential uses on the basis of approved square footage.

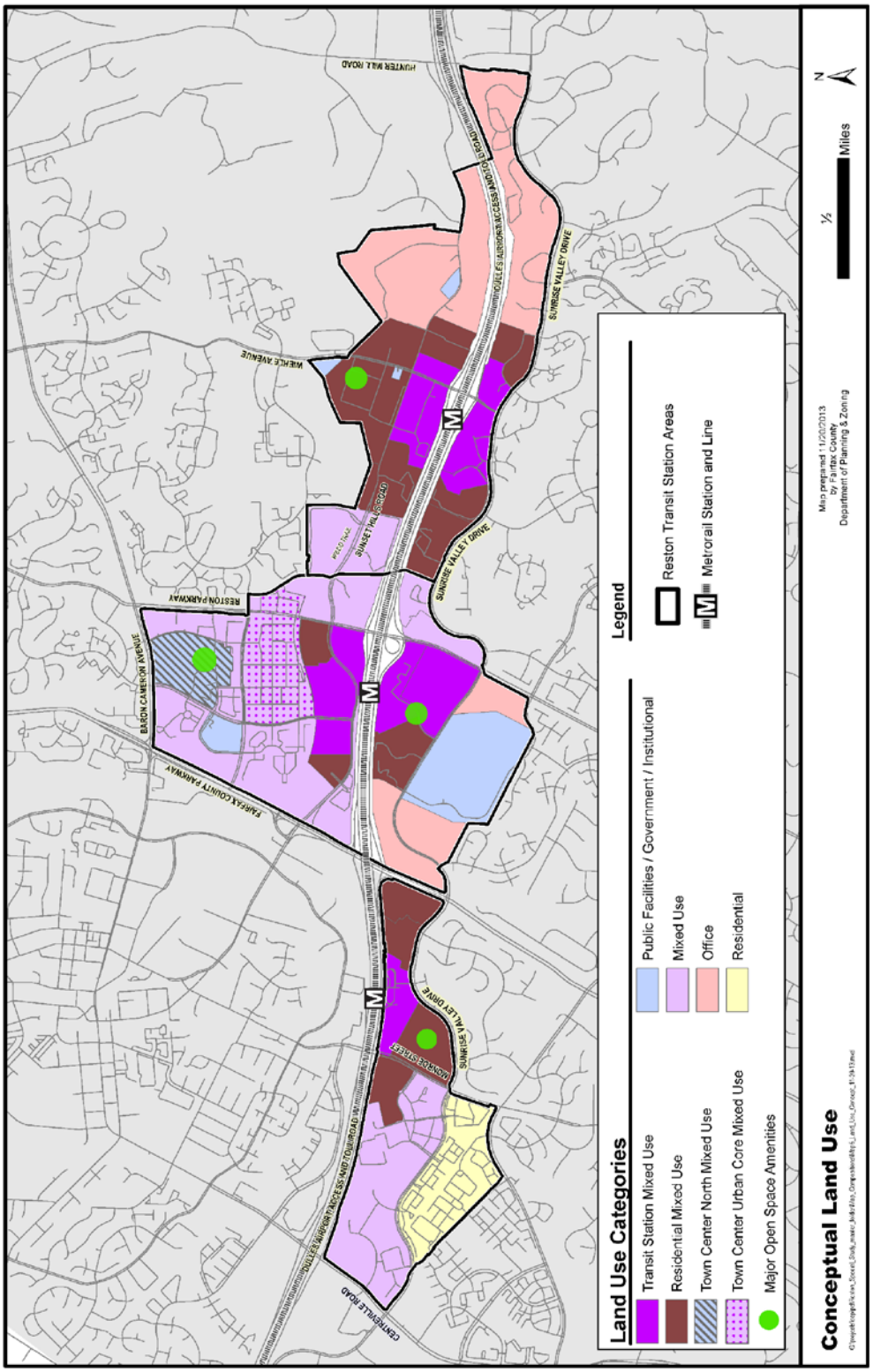


FIGURE 12

CONCEPTUAL LAND USE

Residential Mixed Use: These areas are a safe, comfortable and reasonably direct walk of ¼ - ½ mile from the Metro station platforms. In some instances, the areas in this category may be slightly further than ½ mile from a station due to redevelopment opportunities available under already approved development plans. These areas are planned primarily for a mix of existing office uses and new residential uses and new commercial uses other than office uses. The long-term goal is for each Residential Mixed Use area (vs. individual projects) to achieve **75 percent** residential uses on the basis of 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: This area is planned for institutional uses along with residential, office, medical uses, hotel, civic, and support retail uses. Various county agencies will continue to constitute a significant civic presence in this area.

Mixed Use: These areas are planned for a mix of uses including office, retail, institutional, hotel and residential uses.

Office: These areas are planned almost exclusively for office uses, including research and development (R & D) uses and industrial flex space. Supporting retail and service uses, such as hotels and restaurants, are also encouraged in these areas.

Residential: These areas are planned almost exclusively for residential uses, including multi-family housing and townhouses. Supporting retail uses are allowed and should be compatible with the character of the neighborhood.

Public Facilities/Government/Institutional: These areas are planned for public uses, such as a library, school, fire station, or government offices. In addition, they may be planned for private institutional uses such as hospitals or colleges or universities. The Conceptual Land Use map identifies existing public or institutional uses in the TSAs. Planned public or institutional uses are discussed in the District Recommendations.

Major Open Space Amenities: These areas are planned for major, centrally located open spaces. These areas may include urban parks or spaces, such as plazas or greens with a variety of recreational and/or cultural uses, or may include natural habitat such as the Sunrise Valley Wetlands ~~Nature Park~~. In instances when intensity credit is given for dedicating land for a park or open space, the land use mix applied to the intensity credit should be consistent with the land use category of an adjacent area. Additional guidance on parks and open space can be found in the Parks, Recreation Facilities and Cultural Facilities section and the Urban Design section.

The land use concept for each TSA divides the TSA into a TOD District and one or more Non-TOD Districts, as shown on Figure 13 and Figure 14. Some of these Districts have been divided into Subdistricts for the purpose of organizing land use recommendations. The three TOD Districts are located around the station platforms, are planned for the highest intensities within each TSA and are envisioned to become vibrant neighborhoods, each with its own distinct character.

A general description of each TOD and Non-TOD District is provided below.

TOD Districts

The three TOD Districts are as follows:

Wiehle Station District: The Wiehle Station TOD District will be an urban transit neighborhood that will serve as a signature gateway to Reston. It should include a robust residential component and new office development should be focused in the area closest to the station as shown on the Conceptual Land Use Map The district is envisioned to develop a more prominent educational focus by adding to the existing base of institutions of higher learning in the district. As noted in the Overview, this district does not extend to the south of Sunrise Valley Drive.

Reston Town Center Station District: The Reston Town Center Station TOD District should be Reston's "downtown" station with significant residential and commercial components to complement existing development in the Reston Town Center. New office uses should be concentrated close to the station as shown on the Conceptual Land Use Map. This district has two sub-districts.

The North TOD Sub-district is planned to be an extension of the existing Town Center urban core with a comparable urban form and similar high-density residential and commercial functions. It is also envisioned to improve connectivity for pedestrians and bicyclists from the Metrorail station to the Reston Town Center core.

The South TOD Sub-district is planned to develop in a manner that is complementary to the Town Center on the north of the DAAR but not as a continuation of the Town Center core. Consequently, it is envisioned to develop with a somewhat lower overall intensity in the planning horizon of this Plan.

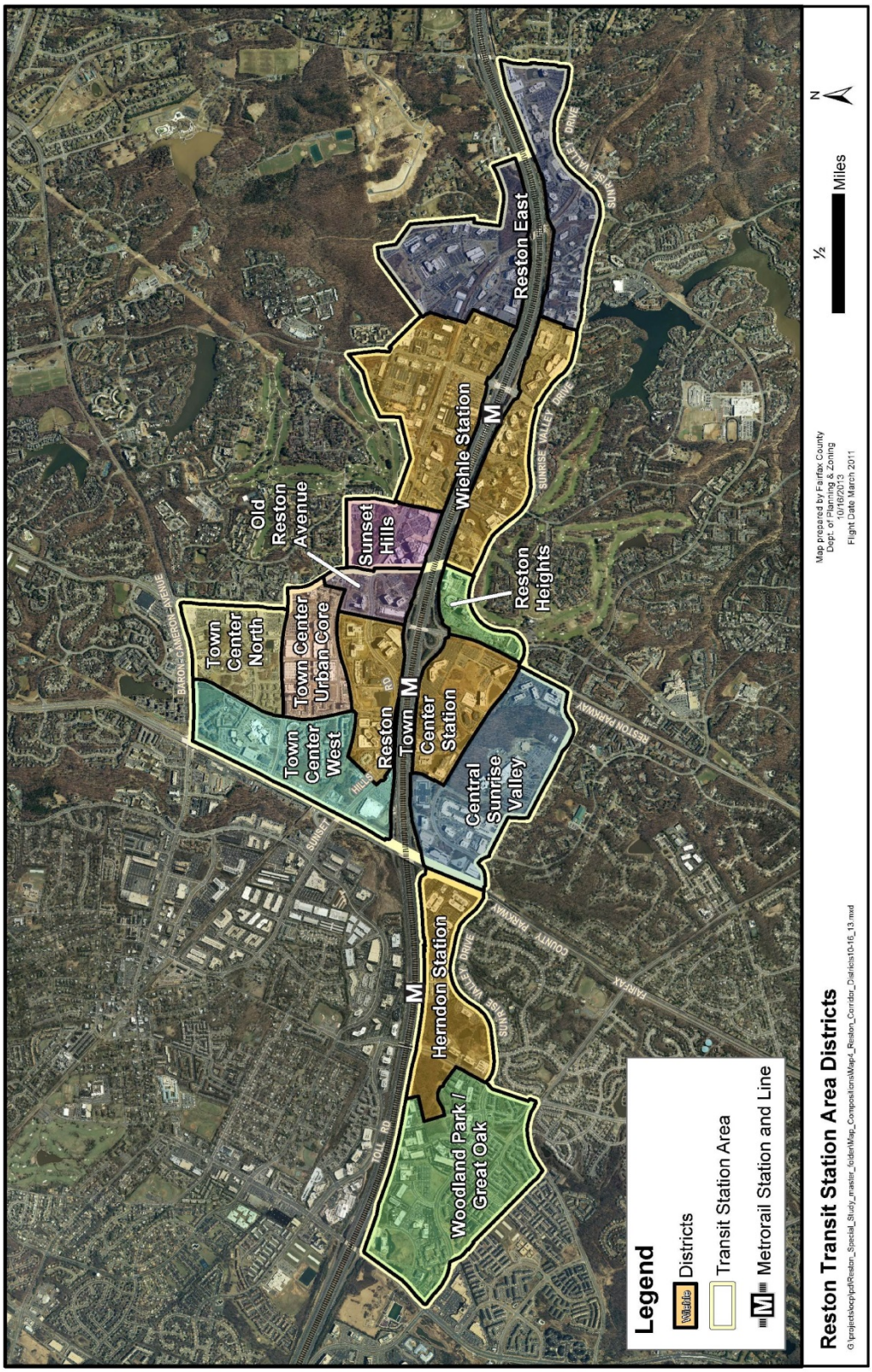
Herndon Station District: The Herndon Station TOD District is located on the south side of the DAAR and the station. It is envisioned to be an urban transit neighborhood adjacent to the publicly accessible wetlands located along Sunrise Valley Drive. New office uses should be concentrated close to the station as shown on the Conceptual Land Use Map.

Non-TOD Districts

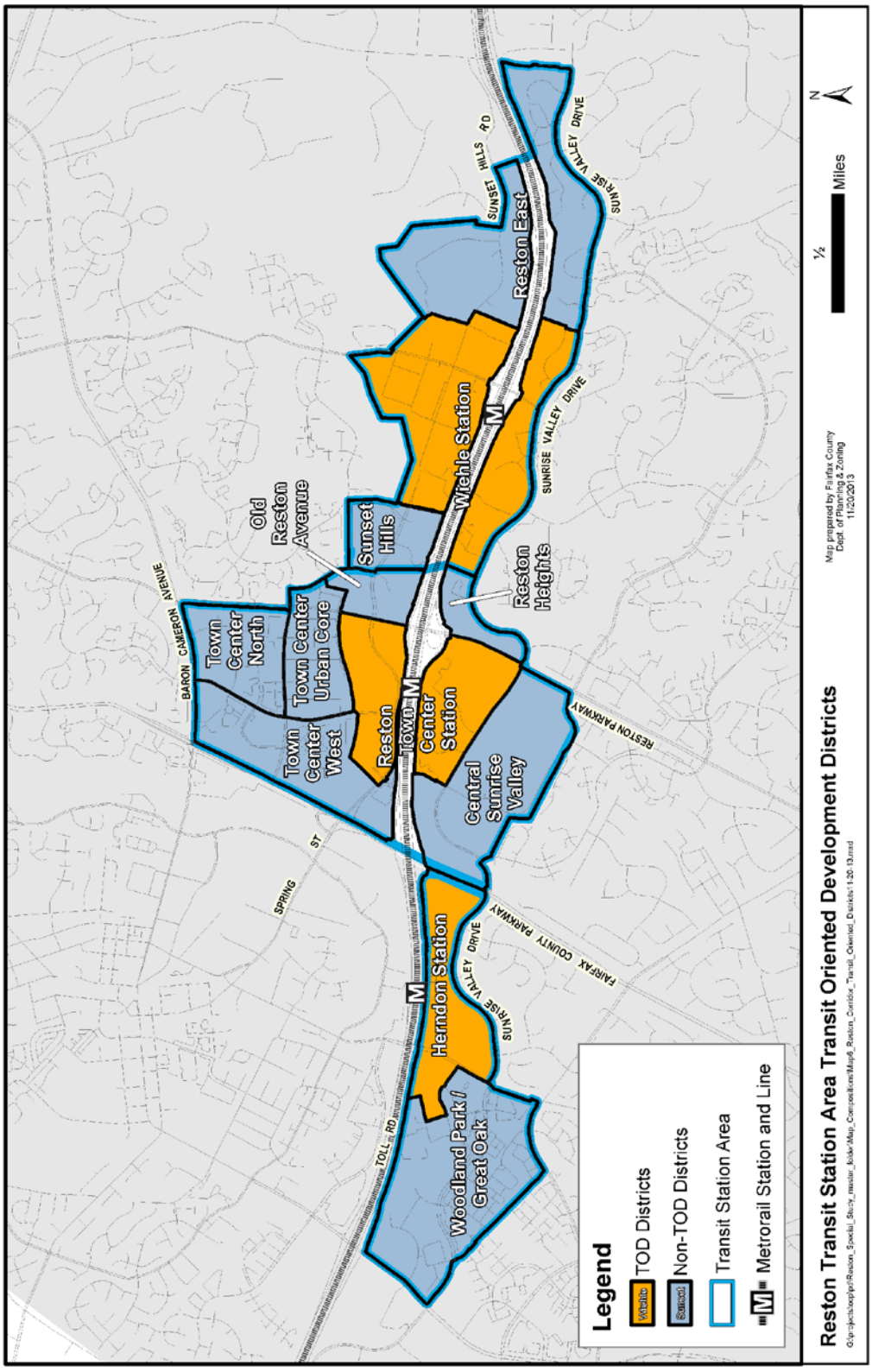
The Non-TOD Districts vary in character and the mix of uses present within each. These districts, unless otherwise noted, should maintain their existing character, uses and zoned intensities due to their proximity to existing residential neighborhoods outside of the TSAs. The nine Non-TOD Districts are briefly described below, from east to west.

Reston East District: This district is developed almost exclusively with low-density office parks. This district serves as a transition to low-density residential neighborhoods to the south of Sunrise Valley Drive and west of Lake Fairfax Business Center and Hunter Mill Road.

Sunset Hills District: This district is located between the Wiehle Station and Reston Town Center Station TOD Districts on the north side of the DAAR. It includes the Plaza America office and retail center as well as office development north of Sunset Hills Road. It is envisioned that this area will serve as a transition between the two adjacent TOD Districts. Redevelopment and new infill development will be less intense than the adjacent TOD Districts and should focus on adding residential uses.



TRANSIT STATION AREA DISTRICTS **FIGURE 13**



RESTON TRANSIT ORIENTED DEVELOPMENT DISTRICTS **FIGURE 14**

Old Reston Avenue District: This district includes an office campus, smaller scale office uses, and several auto-oriented uses in a more typical suburban land use pattern and a residential building at the corner of Reston Parkway and Sunset Hills Road with a more urban form and site layout.

Town Center Urban Core District: This district is the mixed use "downtown" of Reston. It has an urban form, is pedestrian-oriented and provides two key publicly-accessible gathering spaces.

Town Center North District: This district is situated to the north of the Reston Town Center urban core and south of Baron Cameron Drive. It currently includes the North County Governmental Center, medical facilities, human services offices and elderly housing. The future land use pattern in this district should incorporate significant new residential development and new non-residential uses to complement the existing and planned public uses and the concentration of employment in the Reston Town Center and a significant new open space to serve as a defining element in the organization of a new, more urban pattern of blocks. The future land use pattern should also allow for a transition from the urban core of the Town Center to the low density commercial use along the north side of Baron Cameron Drive and the adjacent residential neighborhoods. This district has two subdistricts.

Town Center West District: This district contains a variety of residential and commercial uses to the west of the Town Center core, including Reston Hospital, two residential neighborhoods and a concentration of automobile-oriented retail uses along Sunset Hills Road. This district is envisioned to continue to generally serve these same functions over the planning horizon of this Plan.

Central Sunrise Valley District: This district includes areas to the north and south of Sunrise Valley Drive between Fairfax County Parkway on the west and Reston Parkway on the east. The United States Geological Survey's headquarters, which includes a significant amount of undeveloped land, is located on two large parcels located within this district. Other uses include several office parks with 2-5 story buildings, a mini-storage facility, and a data center.

Woodland Park/Great Oak District: This district is at the western boundary of the Herndon Transit Station Area and includes Woodland Park, a major mixed use development with office, hotel, retail uses (including a grocery store) and multi-family residential development. It also includes the Great Oak subdivision, which includes single family detached units and townhouses.

Planned Development Potential

To achieve the progression of the Reston TOD Districts from suburban office parks to more urban neighborhoods with convenient, safe, appealing pedestrian environments, it will be necessary to strategically locate additional density in a fashion that maximizes the use of Metrorail and other transit options. The land use concept for the TSAs links density to transit accessibility based on how far people are typically willing to walk to get to/from rail mass transit. Expressed as floor area ratio (FAR), the proposed levels of density are primarily based on proximity to the Metrorail stations. Development is planned to be most intense in the areas closest to the stations and less intense at the edges. See specific density guidance in the District Recommendations.

There are multiple combinations of uses that can create the active, vibrant pedestrian-oriented places that are desired for the TOD districts. For the purposes of determining future

public infrastructure needs, a preferred "future" for the TOD districts was quantified and analyzed. The amount of development associated with this future land use scenario was useful in establishing target amounts of future development for the TSAs. These target development levels represent a useful benchmark for planning purposes – once development is nearing these levels, future study will be needed to re-evaluate the current Plan recommendations.

The ratio of jobs per household was considered in the development of the planned development potential. The Reston community ~~(as shown on Figure 15)~~ currently has approximately 2.55 jobs per household. A specific objective of this Plan is for the new development potential in the TSAs to maintain this ratio at approximately 2.5 jobs per household as measured across the entire community. The amount of development potential described ~~above~~ below, if fully realized, will maintain the desired ratio.

The target development level established for the three TSAs is approximately 28,000 new and existing residential units and approximately 30 million square feet of new and existing office uses. Development to be counted toward this target amount includes existing uses, currently approved but unbuilt uses and any new uses that are approved through a rezoning or a special exception process. The impact analysis assessed approximately 80 percent of the maximum zoning potential as the level of development that is likely to be realized over the planning horizon. The target development for each TSA is described in the District Recommendations. The following table compares the 2010 existing land use levels to the planned development potential.

Figure 15. Planned Development Potential

Land Use	2010 Existing Land Use	Comprehensive Plan Development Potential
Residential	5,860,000 (5,860)	~~33,480,000 (27,900)~~ 52,800,000 (44,000)
Office	20,982,169	~~29,457,000~~ 29,700,000
Retail	1,094,476	~~1,722,000~~ 2,100,000
Industrial	841,957	~~513,000~~ 590,000
Institutional	2,096,840	~~2,174,000~~ 2,400,000
Hotel	936,782	~~3,399,000~~ 4,900,000
Total	**31,812,224**	**~~70,745,000~~ 92,490,000**

The development potential shown in the table above is based on quantification of the land use recommendations. The land use recommendations for each district provide flexibility for a change of land uses within certain parameters. For example, some areas are encouraged to include more housing when there is a corresponding reduction in office use. Additional retail uses are encouraged when they contribute to the area's vibrancy and convenience. Additional hotel uses are encouraged because they can support retails uses and pedestrian activity and also result in fewer peak hour trips than office uses. Generally the Plan seeks to encourage a vibrant mix of uses that are balanced with the infrastructure needs.

Monitoring the potential impacts of office development is important since office uses currently represent the significant majority of existing uses and have high peak period vehicle trip generation characteristics. New uses other than offices that have a significant impact on peak period trips should also be managed carefully and may be counted toward the office development level.

The Transportation section of the Areawide Recommendations discusses the monitoring activities that will be necessary to track development performance. Monitoring will be essential to future planning efforts. A particular condition to be monitored is the achievement of transportation improvements needed to mitigate the impacts of new development.

Development Review Performance Objectives

All development proposals within the TSAs will be evaluated for the extent to which they meet or contribute to the following objectives.

- ***Achieve High Quality Site Design and Architecture*** – Excellent site design in the TSAs should continue the Reston traditions of emphasizing community gathering places, integrating access to the natural environment when possible, and providing public art. In addition, there should be an emphasis on environmentally sustainable design and practices with non-residential development achieving U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) Silver certification or the equivalent, at a minimum. Residential development should be guided by the Fairfax County Policy Plan objectives on Resource Conservation and Green Building Practices. See additional guidance in the Environmental Stewardship and Urban Design sections.

- ***Provide Pedestrian and Bicycle Connectivity throughout the Transit Station Areas (TSAs)*** – New pedestrian and bicycle connections should be provided through complete streets within the TSAs and new or extended trails on both sides of the DAAR connecting the three Metrorail stations. Pedestrian and bicycle crossings of existing streets should be improved to increase pedestrian and bicyclists' safety, visibility and convenience. Several existing streets act as major barriers to pedestrian and bicycle movement and are identified for specific improvements within the District Recommendations. In addition, connections should be made from the Metrorail stations to the existing community trail network. See additional guidance in the Transportation section.

- ***Provide Urban Parks and other Recreational Amenities throughout the ~~Transit Station Areas~~*** **–** Local-serving urban parks, recreational and cultural amenities including but not limited to plazas, trails and public art should be provided throughout the TSAs in order to serve local leisure and recreation needs. Membership in Reston Association may serve to meet a portion of the identified park and recreation needs. The exact number of urban parks and other amenities, their sizes and distribution will be determined by the amount and type of new development and provided in accordance with the guidance in the Urban Parks, Recreation Facilities and Cultural Facilities section.

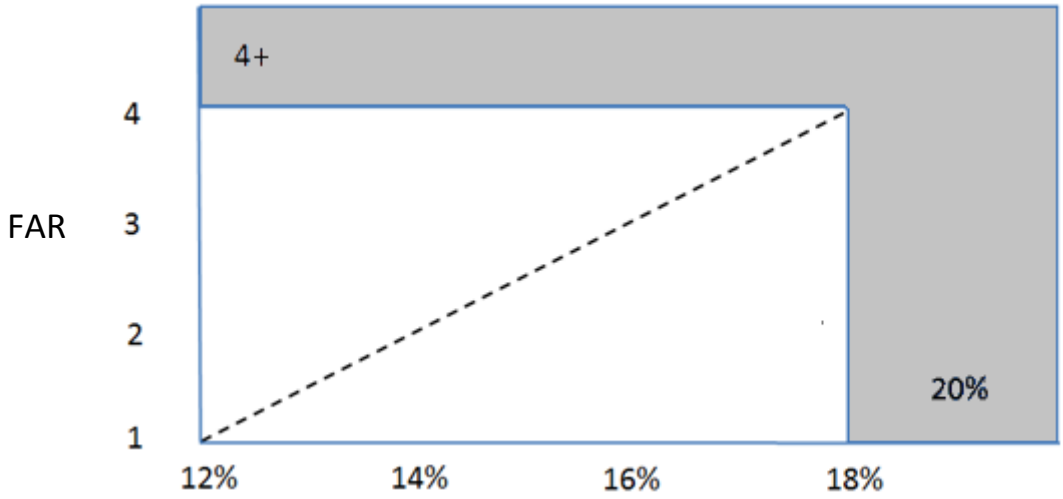
- ***Achieve Greater Housing Diversity*** – Future development should ensure that a diversity of housing is available in the TSAs. The residential component of mixed-use development should meet the needs of a variety of households such as families and seniors. Most of the new housing is envisioned to be multi-family to achieve the desired urban form. However, urban townhouses may be appropriate in some locations.

  To ensure the provision of adequate affordable housing, future development should meet county policies on affordable housing. All projects that seek to utilize the redevelopment option in the District Recommendations should contribute toward the creation of affordable housing as described below.

  - Development proposals with a residential component should meet the provisions of the Affordable Dwelling Unit Ordinance (ADU) when applicable.

- For the Policy Plan's Workforce Housing Policy, proposals with a residential component seeking up to a 1.0 FAR should meet the current policy objective of 12 percent of total units as Workforce Dwelling Units (WDU). Proposals for development above a 1.0 FAR should provide WDUs according to the Guidelines for the Provision of Workforce Housing found in Appendix 1 of the Housing section of the Policy Plan (including the opportunity to realize bonus market rate units) but with an increasing proportion of WDUs as the development intensity increases, as shown in the following table. The residential use should integrate a variety of households such as families, senior housing and residential studio units. Bonus units (or bonus square footage when applicable), as provided for in the WDU policy, are excluded from the planned intensity. Cash contributions in lieu of providing WDUs are not desired.

Figure 16. Percentage of Workforce Dwelling Units



- Non-residential development in the TOD districts should contribute $3.00 per non-residential square foot on total new development intensity unless superseded by Board of Supervisors action on a countywide policy. This amount is to be adjusted annually based on the Consumer Price Index and may be contributed to a housing trust fund that will be used to create affordable and workforce housing opportunities near Metrorail stations. The contribution may be made over a period of time to be determined at the time of rezoning at a rate of at least 25 cents per non-residential square foot. Such developments may provide an equivalent contribution of land or affordable units in lieu of a cash contribution. Non-residential contributions could also be used to fund affordable housing opportunities in the TOD districts through a partnershipage If non-residential floor area is achieved through a bonus for providing WDUs, the bonus floor area should not be included when calculating the contribution amount.

  Ground level retail located in office, hotel, and residential buildings should also not be included when calculating the contribution amount. In addition, educational as well as other institutional and governmental uses should not be included when calculating the contribution amount only when a firm commitment has been made that such a use will be included in the proposed mix of uses.

- ***Provide Office Uses in Strategic Locations*** – New office uses at higher intensities should be located within approximately ¼ mile of the Metrorail station, as shown on the Conceptual Land Use Map, to maximize use of transit by future office workers and it should be demonstrated that proposed site layouts achieve a safe, comfortable and reasonably direct walk for employees. In selected circumstances, increased office intensity may be considered for parcels outside of the ¼ mile radius if it will facilitate the provision of new public infrastructure, such as a new crossing of the DAAR, or other critical public facilities, and a safe, comfortable and reasonably direct walk can be achieved. See additional guidance in the District Recommendations.

- ***Provide Public Uses*** – Public uses such as a library, fire station or recreation center, that are integrated into a building may also generate activity in off-peak hours and are encouraged so as to further diversify the type of uses in the TSAs. In instances where space for a public use in a private development is requested in a Transit-Oriented Development (TOD) District, the square footage associated with these uses will not be included 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. However, this square footage will be considered in all other aspects of site development and traffic impact analysis. In addition, these public uses may be exempted from the non-residential use category for the purposes of determining the appropriate mix of uses specified in the Transit Station Mixed Use and Residential Mixed Use categories in a proposal, provided that a firm commitment is made to provide these uses.

- ***Provide Retail, Hotel Uses and Institutional Uses*** – Retail uses on the ground floor of mixed-use buildings are encouraged in all TSAs to allow employees and residents in each TSA to carry out daily activities with minimal need to use single-occupancy vehicles. However, free-standing retail uses are strongly discouraged in the TSA. Such uses are typically not compatible with the urban form desired in the TSAs and frequently draw vehicle trips to an area. Consequently, retail uses should be integrated into buildings containing other uses.

  Hotel uses are encouraged in all TSAs because they generate potential transit users and pedestrian traffic and have less impact on the road network. In addition, hotels can contribute to the objective of generating pedestrian activity throughout the day and into the evening.

  Specific institutional uses, including childcare centers, places of worship and arts and cultural uses, and quasi-public uses that are integrated into a building may also generate activity in off-peak hours and are encouraged so as to further diversify the type of uses in the TSAs.

  Hotel uses (excluding meeting spaces), retail and the institutional uses specified above will be exempted from the non-residential use category for the purposes of determining the appropriate mix of uses specified in the Transit Station Mixed Use and Residential Mixed Use land use categories in a proposal provided that a firm commitment is made in proffers to provide these uses.

  To encourage the institutional uses specified above and quasi-public uses as part of mixed use development in the TSAs, the square footage associated with this use will not be included 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, provided that it does not constitute more than one-quarter of the total development. However, this square footage will be considered in all other aspects of site development and traffic impact analysis.

- ***Encourage Coordinated Development Plans*** – For development proposals requesting increased intensity above the base plan recommendation, consolidation or coordinated development plans are encouraged. Coordinated development plans refer to two or more concurrent and contiguous development applications that demonstrate coordination of site design, building locations, urban design, open space amenities and signage, inter-parcel access where appropriate, roadway realignment or improvements, and parking facilities. When coordinated development plans are used in lieu of, or in addition to substantial consolidation, development proposals will need to ensure that projects function in a compatible, well-designed, efficient manner; compatible with development on adjacent properties; reflect coordinated phasing of improvements as needed (for example, providing links in a street grid); consistent with the overall intent of the land use concept to achieve a desired urban form and mix of uses; and do not preclude adjacent parcels from developing in conformance with the Plan.

- ***Encourage Educational Institution(s)*** – There is a desire for additional educational institutions (specifically institutions of higher learning) to complement the other uses planned for the TSAs in addition to providing continuing education opportunities for residents and employees. The Wiehle-Reston East TOD District has been identified as the preferred location for developing a major presence by one or more institutions of higher learning. To encourage public and not-for-profit education uses in the TSAs, space devoted to this use will not be included 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, provided that it doesn't constitute more than one third of total development. However, this square footage will be considered in all other aspects of site development and traffic impact analysis.

- ***Accommodate Existing Uses and Buildings*** – In some instances, existing development may not be consistent with the long-term vision for the TSAs. 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*** – The majority of existing residential communities adjacent to the TSAs are low density neighborhoods comprised of single family detached homes and townhomes. In most instances, these communities are separated from the TSAs by major roadways. Appropriate design measures such as reduced building height and massing for new development closest to these existing neighborhoods should be utilized to help define the limits of the TSAs. Parking in TSAs should be managed to avoid spillover parking in existing residential areas. Residential Permit Parking Districts may be necessary near the Metro stations.

TOD District Intensity

Mixed-use development may be approved through a rezoning up to a maximum FAR as specified in the District Recommendations. The recommendations regarding planned intensity are based on an analysis that has identified the measures necessary to mitigate the impacts of the planned intensity on the transportation network and other public facilities.

In some cases, additional intensity may be necessary to provide an additional incentive for redevelopment or provision of needed infrastructure. This "bonus" development intensity, up to an additional 0.5 FAR above the FARs described in the District Recommendations, may be approved in the TOD Districts. Any areas that have previously approved development above the

FARs described in the District Recommendations are not eligible for bonus development intensity.

Proposals requesting bonus development intensity should provide clear benefits above and beyond those identified in the Development Review Performance Objectives. Specifically, consideration will be given to proposals that achieve a combination of two or more of the following additional development objectives in a manner that demonstrates a better functioning transit-oriented development environment as compared to what can be achieved under the Redevelopment Options in the District Recommendations.

- Contribute to realizing significant infrastructure needs by providing a contribution of land or building space for a major public facility need such as a crossing of the DAAR, a school, or a large urban park. Monetary contributions toward realizing a crossing of the DAAR may be considered.

- Lower vehicle trips in the TOD districts by providing a firm commitment to additional TDM measures so as to further reduce trips on a proportional basis to the increase in FAR being requested beyond the percentages shown in the Transportation section.

- Achieve a greater diversity in housing in the TOD districts by providing a firm commitment to offer Workforce Dwelling Units to families making 60 percent and 70 percent of Area Median Income or by providing more Workforce Dwelling Units on a proportional basis to the increase in FAR being requested.

- Achieve a higher standard of site design via parcel consolidation with two or more owners that results in a logical assemblage of parcels that realize TOD objectives and is of sufficient size to allow projects to function in a compatible, well-designed and efficient manner. In general, any unconsolidated parcels should still be able to develop in a manner that supports the planning objectives of the Comprehensive Plan or should represent stable development.

"Bonus" development intensity beyond the 0.5 FAR specified above may be considered for substantial contributions toward realizing a multi-modal crossing of the DAAR.

Non-TOD District Intensity

Many portions of Non-TOD Districts are planned for office use. In some instances, new development can be added under the existing approved zoning. In other cases, infill new development or redevelopment is planned. Specific guidance for the six Non-TOD Districts can be found in the District Recommendations.

Phasing Development

Phasing to Transportation Improvements and Programs

The amount of new development planned for the Reston TSAs will require significant transportation improvements and changes in travel patterns. Planned roadway improvements, including several new crossings of the DAAR, are necessary to enhance circulation and access in the area and help relieve congestion at key intersections. Improvements to transit and to pedestrian and bicycle networks are also needed to encourage travel by these modes. The provision of such infrastructure and the achievement of trip reduction objectives should occur in concert with future growth. Additional guidance on phasing to transportation improvements is in the Transportation section.

Phasing to Public Facilities

The public facilities needed to serve the planned development will be constructed throughout the planning horizon as the need arises. However, it is critical that space for most, if not all, of these facilities be secured within the first 10-20 years of the Plan's implementation. Providing these facilities in concert with future employment and residential growth will present a challenge. Development proposals should commit to provide land and/or space for public facilities as early as possible to help ensure that locations are available when needed to provide the appropriate public facilities to support the growth in employment and number of new residents.

Phasing Site Development

It is anticipated that some development projects in the TSAs will be phased over time. Each phase of a development proposal seeking rezoning approval should be reviewed for conformance with the overall vision, with careful consideration given to interim conditions. Priorities that should be addressed in the earliest phases of site development plans include 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. Developments should be phased so as to create interim conditions that are still attractive and inviting for pedestrians.

Interim conditions that will enhance the desired urban character of the TSAs are encouraged for the portions of a project that will not be built until later phases. Examples include green space or a low intensity temporary use with an urban form. It may also be acceptable to maintain existing uses as long as they do not preclude the achievement of other priorities, such as the street grid. Additional guidance on interim conditions is in the Urban Design section.

URBAN DESIGN AND PLACEMAKING

Reston is a complete community with a distinct physical character in its neighborhoods and village centers. That character is largely defined by the clustering of homes and businesses in a manner that allows for ample open space and the integration of wooded areas into neighborhoods and around commercial development. The TSAs, located along the central east-west spine of Reston, have more variety in their character. The existing Reston Town Center urban core, anchored by Fountain Plaza, has a truly urban form and design. Other areas are much more suburban in form, with large surface parking lots and a development pattern that is very challenging for pedestrians.

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 ½ mile of each transit station (in areas that are designated as Transit Station Mixed Use or Residential Mixed Use land use categories as shown on Figure 13). These TOD neighborhoods will be urban in form and easily accessible by pedestrians of all types and bicyclists of all skill levels. In addition, they should incorporate design and landscaping elements to connect these neighborhoods physically (e.g. via connections to the existing trail network) and visually (via common design approaches and elements) to each other and to the larger Reston community.

Urban design is the discipline that guides the appearance, arrangement, and functional elements of the physical environment, with a particular emphasis on public spaces. An urban environment is 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 a high-quality urban environment that is walkable and pedestrian-friendly and are applicable to all areas of the TSAs.

These Plan recommendations should be used in conjunction with any Urban Design Guidelines as may be endorsed by the Board of Supervisors subsequent to the adoption of this Plan. In addition, these recommendations are intended to complement the existing urban design guidelines of the Reston Town Center Association that apply to properties located in the Town Center. There are several existing entities and design review bodies in Reston that developers should submit plans to for review and local community input.

The other parts of the TSAs, outside of the TOD areas, are generally envisioned to retain their current or approved uses, intensities and form. The exception is a portion of the Town Center North District, which is also planned to develop into a more urban area.

Urban Design Vision

The Reston Master Plan Special Study Task Force articulated the following vision to help guide future development in the TSAs. Development and redevelopment should be of the highest caliber in terms of planning, architectural design, compatibility, and livability. Redeveloped areas should be designed as integral parts of the larger Reston community. High standards should be expected for neighborhood and building practices for all public and private development that incorporate best practices in placemaking (including but not limited to a mix of uses, integrated urban parks, variety in housing types, pedestrian connectivity), environmental protection and preservation (as appropriate for an urbanizing environment), and energy efficiency and conservation. Public art should be integrated into development and redevelopment in a manner consistent with the Reston Public Art Master Plan.

Urban Design Principles

Development in the TSAs should be guided by the following urban design principles, which also provide a framework for possible future urban design guidelines that may be endorsed by the Board of Supervisors.

Enhance Local and Regional Identity

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

- Continue the evolution of Reston's core into several highly desirable, walkable, transit-oriented, mixed use urban environments centered around the transit stations.

- Maintain high standards for architecture and design which will create a unique identity for each TOD district discussed in the District Recommendations and supports the character of Reston as a whole.

Establish a Sense of Place

- Create unique and walkable TOD 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.

- Encourage each TOD neighborhood to include tree-lined streets, a variety of urban parks, 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 environments and 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.

- Incorporate innovative and environmentally sensitive stormwater design into all new development and redevelopment.

- Restore and stabilize existing streams.

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.

- Transition building heights to be compatible with lower density neighborhoods in the surrounding community.

Incorporate the Arts

- Include venues for performing arts and public art in a variety of spaces throughout the TSAs.

- Encourage developers to work with artists and arts organizations early in the project design process to successfully integrate the arts into their developments.

- Promote the provision of public art in the TSAs by establishing a dedicated funding source.

Urban Design Recommendations

The urban design recommendations expand upon these principles and provide direction for creating urban places within the area. They are organized into two sections, the Pedestrian Realm Recommendations, and the Building and Site Design Recommendations.

Pedestrian Realm Recommendations

The pedestrian realm consists of publicly accessible places where people circulate on foot. Sidewalks connect pedestrians to their homes, places of employment, retail establishments, restaurants, parks, plazas, trails, and other public places. It is the most visible space within the urban environment.

The pedestrian realm should be continuous but can vary in character depending upon adjacent uses and the scale of the street. The design of the pedestrian realm should be integrated with and complementary to adjacent land uses to create a safe and comfortable pedestrian and bicycle experience for all users. The following recommendations address important elements of the pedestrian realm, including Street and Block Pattern; Streetscape Design; Wayfinding and Signage; and Public Art.

Street and Block Pattern

A system of connected streets will be the primary organizing element of the area. In contrast to the existing pattern of large, suburban blocks, new development should create smaller blocks through an interconnected system of streets. This street system will be 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.

These local streets will provide east-west travel alternatives for sections of Sunrise Valley Drive and Sunset Hills Road in order to help relieve congestion at key intersections with north-south streets. Blocks should not be longer than 600 feet; however, due to the configuration of existing streets, some blocks may be irregularly shaped and have block sides longer than 600 feet. When this occurs, a mid-block pedestrian connection such as a pedestrian walkway, a service street with a sidewalk, or a publicly-accessible walkway through a building or a garage should be considered.

All proposals should provide for planned road improvements that follow the street types and grid of streets guidance in the Transportation section.

Streetscape Design

Attractive streetscapes include a well-designed street edge that contributes to area identity and provides a safe, high-quality pedestrian experience. The streetscape design should vary by the type of street and the adjacent land use, and should create a unifying theme along each of the streets to visually and physically link the various developments within the area. Streetscape design addresses the space between the building face and the curb. For an example of roadway design guidance on the space between the curb and its opposite curb, see the Transportation section.

Elements of streetscapes include sidewalks, street furniture, streetlights, trees and other plantings, paving, crosswalks, bus shelters, bicycle racks, public art, and seating areas. The purpose of these elements is to enhance the quality of the pedestrian environment. The integration of the Metro station entrances into the public realm is important to the success of the urban environment. The public realm at the station entrances should be attractive, highly visible, and able to safely accommodate high amounts of pedestrian activity.

Below are general recommendations for all streetscapes. These are followed by design recommendations for streetscapes along individual streets, which follow two approaches. For Reston Parkway, Sunset Hills Road, and Sunrise Valley Drive, general design recommendations are provided but flexibility, rather than strict adherence, should be used in implementing these

recommendations to achieve a result that works best from the perspective of improving the pedestrian realm, increasing tree cover, maintaining quality vegetation and integrating new development with existing development. For new streets, design recommendations for streetscapes along each street type (Collectors and Local Streets) are provided.

General Streetscape Design Recommendations

Definition of Streetscape Zones

The streetscape is composed of three zones (see illustrated streetscape cross-sections). The landscape amenity panel is located next to the curb and includes such things as trees, lighting, bus stops, bicycle racks, parking meters, and traffic signs. Along selected existing streets, the landscape amenity panel and sidewalk/trail for pedestrian movement are addressed as one zone to reflect existing conditions that are planned to remain.

The sidewalk is reserved for pedestrian movement and should not contain any street furniture or other elements that may impede pedestrian movement. The building zone is located between the sidewalk and the building façade; this space is intended to accommodate elements such as lawn, tree grates, outdoor dining, planters, screening, door swing, displays and building awnings. The character of the building zone is determined by the adjacent land use and building context.

Underground Utilities

Utilities and some stormwater infrastructure should be located, to the maximum extent possible, under sidewalks, parking lanes, or the building zone. They should not be located under street trees unless there are no viable alternatives. Access panels should be placed so that pedestrian movement is not encumbered, preferably outside of the sidewalk area.

Street Lighting

Street lighting should maintain the overall character and quality of the area, provide adequate lighting levels that ensure public safety without creating glare or light spillage, and conform to county ordinances and adhere to LEED light pollution mitigation requirements. Street lighting should accommodate standard LED streetlights but innovative and distinctive lighting design should be encouraged on each development plan.

Streetscape Maintenance

Streetscape improvements may be provided on a combination of publicly owned right-of-way and private property. When the public right-of-way is utilized to provide streetscape improvements, commitments should be made by the adjacent property owner(s) to maintain the entire streetscape area. In addition, when the streetscape is not entirely within the right-of-way, additional right-of-way or a public access easement may need to be provided for the portion of the streetscape located on private property.

Pedestrian Crossings

Pedestrian crossings should be well-delineated, ADA-accessible and located at desirable crossing locations, including on all legs of an intersection whenever possible. Crossings at major streets should be highly visible and timed with signalized crossing systems. When locating street trees and other amenities in proximity to pedestrian crossings, safety and sight distance should be taken into consideration.

Median Landscape Strip

New streets in the area are not expected to include medians except where they would facilitate pedestrian crossings. Where medians are provided, they should be designed to create a safety island for pedestrians waiting to finish crossing and should be planted with attractive landscaping. When locating street trees and other amenities in the median, safety and sight distance should be taken into consideration.

On-Street Parking

Streetscapes with on-street parallel parking should have a small paved area adjacent to the curb known as a pedestrian refuge stripage. The pedestrian refuge strip allows passengers to exit parked cars without having to step into planted areas.

Planting in the Pedestrian Realm

On new streets, street trees, when planted in rows, should be planted in an environment that promotes healthy root growth, and should be spaced no more than 40 feet apart, except on designated local streets where a Reston-specific streetscape calls for no more than 30 feet apart, irregularly spaced trees. See the Street Type-Specific Design Recommendations section below for a plan illustration. Only those varieties of trees that require little maintenance, are resistant to disease, and are adapted to extreme urban conditions should be used. In addition to trees, vegetation within planting strips should include supplemental plantings, such as ornamental shrubs, ground cover, flowering plants, and grasses. Supplemental plantings should occur in areas that are not impacted by access to vehicles parked on the street; hardscaped pedestrian access points between sidewalks and parked cars should be provided to protect the planting areas. Irrigation should be provided. Safety and sight distance should be taken into consideration.

Stormwater Infrastructure

Streetscape design should include innovative stormwater remediation design elements such as bio-retention, permeable pavements, and incorporation of water collection and storage.

Street Furniture and Other Elements

Street furniture selections, such as benches, refuse and recycling receptacles and bike racks, should be consistent within each district. Fixed streetscape elements should be located within the landscape amenity panel and not within the sidewalk area so as to minimize the disruption of pedestrian flow.

Fire Access Coordination

Given the urban character planned in the TOD areas, fire access may need to be provided along the street frontage of a building. In locations where buildings front local streets that utilize the Reston-specific streetscape with tree “thickets”, it is unlikely that fire access will be able to be provided from that street frontage. In these instances, fire access may be designed into interior plazas or provided from alleys or side streets. In order to ensure that goals related to both fire access and streetscape can be met, detailed site analysis should take place early in the development process to avoid conflicts between proposed streetscape features and fire access regulations. Development plans should demonstrate how the proposed streetscape, site design and other site features and amenities can be provided while meeting fire access requirements.

Streetscape Design Flexibility and Transitions

Consistent dimensions within each block should be promoted to avoid shifting pedestrian features or building frontages. However, variation from the streetscape guidance may be permitted 1) when the variation results in the continuation of an existing desired streetscape, 2) where pre-existing site constraints are present or 3) where infill or expansion of buildings or other existing features limit the ability of a development to satisfy all streetscape requirements. Variation from the streetscape guidance may be permitted as long as it results in an acceptable minimum sidewalk, landscape amenity panel and building zone width and an acceptable amount and location of trees and landscaping. In addition, it may be desirable for the new streetscape to relate to existing adjacent streetscape.

Street-Specific Design Recommendations

Reston Parkway Streetscape

Much of the development along Reston Parkway is envisioned to remain as built or approved. The existing and approved development provides varying types of streetscape design, some more consistent with the pedestrian realm recommendations than others. Reston Parkway will carry the largest volume of automobile traffic of all the streets passing through the TSAs and will also accommodate buses, bicycles and pedestrians. The Reston Parkway streetscape concept should provide a safe, comfortable and attractive environment for pedestrians and cyclists. Given the difference in the planned streetscape for Reston Parkway north of the DAAR as compared to south of the DAAR, these two street segments are addressed separately below.

Reston Parkway Streetscape North of the DAAR

The streetscape along Reston Parkway north of the DAAR is generally planned to continue the character established by existing and approved development.

Landscape amenity panel and Sidewalk Zone

The streetscape along the west side of Reston Parkway should be complementary to the streetscape for the approved development. A minimum 8-foot wide trail or sidewalk should be provided. Attractive street lighting should be provided to illuminate both the street and the sidewalk. Benches and shade trees should be located sporadically along the street.

The east side of Reston Parkway should include a combined landscape amenity panel and a minimum 8-foot wide trail or sidewalk to preserve the existing wide landscaped area with a multi-use asphalt trail that exists in front of the residential uses that front Reston Parkway from Sunset Hills Road to Temporary Road. This zone effectively separates pedestrians from vehicular travel lanes and provides benches and shades streets for pedestrians.

Building Zone

On the west side of Reston Parkway, the building zone will typically be for buildings that are not fronting on this street. A minimum 8-foot wide multi-use zone that accommodates a second row of trees and possibly additional plantings should be provided. Major shade trees should be planted in a manner to ensure that they have building clearance at their mature size. The trees within the building zone should be planted to achieve a staggered effect with those planted in the landscape amenity panel

On the east side of Reston Parkway, the building zone for Reston Parkway should be complementary with the landscaping north of Bluemont Way and south of Stratford House Place. Shade trees should be planted in a manner to ensure that they have building clearance at their mature size. The trees within the building zone should be planted to achieve a staggered effect with those planted in the landscape amenity panel.

Reston Parkway Streetscape South of the DAAR

Landscape amenity panel

This zone should be a minimum of 8 feet wide; however, a 10-foot wide panel is encouraged. Street trees should be evenly spaced in ordered plantings. Vegetation may also include shrubs and ground cover. Amenities such as bicycle racks and bus shelters should be provided as needed to serve the adjacent land uses. Attractive street lighting should be provided to illuminate both the street and the sidewalk.

Sidewalk

A minimum 8-foot wide sidewalk should be provided.

Building Zone

Typically the building zone for Reston Parkway south of the DAAR will be for buildings that are not fronting on this street. A minimum 8-foot wide multi-use zone that accommodates a second row of trees and possibly additional plantings should be provided. Major shade trees should be planted in a manner to ensure that they have building clearance at their mature size. The trees within the building zone should be planted to achieve a staggered effect with those planted in the landscape amenity panel.

Sunset Hills Road Avenue, Sunrise Valley Drive and Wiehle Avenue Streetscape

In selected locations, the existing streetscapes include mature trees, stands of trees, and other desirable landscaping features, as shown in Figure 17. To the extent possible, streetscapes should incorporate these features, particularly healthy mature trees, while accommodating the pedestrian activities generated by the adjacent land uses. See the Publicly Accessible Open Space section for further information.

Figure 17. Streetscape



Streetscape along Sunrise Valley Drive.

The following recommendations are provided for achieving the streetscape character for these streets:

Landscape amenity panel

This zone should be a minimum of 8 feet wide, with transitions in width as appropriate to existing segments. This zone should include supplemental plantings (to include shade and flowering trees, shrubs, and flowering plants) to create a greater feeling of separation from vehicular travel lanes. Street trees are appropriate when the landscape amenity panel is the minimum width specified above and should be evenly spaced in ordered plantings. It is not envisioned that these streets will have on-street parking so continuous planting areas are encouraged. Amenities such as bicycle racks and bus shelters should be provided as needed to serve the adjacent land uses. Attractive street lighting should be provided to illuminate both the street and the sidewalk.

Sidewalk

Sidewalks along these streets should be 8 feet wide.

Building Zone

The width of this zone should range from 4 to 12 feet. When ground-level retail is provided in a building, a portion of this 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.

Collector and Local Street Streetscapes

While collectors and local streets serve different functions from a traffic perspective, their streetscapes are similar. The character of the streetscapes should generally be determined by the pedestrian activities generated by the adjacent land uses rather than the classification of the street. See Figure 18 and Figure 19 below.

The following recommendations are provided for achieving the streetscape character for collectors, and local streets:

Landscape amenity panel

This zone should be a minimum of 8 feet wide. Street trees should be evenly spaced in ordered plantings. Vegetation may also include shrubs and ground cover. On-street parking is envisioned for these streets so a pedestrian step-out zone with a 2-foot width should be provided. Amenities such as bicycle racks and bus shelters should be provided as needed to serve the adjacent land uses. Attractive street lighting should be provided to illuminate both the street and the sidewalk.

Sidewalk

Sidewalks along collectors and local streets should be a minimum of 8 feet wide in areas where significant pedestrian activity is expected to occur. Sidewalks along local streets where pedestrian activity is expected to be less significant should be a minimum of 6 feet wide.

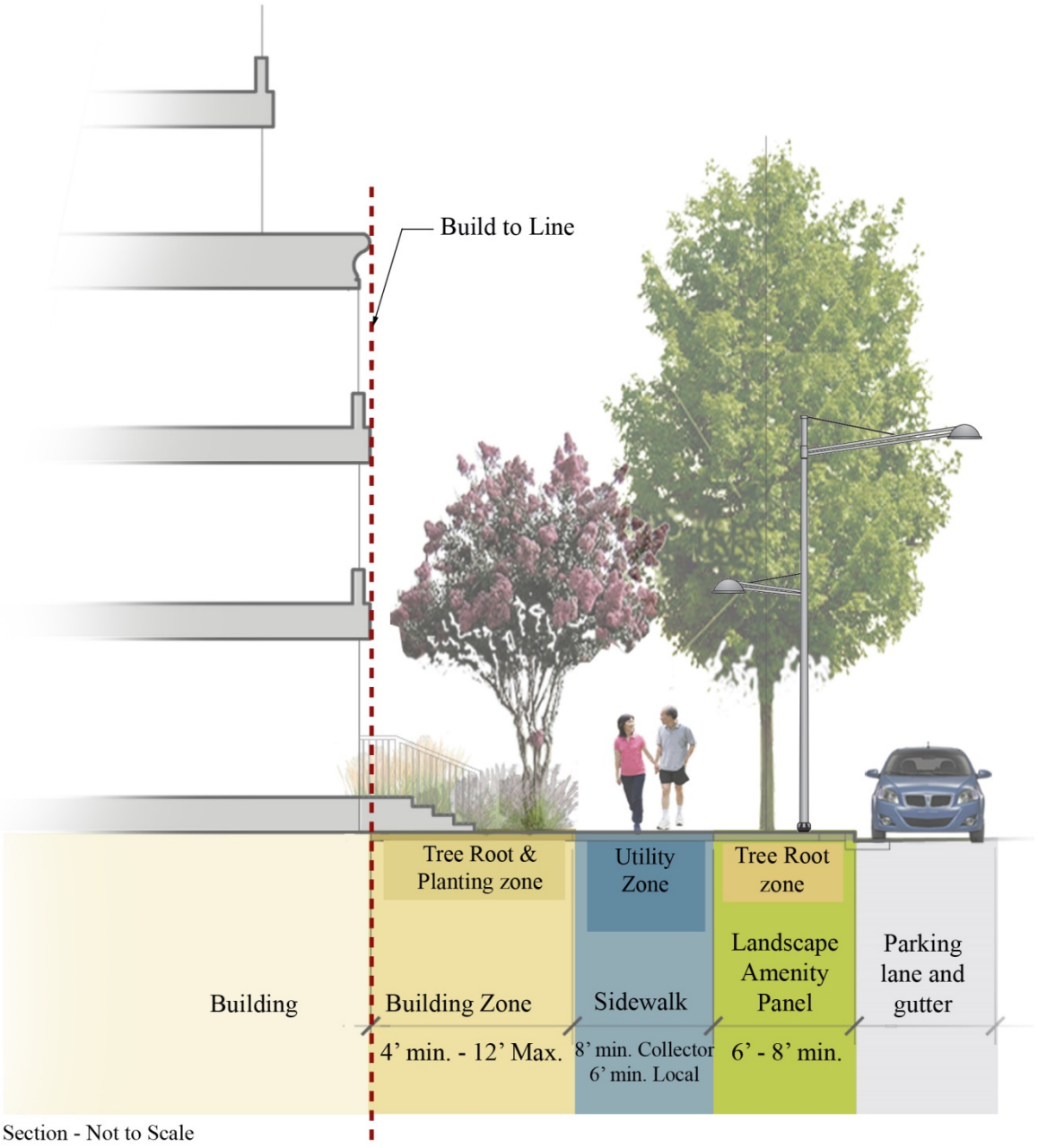
Building Zone

The width of this zone should range from 4 to 12 feet. When residential uses with direct access onto the street are located on the ground level, a building zone with a minimum 8-foot width should be provided to accommodate entry stairs or other design elements. When ground-level retail is provided in a building, a portion of this 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.

Reston-specific Local Street Streetscape

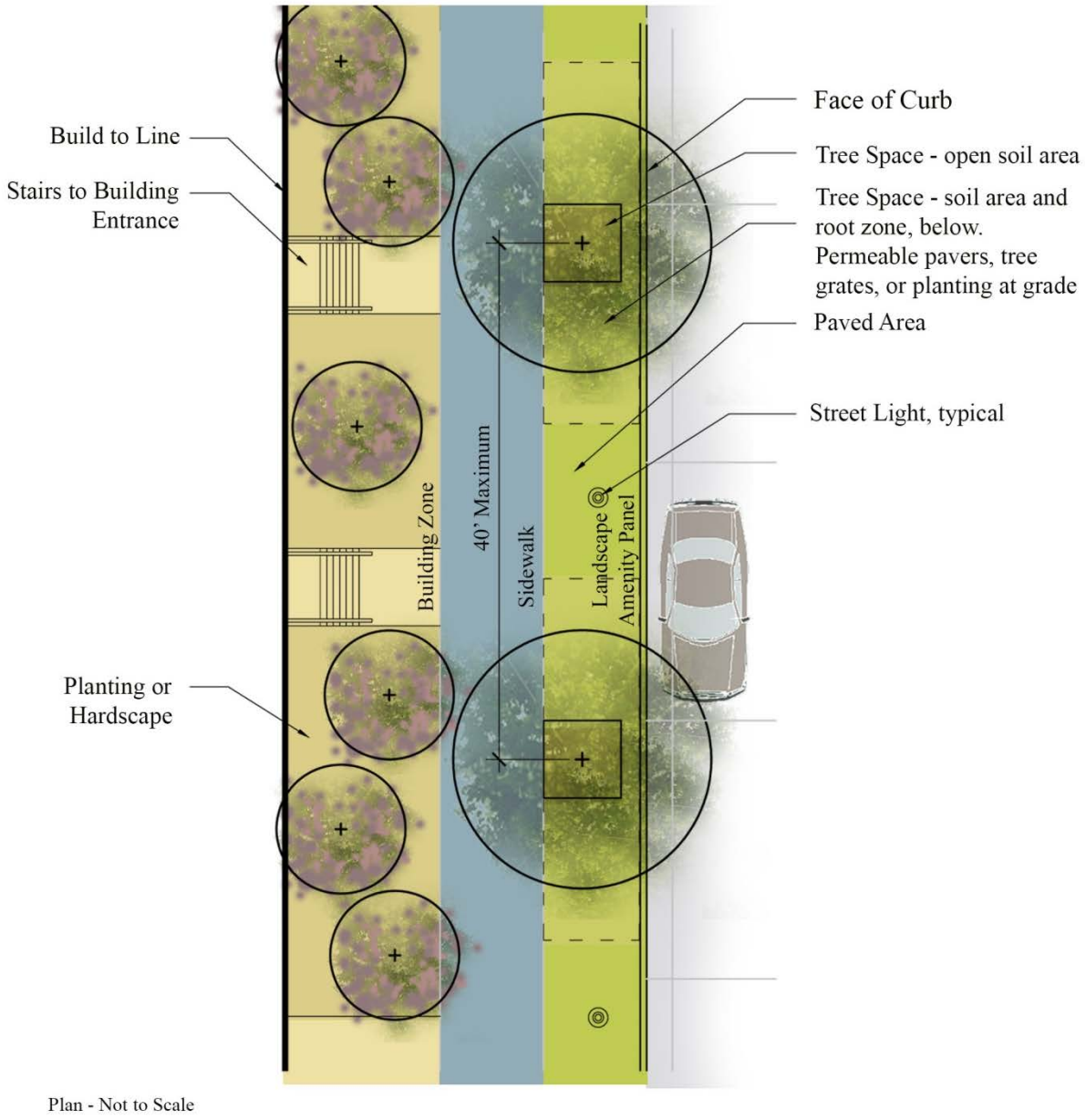
To strengthen the overall development quality and reflect the uniqueness of the landscape design character in Reston, certain local streets should incorporate an alternative, Reston-specific streetscape whose primary design characteristic is the creation of wide, thickly planted areas of irregularly spaced street trees as a contrast to the regularly spaced street trees lining the majority of streets. Ideally, this streetscape treatment would be applied on multiple blocks to create corridors with additional areas of tree cover. Coordination between development applications will be required to achieve this objective.

This streetscape will echo the aesthetic created by the existing areas of densely growing trees bordering streets throughout Reston's residential areas and along selected segments of Sunrise Valley Drive and Wiehle Avenue. The streetscape also provides for additional environmental benefits due to the increased tree canopy (accomplished by the increased number and size of trees), and reduction in impervious surfaces.



NOTE: This graphic depicts a residential building zone (8-12'). In commercial developments, the building zone will be smaller (4-8').

COLLECTOR AND LOCAL STREET STREESCAPE WITH RESIDENTIAL BUILDING, SECTION **FIGURE 18**



Plan - Not to Scale

COLLECTOR AND LOCAL STREET STREESCAPE WITH RESIDENTIAL BUILDING, PLAN **FIGURE 19**

In recognition that this streetscape's unique design requires more land than other streetscape types, development may limit the application of this streetscape to a minimum of one block face per development block.

Landscape amenity panel

This zone should be a minimum of 12 feet wide. Street trees should be irregularly spaced, in relation to the curb and themselves, within a continuous tree space with open soil, with hardscaped pedestrian access points every 80 feet, recognizing the constraints of utility locations. There should be a maximum of 30 feet between trees. Vegetation to include shrubs, grasses and ground cover should be planted between the street trees. On-street parking is envisioned for these streets so a pedestrian step-out zone with a 2-foot width should be provided. Amenities such as bicycle racks and bus shelters should be provided as needed to serve the adjacent land uses. Attractive street lighting should be provided to illuminate both the street and the sidewalk.

Sidewalk

Sidewalks should be 6-8 feet wide.

Building Zone

This zone should range from 4 to 12 feet. When residential uses with direct entry to the street are located on the ground level, a building zone with a minimum 8-foot width should be provided to accommodate entry stairs or other design elements. When ground-level retail is provided in a building, a portion of this 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. Like the landscape amenity panel, these supplemental plantings may include a wide, continuous open soil area. This area would include thickly planted, irregularly spaced street trees with shrubs, grasses and ground cover planted between trees. In addition, clusters of trees may also be used as a landscape design element to emphasize building entries, feature corners or provide transitions between the sidewalk and publicly accessible open space.

Service Street Streetscapes

Service streets are expected to provide access to parking, loading docks, waste management, utilities, and other "back-of-building" operations. While they do not primarily serve pedestrians, they should provide a minimum level of accessibility and safety for pedestrians where applicable. See Figure 20 below.

Sidewalk

A minimum 5-foot wide clear sidewalk should be provided adjacent to buildings. No poles, utilities, or other appurtenances should be located in the sidewalk clear area. Attractive street lighting should be provided to illuminate both the street and the sidewalk. In lieu of pole lights, attractive safety and wayfinding lighting may also be attached to the building face.

Wayfinding and Signage

Signage is an important element that will contribute to the character of the Reston TSAs. The two predominant signage types that will most contribute to place making are on-site signage

(signs used to identify a place of business or a residential building); and wayfinding elements which are placed in the public realm and provide directional assistance or location information (including street address) to pedestrians and motorists.

The quantity and quality of all signage should be considered in a comprehensive manner within a development but should also be complementary between neighborhoods and in most cases, the subdistrict, or district as a whole.

It is recommended that a Comprehensive Sign Plan (CSP) be submitted for all redevelopment applications. It is further recognized that the signage requested pursuant to such CSPs may deviate significantly from that permitted under the Zoning Ordinance's standard regulations if it contributes to creating a defined character for a district or subdistrict.

All signage should be well-organized, neat, well-maintained, concise and legible. Signage should fit with the architectural style of the project, using complementary materials and colors, and ideally be incorporated into the architectural elements of structures.

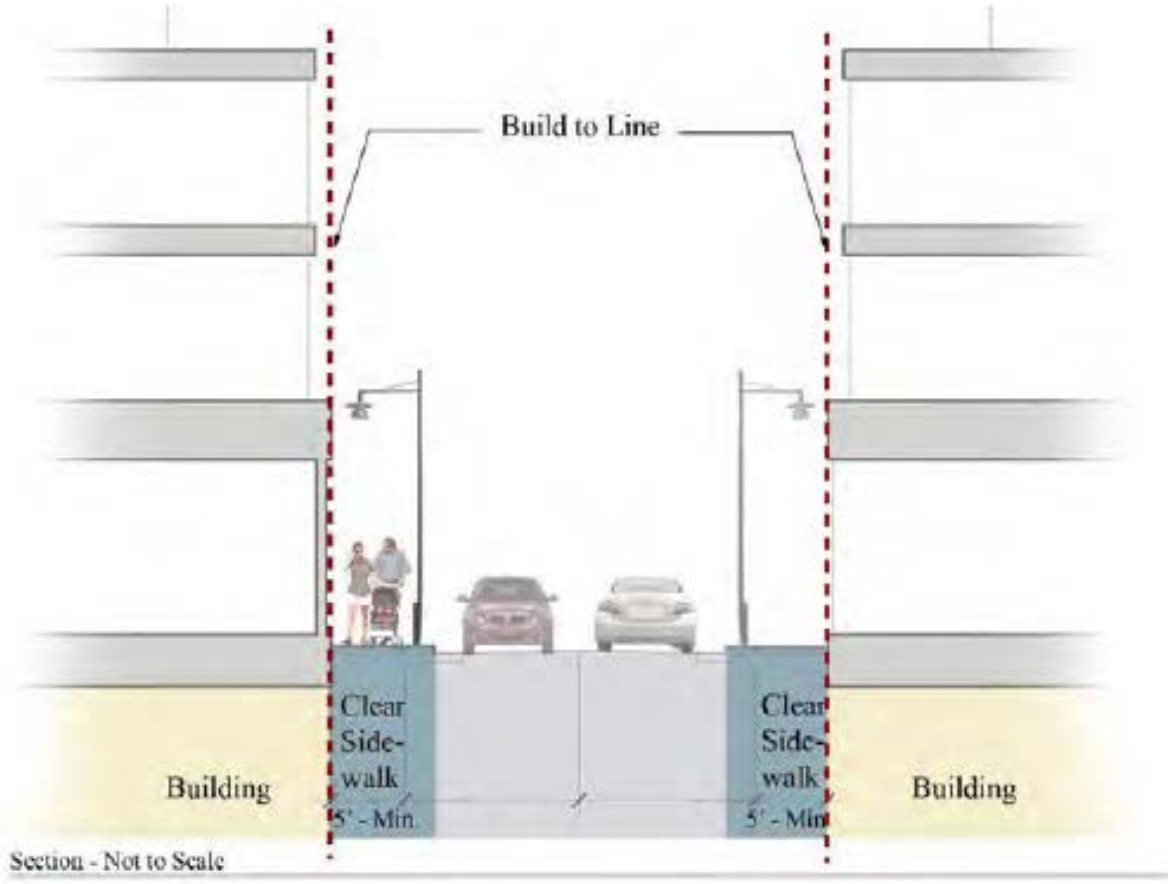
As the character of districts and subdistricts emerges, and as parks, entertainment and dining areas are developed, wayfinding signage will help pedestrians and motorists navigate within each TSA and among TSAs.

Wayfinding elements are most effective when used on a subdistrict and district level and indicate routes and events throughout the TSAs. Public art that functions as signage may be considered if it contributes to creating a defined character for a district or subdistrict. A strategy for wayfinding throughout all three TSAs should be considered, and could act as a placemaking tool and help distinguish between the TSAs.

Public Art

Public art has been a component of the effort to achieve quality urban design in Reston since the community's inception and is a distinguishing feature that contributes to the overall character of Reston. In order to continue to realize the goal of making Reston a vibrant place to live, work and play, public art should be encouraged in future development in the Reston TSAs. Designated open spaces should also be encouraged to include public art.

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



SERVICE STREET STREESCAPE, SECTION **FIGURE 20**

Building and Site Design Recommendations

Building and site design must support the pedestrian realm to create a vibrant urban environment. The pedestrian and public realm is framed by buildings and adjacent open spaces. It is the arrangement and character of the buildings, as well as the quality of the spaces in-between, that determine the quality of the urban form as a whole.

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 on the ground indicating where the facades of buildings should be located. It is located at the back of the building zone. The build-to line generally applies to the podium (or base) of the building and excludes building towers. The build-to line should be consistent within a block, unless it is intentionally varied to achieve facade 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 in order to enhance pedestrian accessibility and convenience.

Proposed developments should adhere to a consistently established build-to line for each block. The location of the build-to lines will relate 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 (especially those that are a part of phased redevelopment plans) should investigate opportunities to create visual and physical linkages to conforming new buildings that address the pedestrian realm. These existing uses and buildings, whether 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 is the portion of the building that serves to define and enclose the pedestrian realm and includes the podium (or base) of the building. It generally aligns with the build-to line and serves as a physical and visual boundary to the pedestrian realm and should therefore be visually engaging to the pedestrian and should provide appropriate, convenient access. The building frontage should engage pedestrians and avoid creating barriers, or the impression of disconnection from the surrounding neighborhood. This encourages an enlivened, engaged and conveniently accessed pedestrian realm.

In general, ground-floor commercial uses should be accessed directly from the adjacent public sidewalk or building zone. In the absence of significant existing elevation changes, storefronts should be at the same grade as the sidewalk and building zone. Ground-floor residential uses, however, should be appropriately separated from the public sidewalk to distinguish the units and to provide a degree of privacy. This creates the opportunity for stoops, bays, porches or entries that establish a distinct transition between private residential developments and the pedestrian realm, while simultaneously providing convenient access.

If accessed directly from the public sidewalk, stairs should not impinge upon the pedestrian realm; they should be located wholly on private property so as to not affect pedestrian movement. In lower density areas, front yards should be shallow and characterized by entry gardens and terraces that encourage a direct relationship between the building and the pedestrian realm.

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 should include active uses, such as retail, at street level along the appropriate pedestrian corridors. Uses like loading docks, mechanical rooms, utility vaults, and exposed parking decks detract from the pedestrian experience and should be placed internal to the building envelope or facing service streets.

Building Mass

Building mass is the three-dimensional bulk of a building: height, width, and depth. Planned development in the TOD areas will be urban in nature, and new buildings will generally occupy a majority of the block and be multiple stories in height.

Sites should be designed with care to achieve the desired density goals, while remaining sensitive to the impact of development on the surrounding context. Attention to building mass in the design process will protect pedestrians' access to light, and allow for access to light and privacy for other buildings. In addition, proper building mass should minimize long periods of shadow 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. Excessive height along the sidewalk can feel uncomfortable to pedestrians and discourage pedestrian movement through the space. Step-backs are one tool that can be used to create an appropriate proportion of street width to building height.

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 (see Figure 21). As a result, pedestrians only perceive the first few floors of the building base, and not the full height of the tower. 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 visually disconcerting "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 a measure of 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. Solar shading analyses (also called sunlight or shadow studies) may be necessary to ensure that adjacent buildings will have adequate light. For buildings taller than four stories, the step-back may be located anywhere from four to eight stories above sidewalk level. Step-backs should be reviewed in proposed developments to confirm the scale and proportion of the street section and their relationship to adjacent building heights and scale. In general, the goal is to create a street width to podium height ratio anywhere from 1:1 to 1:2.

Building Articulation

Building articulation is the variation in a building's facade 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 which 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 facades 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 should include appropriate elements in order 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 realm and allow for "eyes on the street" which can enhance the feeling of safety for pedestrians.

Where ground floor retail, commercial, community or other non-residential uses occur, the facade above bulkhead and below the finished elevation of the first floor ceiling should be largely transparent. Transparency should permit visibility from the sidewalk into a building and its active uses. Opaque, mirrored and translucent glass should be avoided and should not be considered "transparent."

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 should exhibit higher transparency and should provide a visual connection to the pedestrian realm.

Parking Design

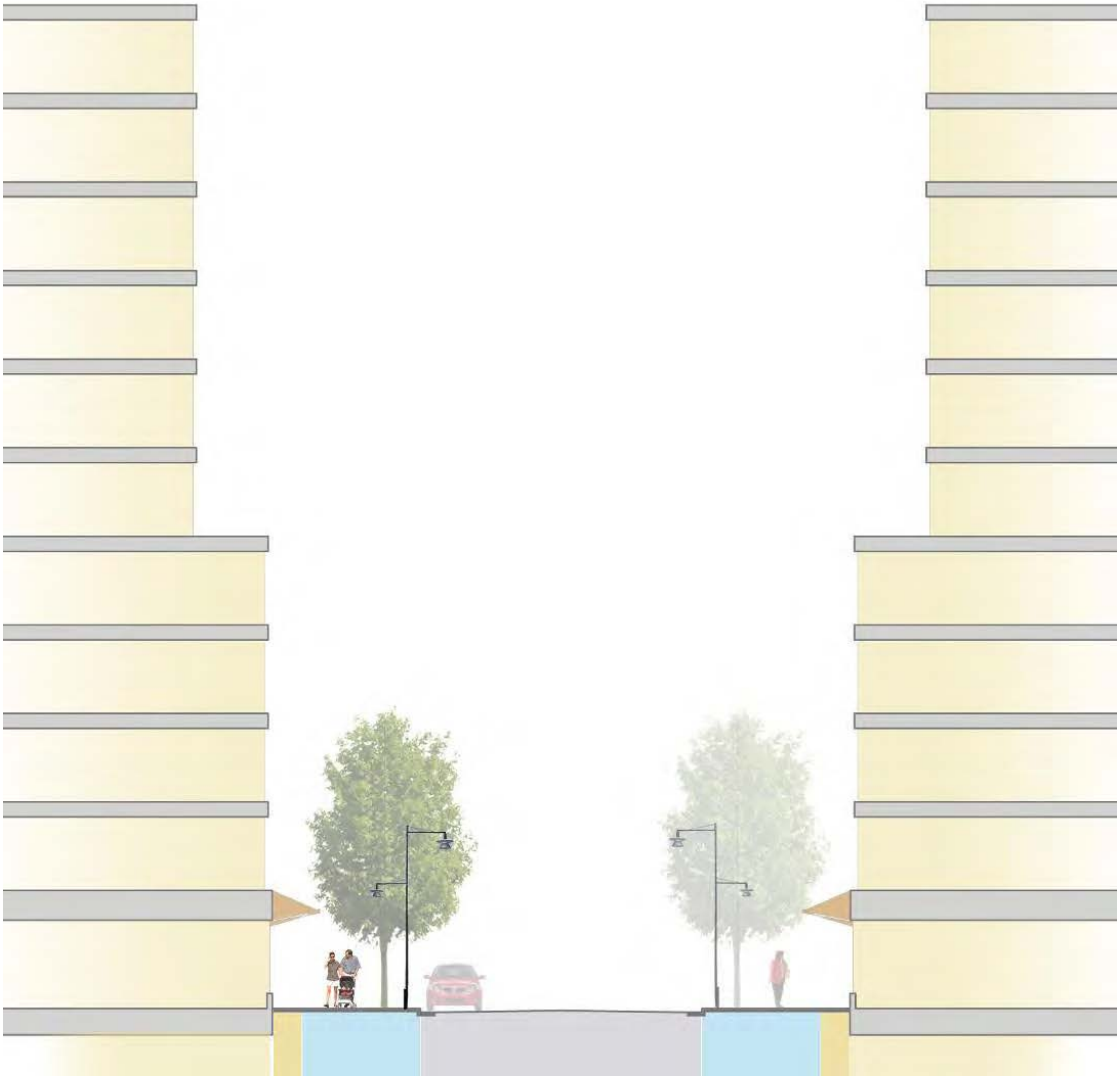
Parking facilities should meet the following guidelines:

- Parking access should be designed to minimize conflicts between vehicles and pedestrians and to take into account pedestrian safety. This may include reducing the number of parking access points and minimizing the widths of ramps and curb cuts where they intersect with the sidewalk.

- Vehicular access to parking lots and parking garages should be limited to local streets or service streets when feasible.

- Parking access should always be designed to be attractive and coordinated with the site plan and architecture.

- Certain uses, such as retail, civic or entertainment, may require highly visible parking.



STEP-BACK ILLUSTRATION **FIGURE 21**

- Exterior and interior parking structure lighting design should provide adequate lighting levels that ensure public safety without creating glare and light spillage into adjacent structures, roads, and the pedestrian realm. All parking lot lighting should conform to current LEED light pollution requirements and county ordinances.

Structured Parking

Underground parking is the least intrusive form of parking on the built environment and is the preferred method for providing parking in the TSAs. Above-grade structured parking, or podium parking, is also appropriate. Above-grade parking structures should be "wrapped" with active uses to the maximum extent possible. See Figure 22.

In some locations, exposed parking structures may be unavoidable. In such cases, careful architectural detailing, lighting, and landscaping should be employed along the building facades to mitigate the negative impacts of exposed parking levels. If a parking level is not wrapped with an active use, the façade should be designed so that it appears as an attractive architectural element. This is especially recommended if the façade of the building tower is at the same vertical plane as the façade of the building base, so the building will appear to be occupied space all the way to the ground floor.

Generally, the architecture of garages should be consistent with surrounding buildings. Efforts should be taken to place these structures facing service streets. Where garage, loading access, utility vaults and/or mechanical rooms must be provided on a non-service street, the extent should be minimized and architectural treatments and screening, as discussed above, should be provided.

New stand-alone above-grade parking structures are discouraged.

Surface Parking

It is the long term vision to avoid large surface parking lots. Surface parking detracts from the pedestrian experience and should be avoided. The exception to this guideline occurs in portions of the Non-TOD Districts, where structured parking may not be economically feasible. Surface parking may also be considered for short term parking, such as 30 minute retail parking or for passenger drop-off and pick-up areas. In addition, as the area transitions to a more urban environment, surface parking may be considered on an interim basis.

When provided, surface parking lots should be located to the side or rear of the primary use and should contain pedestrian connections that lead to the front door of the associated building. They should be intensively landscaped, be well-lighted, and publicly visible for greater safety. Surface parking lots should provide low walls or fences at the back of the sidewalk or parallel to the adjacent build-to line to enclose and define the pedestrian realm. They also should be designed to contribute to site stormwater management by using elements such as planting areas and permeable paving in the parking stall area.

On-Street Parking

On-street parking makes sidewalks safer and provides necessary and sometimes more accessible short-term residential and retail parking, as well as activating streets. Many new streets within the TSAs should provide on-street parking (see Transportation section for additional guidance). Where on-street parking is provided, curb cuts for vehicular access should be



EXAMPLE OF SCREENED PARKING **FIGURE 22**

minimized in order 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 generally be located within ¼ mile of the Metro station with heights stepping down gradually as the distance from the Metro station increases. In addition, building heights in proximity to the DAAR may be taller, however building heights will be lowest in locations adjacent to existing townhouses and those single-family residential neighborhoods 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 should protect view corridors and maintain access to sunlight in these sensitive locations.

The following are general recommendations regarding building height:

- Building heights and massing should respond to context, proximity to Metro or other neighborhood features, intended uses, and the Plan's vision for specific locations. Buildings may be oriented to maximize their view potential, but their location and orientation should take into consideration uses in the immediate vicinity.

- The tallest buildings should 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 urban fabric. Iconic architecture should also advance the overall quality of design within the district.

- During the development review process, solar shading analyses (also called shadow studies) for all buildings should be provided to ensure that adjacent buildings and public spaces will have adequate access to sunlight.

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. A variety of large and small publicly accessible open spaces should be available throughout the Reston community.

In some instances, such open spaces can be sited so as to preserve, augment and/or enhance the natural environment. In certain parts of Reston's TSAs, opportunities to preserve areas with existing trees should be sought to help connect these more urban areas to the larger fabric of Reston.

Definition of Publicly Accessible Open Space

For the purposes of this Plan, these spaces are to be for public enjoyment and may be either public or privately owned space to which public access is granted. They may include:

- 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, town squares, and a memorial sculpture garden; and

- other publicly owned and publicly accessible open spaces including small urban parks and civic spaces.

Publicly accessible open spaces do not include streets, parking and driveways or areas for vehicles, streetscape widths that are less than 12 feet wide, and roof top areas not readily accessible to the public. In some instances, publicly accessible open space may need to be identified by a wayfinding sign.

Calculation of Publicly Accessible Open Space

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

- The open space goal should be 20 percent of the net lot area (total lot area not including areas for public or private streets and 12 feet of the streetscape area). Flexibility in location should be used in applying this goal, recognizing that smaller open spaces are more appropriate and are generally used and enjoyed in the highest density areas. Some portions of the 20 percent goal may be more readily located in the immediate proximity of the ~~transit station areas~~ TSAs.

- The publicly accessible open space goal for each parcel may be met by open space located off-site and combined with other 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 some cases, it may be desirable for monetary contributions for open space areas in Reston to be provided in lieu of land contributions, where such can be used to either aquire new or to improve existing open space in Reston.

- Publicly accessible open space may include active space such as an outdoor performance space, active recreation fields, public parks, and a memorial sculpture garden.

- Flexibility on the percentage of open space may be granted for exceptional design and exceptional land dedications for public use.

Interim Conditions

In many cases developments will be phased over time. In addition to demonstrating how projects will ultimately adhere to the Urban Design Principles contained in the Plan, phased developments should prepare plans and supporting graphics that demonstrate how all interim conditions will meet Plan objectives, including those related to urban design. Among other design considerations, these plans should:

- Provide pedestrian circulation that meets the connectivity goals of the Plan.

- Show how any interim parking facilities will adhere to parking design and phasing goals.

- Show how landscape and sustainable hardscape improvements will improve the aesthetic character of any existing or proposed interim uses.

- Show how interim stormwater facilities can be creatively incorporated into a high quality landscape design.

- Provide streetscape improvements that conform to Plan guidelines and that result in enhanced continuity of the streetscape design.

- Show how proposed public amenities such as open spaces and Urban Parks will be integrated into the site.

TRANSPORTATION

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

The following recommendations are intended to help improve circulation within, around, and through the Transit Station Areas (TSAs). While the transportation recommendations support the development near the Metrorail stations, these recommendations also will facilitate regional travel through the area.

~~Land Use/Transportation Balance~~

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

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

Monitoring System

Maintaining a balance between land use and transportation is dependent on a number of factors, such as the provision of a grid of streets and a reduction in the number of vehicle trips. The necessary transportation infrastructure, modal split levels, and vehicle trip reduction levels to balance planned new development have been analyzed extensively based on known conditions at the time of developing this Plan guidance. However, these conditions may change in the future which could result in changes in 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.

Pedestrian Mobility and Bicycle Facilities

Pedestrian Mobility

The street network planning in the Reston TOD districts should provide a safe and comfortable environment for pedestrians while addressing mobility and access needs for all users (including emergency service, goods movement and utilities placement). The enhanced street network should provide a high level of connectivity within the TOD districts so that pedestrians, bicyclists, transit users, and vehicles can choose the most direct routes and access urban properties. In addition, improved connectivity should be provided between the TOD districts and other districts as well as between the TSAs and the adjoining areas outside the TSAs.

In additional, direct paths, such as trails or walkways, should be provided for pedestrians where additional street connections cannot be made or where a more enhanced pedestrian network is desirable.

Bicycle Facilities

Bicycle facilities should be provided consistent with ~~Figures 23-25~~ the recommendations shown on the Reston Bicycle Facilities map. In addition, specific bicycle facilities are described in the Street Types Guidelines under the Road Network and Circulation section below. In an effort to encourage bicycling in the TSAs, safe, secure, and convenient bike parking should be provided. The number of bike parking spaces should be determined based on the planned land uses.

Public Transportation

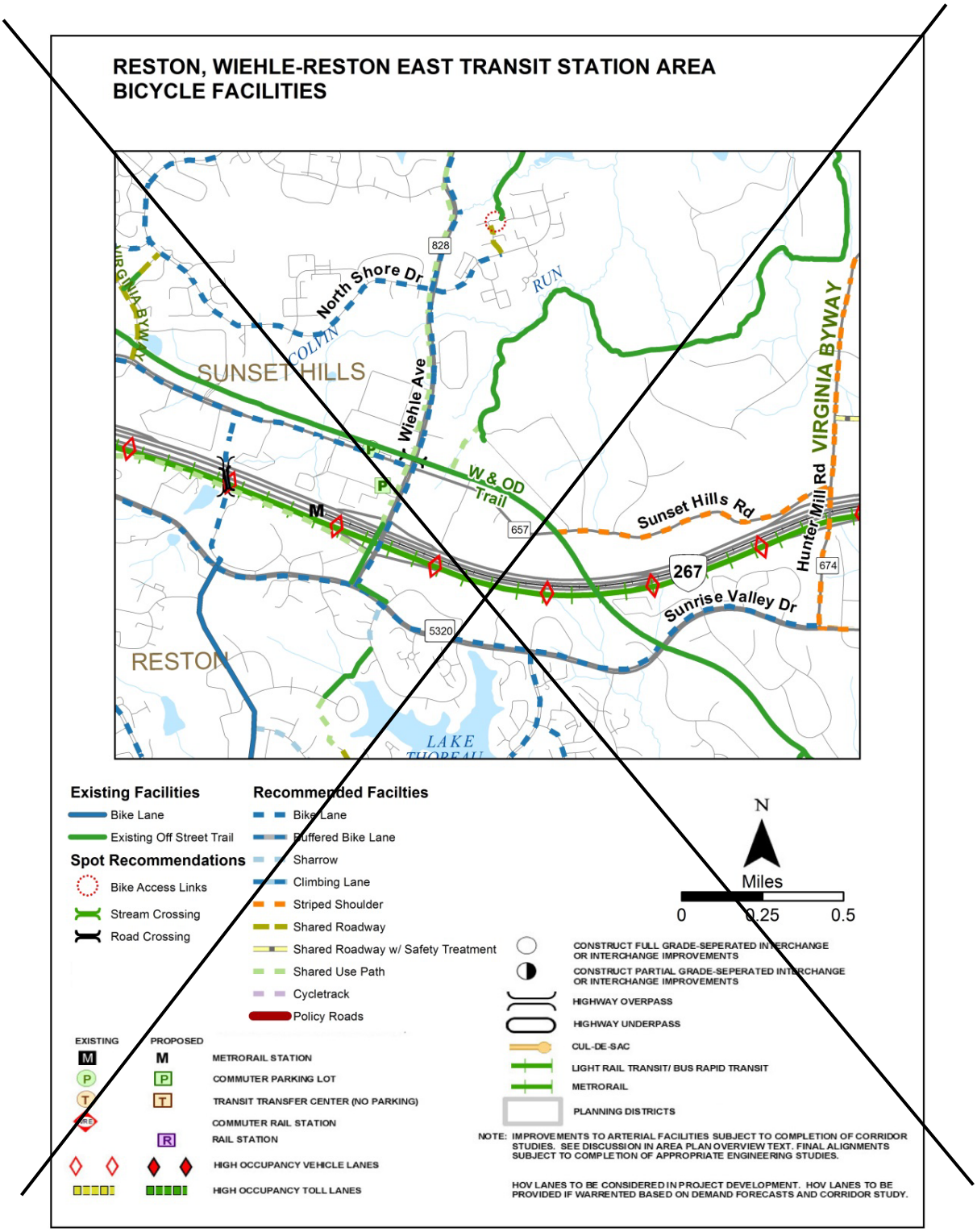
Metrorail

The introduction of Metrorail service along the Dulles Airport Access Road and Dulles Toll Road (DAAR, Route 267) is a key component to providing increased mobility and reducing vehicle dependency for employees and residents in the three TSAs. Focusing the highest density development, especially new office development, around the Metrorail stations is vital to promote the use of mass transit and achieving the vision for these TSAs.

Local Bus Service

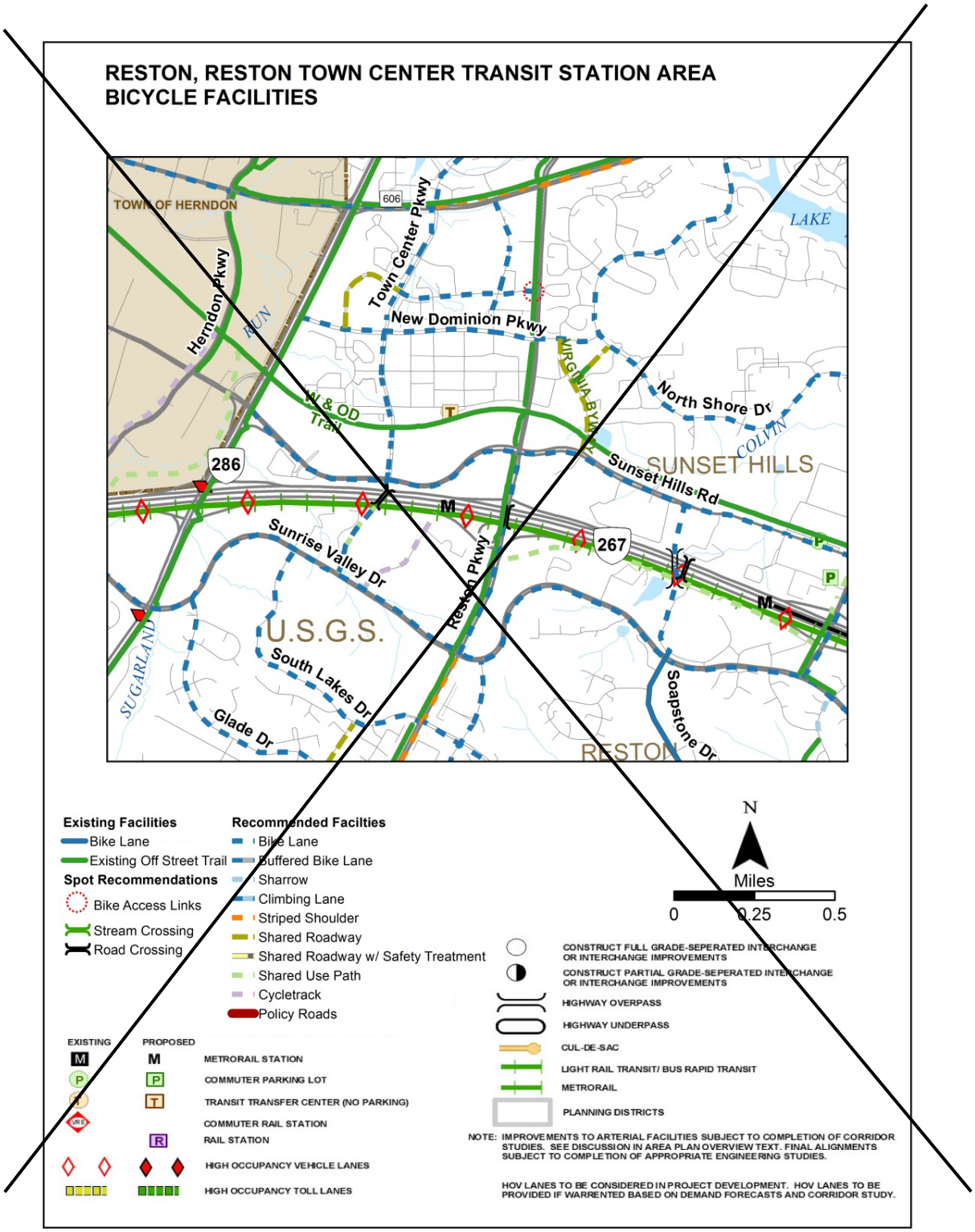
Fairfax Connector bus service currently serves both local riders and people commuting from the TSAs to other employment centers. These routes will be modified to provide convenient and reliable feeder service from other parts of Reston as well as the outlying communities to the Metrorail stations. There will also be a need for effective service between the TOD areas and between areas on both sides of the DAAR. The Countywide Transit Development Plan provides details regarding planned adjustments to existing routes and new routes to be added.

NOTE: This figure was replaced with the new "Reston Bike Facilities" figure.



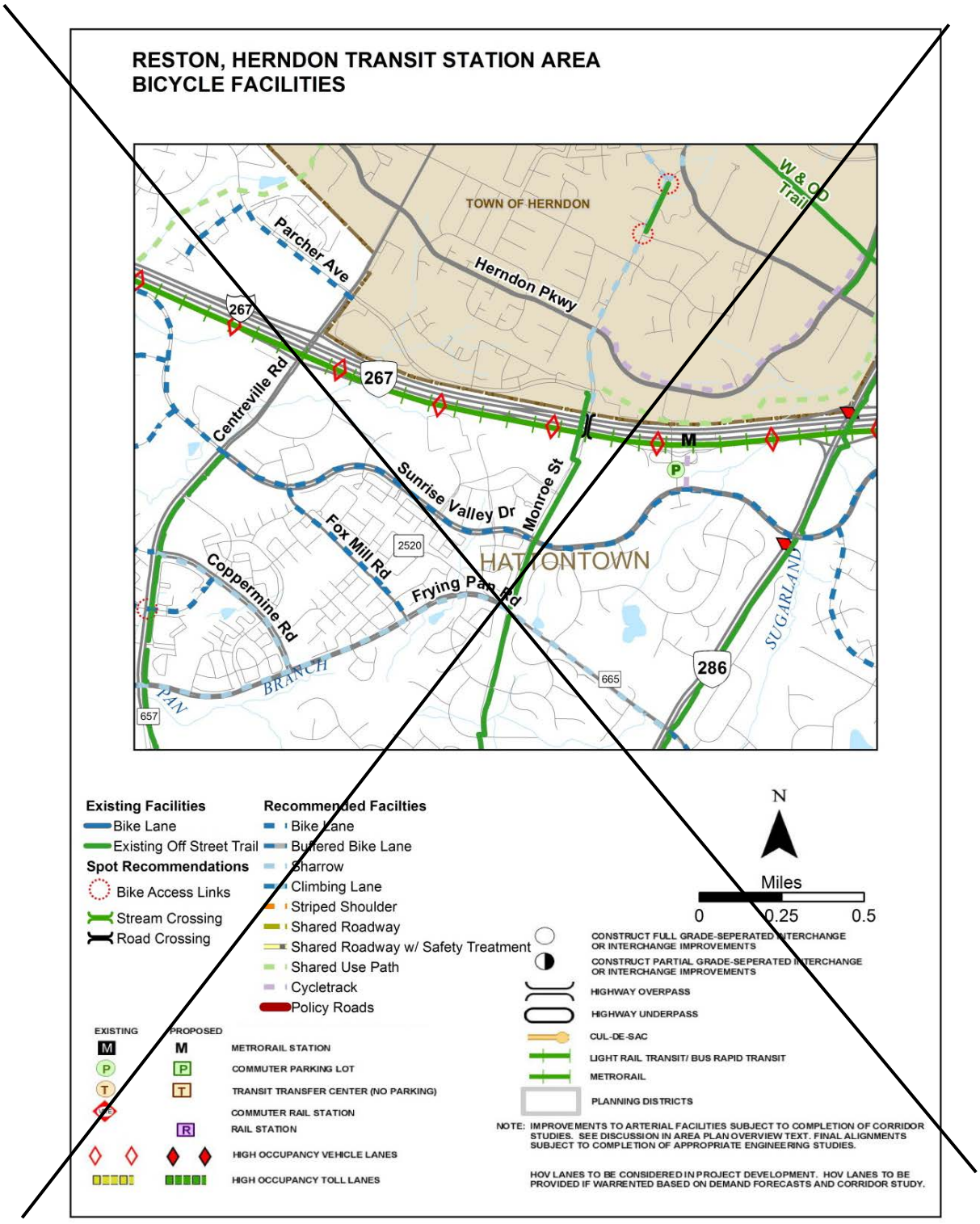
BICYCLE FACILITIES: WIEHLE-RESTON EAST TRANSIT STATION AREA RESTON BIKE FACILITIES **FIGURE 23**

NOTE: This figure was replaced with the new "Reston Bike Facilities" figure.



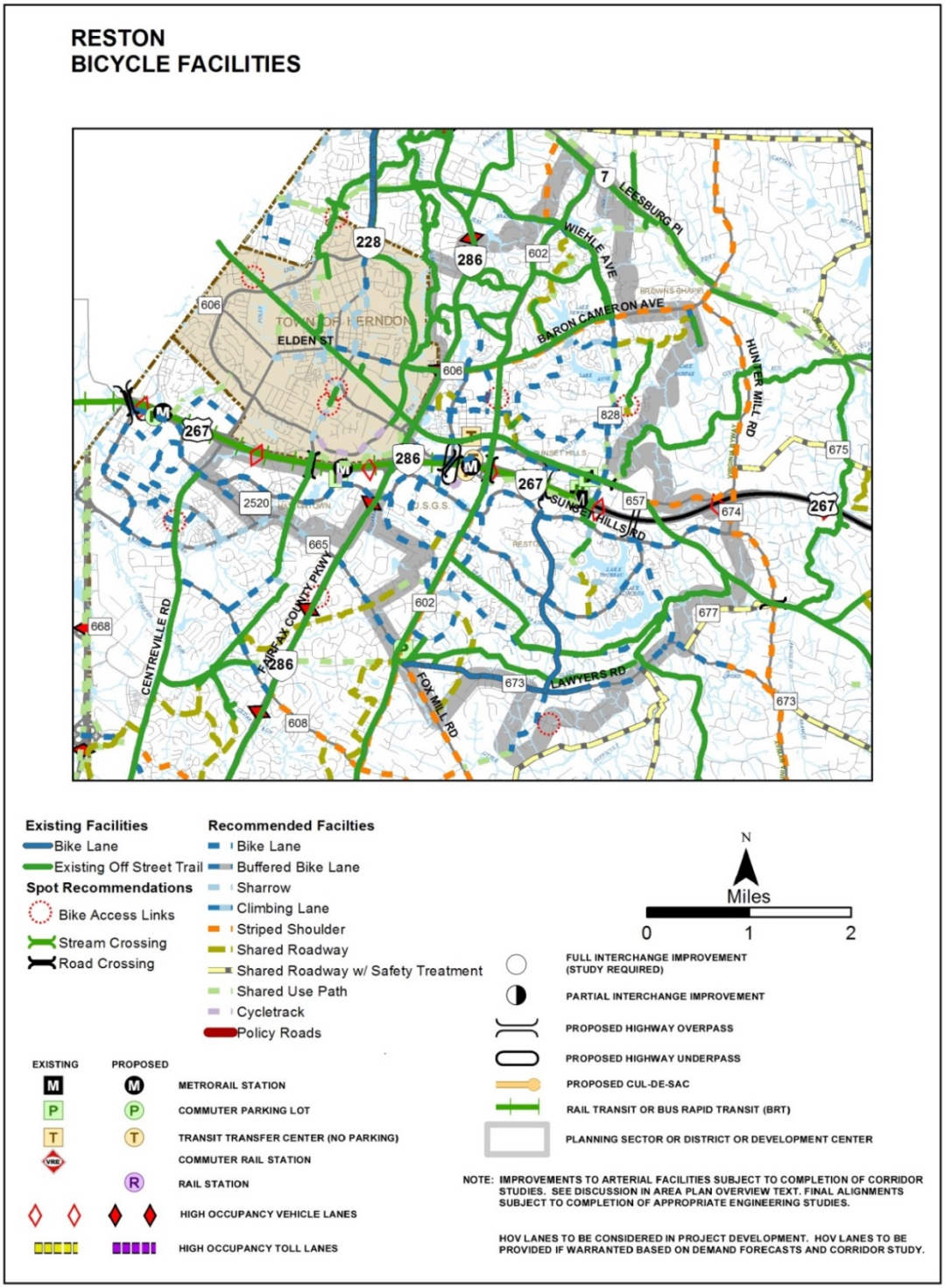
BICYCLE FACILITIES: RESTON TOWN CENTER TRANSIT STATION AREA **FIGURE 24**

NOTE: This figure was replaced with the new "Reston Bike Facilities" figure.



BICYCLE FACILITIES: HERNDON TRANSIT STATION AREA **FIGURE 25**

NOTE: This figure replaces the old Figures 23, 24 and 25, "Bicycle Facilities: Wiehle-Reston East Transit Station Area," "Bicycle Facilities Reston Town Center Transit Station Area," "Bicycle Facilities Herndon Transit Station Area" shown on the previous three pages



Road Network and Circulation

The road network and circulation recommendations provide additional transportation guidance for development within the Wiehle-Reston East, Reston Town Center, and Herndon TSAs. As new streets are constructed, right-of-way should be provided for their ultimate configuration including pedestrian and bicycle facilities as identified in the Plan. The streets should provide a high level of connectivity and accommodate all modes of transportation to the fullest extent possible.

Balancing the competing needs of numerous stakeholders 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 all users regardless of the mode of travel they choose. Flexibility in design may be considered to achieve Plan objectives.

Network Level of Service

An overall Level of Service (LOS) 'E' is the goal for the intersections within the street network of Reston TSAs. In instances where a LOS E standard cannot be attained or in a TSA with planned development, remedies should be proposed to offset impacts using the tiered approach described below. The purpose of this tiered approach is to maintain a walkable environment and support implementation of the grid of streets, which is more typical of urban areas and improves mobility for pedestrians and bicyclists.

In the development review process, mitigation of problem locations should follow the following sequence:

1. First, determine whether increased operational efficiency is achievable without decreasing pedestrian walkability and safety.

2. If increased operational influence does not result in an acceptable level of service, additional turn and through lanes can be considered on condition that the level of walkability remains acceptable. However, exclusive turn lanes and/or through lanes will not be desirable in most cases since it will increase street widths at intersections and therefore work against an attractive environment for pedestrians.

3. In lieu of additional lanes, it is preferable to add links to the street grid where applicable with the goal of promoting the build out of the grid of streets. This strategy creates additional diversionary paths for vehicles and decreases the traffic at problem locations in the vicinity of a proposed development.

4. When step 3 is not achievable, decrease future site-generated traffic by (1) changing the mix of land use within the parameters of the applicable land use guidelines (e.g., replacing office or retail uses with residential use); (2) increasing transit use through provision of additional and improved services; and/or, (3) optimizing the application of TDM with measures that might include greater transit use, carpooling, ridesharing, walking and bicycling.

5. If the measures outlined in the previous two steps do not provide adequate improvement of LOS, a development proposal or future phase of development may need to be conditioned on funding or completion of offsetting improvements. Financial contributions of significant value dedicated to addressing deficiencies in the TSA may be considered as an offsetting improvement. These contributions may not be used as a credit against other contributions toward off-site transportation improvements.

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 occupant vehicles during peak periods, and expanding the choices available to residents, employees, and visitors. Examples can be found in the county's Policy Plan. 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 single occupant vehicle trips. These reductions are based on Institute of Transportation Engineers' (ITE) trip generation rates and are to fall within the ranges shown in the TDM Goals (See Figure 26). These goals are the ultimate objective once rail is operational and public transit is in place. The recommendations are for reductions of at least 35 percent for the areas within ¼ mile of the Metrorail stations and at least 30 percent for the areas between ¼ and ½ mile from the Metrorail stations. TDM Goals lower than those shown in Figure 26 may be considered, on an interim basis, prior to the opening of each Transit Station Area's Metrorail Station.

Figure 26. Transportation Demand Management (TDM) Vehicle Trip Reduction Goals for Office and Residential Development

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 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, apartment owners and homeowners 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:

1. Commitment to the trip reduction goals to be achieved at each phase of development and the measures to be used in the program.

2. TDM implementation plans with monitoring provisions.

3. 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.

Road Transportation Improvements

~~The following~~ A list of roadway network improvements ~~are~~ recommended for Reston is contained in the Reston Plan's Community-wide Transportation section~~. to achieve the vision for the three TSAs and enhance connectivity through these areas by creating multiple and enhanced connections.~~

- Construct an enhanced street network (also referred to as a grid of streets) to increase connectivity

- ~~Construct an overpass (4-lane bridge) across the DAAR from Sunset Hills Road to Sunrise Valley Drive approximately at Soapstone Drive (referred to as the Soapstone Overpass)~~

- ~~Construct a Town Center Parkway Underpass (4-lane tunnel) from Town Center Parkway and Sunset Hills Road to Sunrise Valley Drive west of Edmund Halley Drive~~

- ~~Install a grade-separated interchange at Fairfax County Parkway and Sunrise Valley Drive~~

- ~~Construct an overpass (4-lane bridge) across the DAAR from Sunset Hills Road to Sunrise Valley Drive approximately at South Lakes Drive (referred to as the South Lakes Overpass)~~

- ~~Improve Reston Parkway - 6 lanes from South Lakes Drive to the DAAR~~

- ~~Improve Fox Mill Road - 4 lanes from Reston Parkway to Monroe Street~~

- ~~Improve West Ox Road - 4 lanes from Lawyers Road to Centreville Road~~

- ~~Improve Monroe Street - 4 lanes from West Ox Road to the Town of Herndon~~

- ~~Extend Pinecrest Road from South Lakes Drive to Sunrise Valley Drive~~

- ~~Improve Fairfax County Parkway – 6 lanes with High Occupancy Vehicle (HOV) lane(s)~~

A fundamental purpose of the grid of streets is to increase connectivity in the TSAs. One benefit is the availability of alternative routes for vehicles, thereby reducing congestion. A conceptual enhanced street network is shown on Figures 27-29. In planning the grid of streets, consideration should be given to avoiding intersections with acute or awkward angles; minimizing exclusive turn lanes; and having block sizes generally within a 400 foot to 600 foot range. Any block longer than 600 feet should contain a mid-block pedestrian connection where possible.

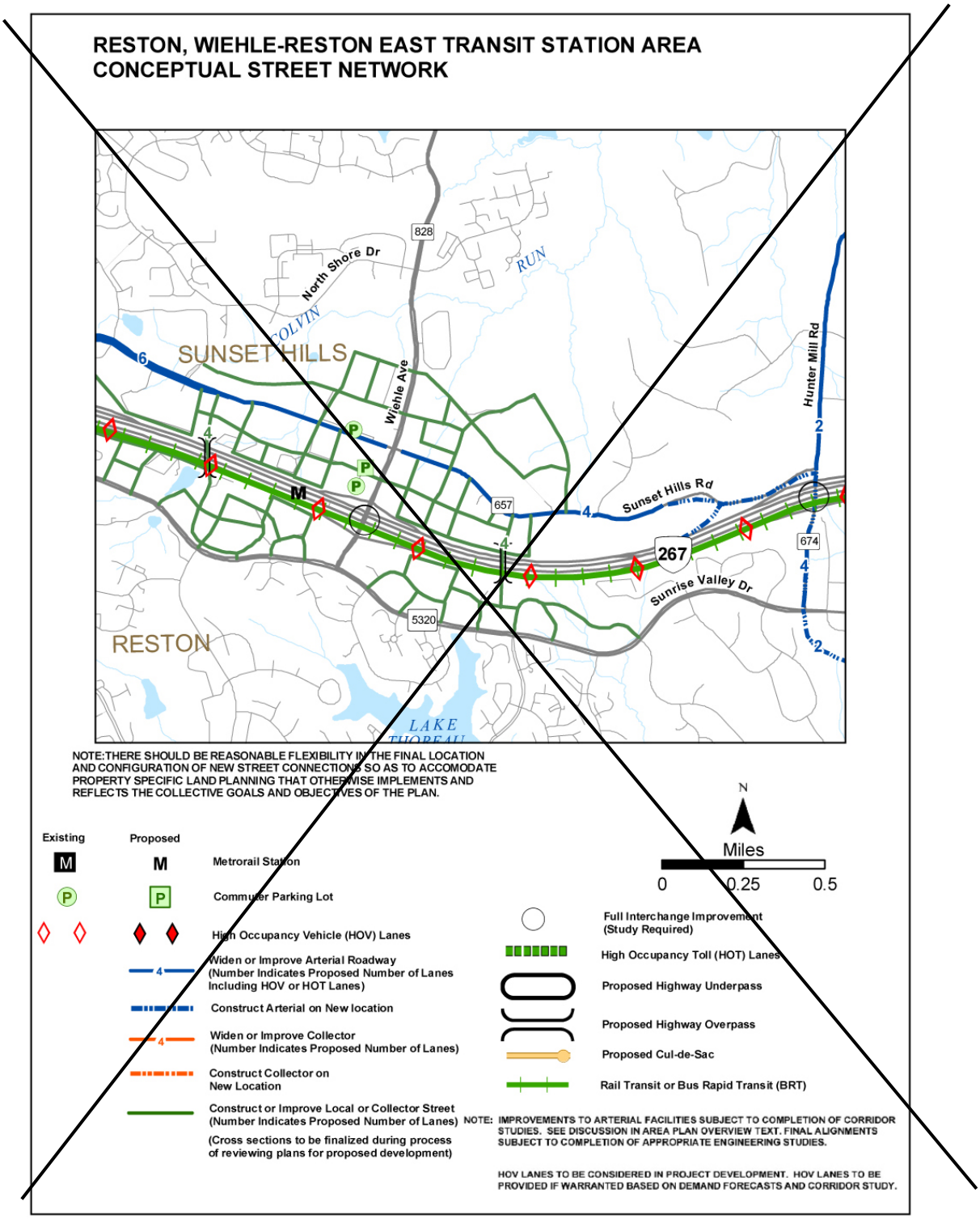
In addition to the recommended roadway improvements in the Reston Plan's Community-wide section, ~~list above,~~ intersection improvements may be required in order to ensure acceptable traffic operations. Each roadway improvement should be independently evaluated not only for its transportation utility from a cost-benefit perspective but also for its environmental implications, such as effects on storm water management, water quality, noise or parks, and also the roadway design and its integration into the area's urban context.

~~Street Types~~

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

~~The design guidelines for street types should be followed when providing new private or public roadway connections or when proposing improvements to the existing roadway network~~

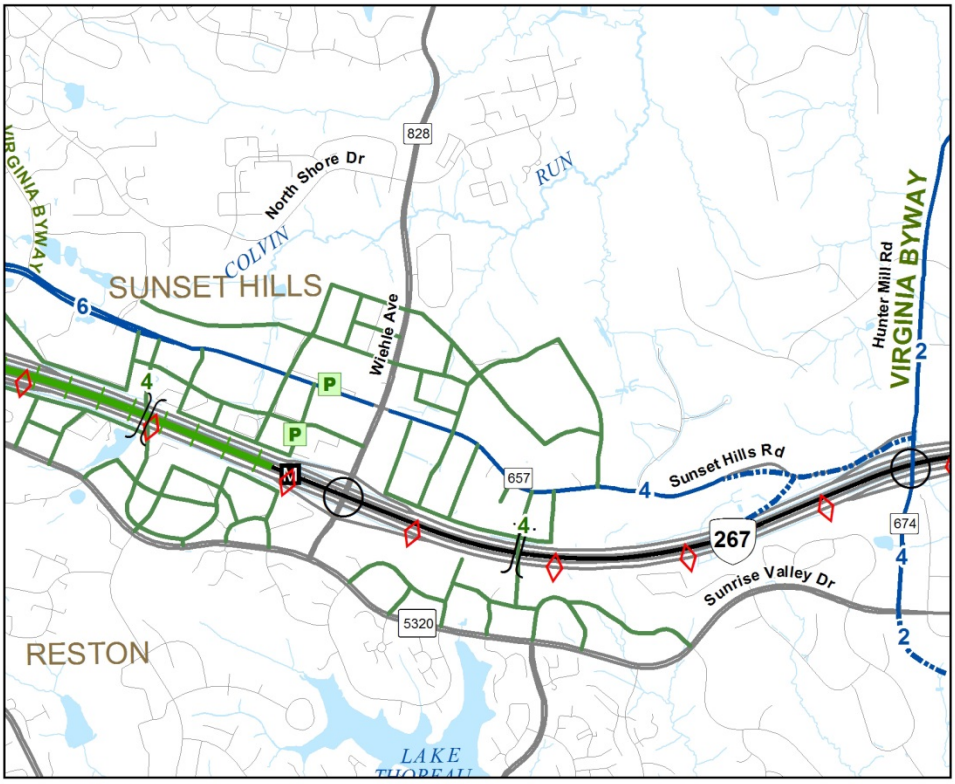
NOTE: This figure was modified, and replaced with the new Figure on the following page



CONCEPTUAL ENHANCED STREET NETWORK: WIEHLE-RESTON EAST TRANSIT STATION AREA **FIGURE 27**

NOTE: This figure replaces the old Figure 27 shown on the previous page.

RESTON, WIEHLE-RESTON EAST TRANSIT STATION AREA
CONCEPTUAL STREET NETWORK



NOTE: THERE SHOULD BE REASONABLE FLEXIBILITY IN THE FINAL LOCATION AND CONFIGURATION OF NEW STREET CONNECTIONS SO AS TO ACCOMODATE PROPERTY SPECIFIC LAND PLANNING THAT OTHERWISE IMPLEMENTS AND REFLECTS THE COLLECTIVE GOALS AND OBJECTIVES OF THE PLAN.

N

Miles
0 0.25 0.5

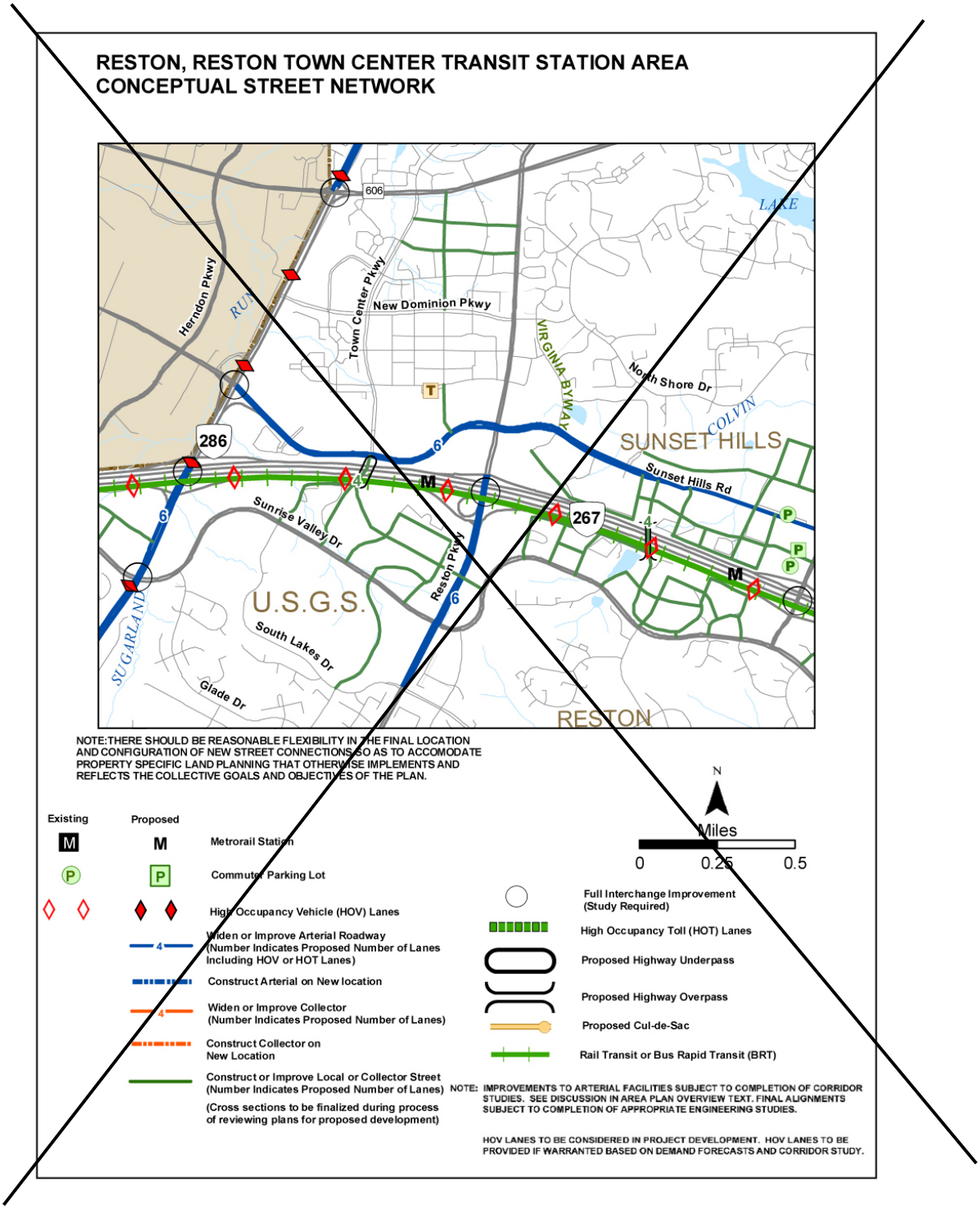
Existing	Proposed	
M	M	Metrorail Station
P	P	Commuter Parking Lot
◊ ◊	◆ ◆	High Occupancy Vehicle (HOV) Lanes
	4	Widen or Improve Arterial Roadway (Number Indicates Proposed Number of Lanes Including HOV or HOT Lanes)
		Construct Arterial on New location
	4	Widen or Improve Collector (Number Indicates Proposed Number of Lanes)
		Construct Collector on New Location
		Construct or Improve Local or Collector Street (Number Indicates Proposed Number of Lanes) (Cross sections to be finalized during process of reviewing plans for proposed development)
		High Occupancy Toll (HOT) Lanes

	Full Interchange Improvement (Study Required)
	Proposed Highway Underpass
	Proposed Highway Overpass
	Proposed Cul-de-Sac
	Rail Transit or Bus Rapid Transit (BRT)

NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES.

HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE PROVIDED IF WARRANTED BASED ON DEMAND FORECASTS AND CORRIDOR STUDY.

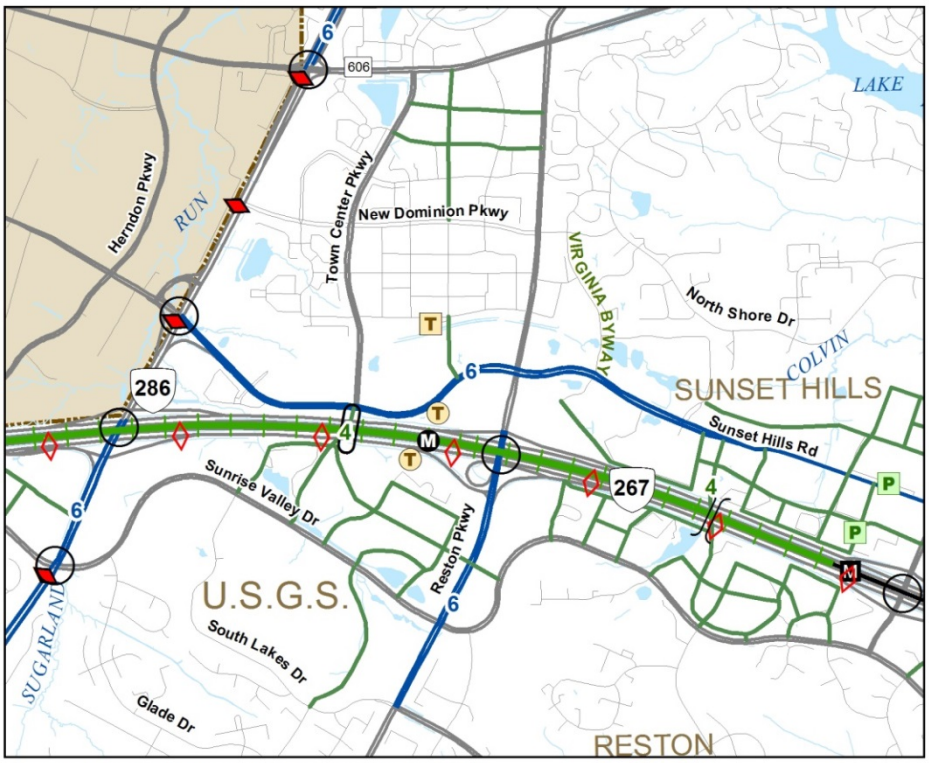
NOTE: This figure was modified, and replaced with the new Figure on the following page.



CONCEPTUAL ENHANCED STREET NETWORK: RESTON TOWN CENTER TRANSIT STATION AREA **FIGURE 28**

NOTE: This figure replaces the old Figure 28 shown on the previous page

RESTON, RESTON TOWN CENTER TRANSIT STATION AREA CONCEPTUAL STREET NETWORK



NOTE: THERE SHOULD BE REASONABLE FLEXIBILITY IN THE FINAL LOCATION AND CONFIGURATION OF NEW STREET CONNECTIONS SO AS TO ACCOMODATE PROPERTY SPECIFIC LAND PLANNING THAT OTHERWISE IMPLEMENTS AND REFLECTS THE COLLECTIVE GOALS AND OBJECTIVES OF THE PLAN.

N

Miles 0 0.25 0.5

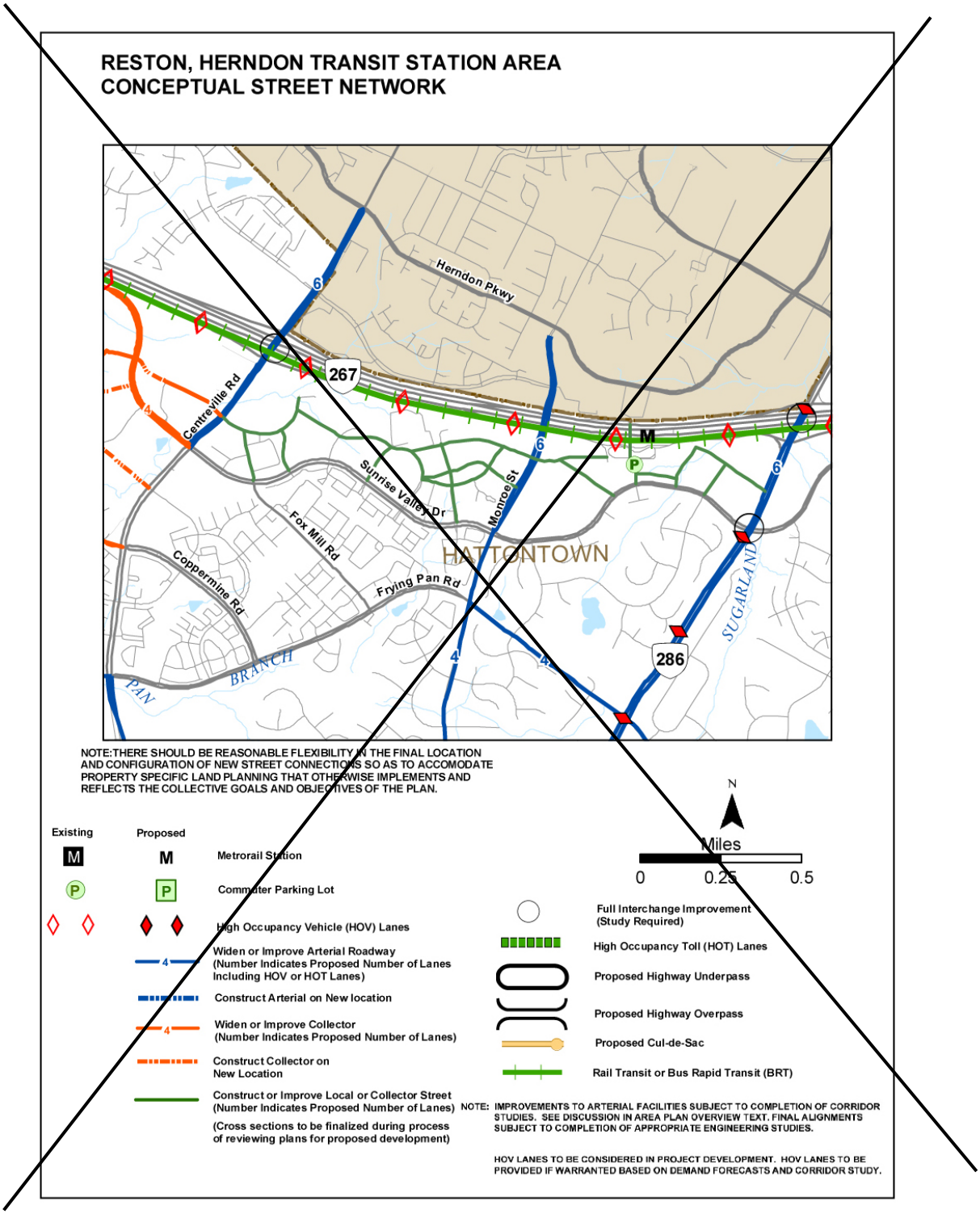
Existing / Proposed

- Metrorail Station
- Commuter Parking Lot
- High Occupancy Vehicle (HOV) Lanes
- Widen or Improve Arterial Roadway (Number Indicates Proposed Number of Lanes Including HOV or HOT Lanes)
- Construct Arterial on New location
- Widen or Improve Collector (Number Indicates Proposed Number of Lanes)
- Construct Collector on New Location
- Construct or Improve Local or Collector Street (Number Indicates Proposed Number of Lanes) (Cross sections to be finalized during process of reviewing plans for proposed development)
- High Occupancy Toll (HOT) Lanes
- Full Interchange Improvement (Study Required)
- Proposed Highway Underpass
- Proposed Highway Overpass
- Proposed Cul-de-Sac
- Rail Transit or Bus Rapid Transit (BRT)

NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES.

HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE PROVIDED IF WARRANTED BASED ON DEMAND FORECASTS AND CORRIDOR STUDY.

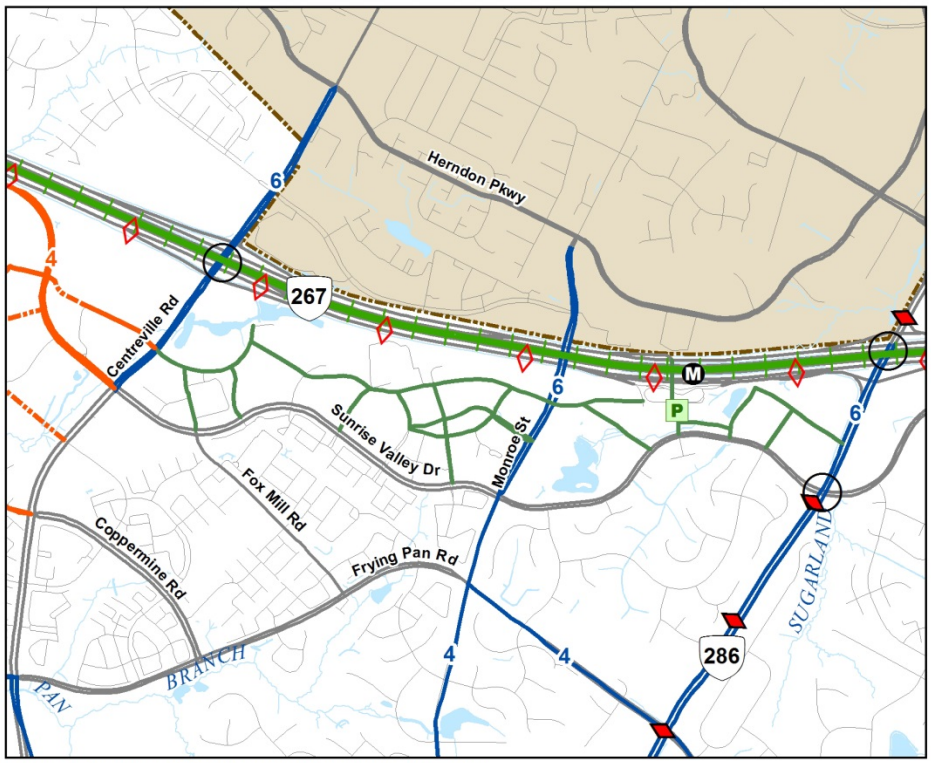
NOTE: This figure was modified, and replaced with the new Figure on the following page



CONCEPTUAL ENHANCED STREET NETWORK: HERNDON TRANSIT STATION AREA **FIGURE 29**

NOTE: This figure replaces the old Figure 29 shown on the previous page

RESTON, HERNDON TRANSIT STATION AREA
CONCEPTUAL STREET NETWORK



NOTE: THERE SHOULD BE REASONABLE FLEXIBILITY IN THE FINAL LOCATION AND CONFIGURATION OF NEW STREET CONNECTIONS SO AS TO ACCOMODATE PROPERTY SPECIFIC LAND PLANNING THAT OTHERWISE IMPLEMENTS AND REFLECTS THE COLLECTIVE GOALS AND OBJECTIVES OF THE PLAN.

N

Miles 0 0.25 0.5

Existing	Proposed	
M	M	Metrorail Station
P	P	Commuter Parking Lot
◊ ◊	◆ ◆	High Occupancy Vehicle (HOV) Lanes
	4	Widen or Improve Arterial Roadway (Number Indicates Proposed Number of Lanes Including HOV or HOT Lanes)
		Construct Arterial on New location
	4	Widen or Improve Collector (Number Indicates Proposed Number of Lanes)
		Construct Collector on New Location
		Construct or Improve Local or Collector Street (Number Indicates Proposed Number of Lanes) (Cross sections to be finalized during process of reviewing plans for proposed development)
		High Occupancy Toll (HOT) Lanes

- Full Interchange Improvement (Study Required)
- Proposed Highway Underpass
- Proposed Highway Overpass
- Proposed Cul-de-Sac
- Rail Transit or Bus Rapid Transit (BRT)

NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES.

HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE PROVIDED IF WARRANTED BASED ON DEMAND FORECASTS AND CORRIDOR STUDY.

~~in the TSAs (to the extent consistent with applicable county standards). Minor Arterials primarily function as through traffic carriers. The collector streets collect traffic from the local streets and route them to arterials while the local streets allow internal circulation and connectivity within the area.~~

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

~~Minor Arterials–Type A~~

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

~~Curb to Curb Area:~~

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

~~Minor Arterials–Type B~~

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

~~Curb to Curb Area:~~

- ~~Median width of approximately 8 to 22 feet, if provided, to allow for safe pedestrian refuge~~
- ~~2 travel lanes per direction (11 feet for each lane)~~

- 5-6 foot on-road bike lane per direction, as shown on the bicycle facilities map
    - If an on-road bike lane is not provided, then one extra wide travel lane per direction may be desirable, adjacent to the curb, to accommodate bikes (14 feet). The lane should be marked or signs posted indicating that bikes are using the outside lane.
- 8 feet for on-street parallel parking if found desirable
- A target posted speed of 30 miles per hour is desirable for Sunset Hills Road, Sunrise Valley Drive and Wiehle Avenue.

Collector Streets

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

Curb to Curb Area:

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

Local Streets (Local)

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

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

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

- ~~A target posted speed of 25 miles per hour is desirable for Local Streets~~

Parking Management

To facilitate the achievement of TDM goals and encourage transit use, shared parking for uses which have different peak demand periods, instituting paid parking, or other parking reduction strategies are encouraged. Additionally, shared parking between similar uses with both existing and new buildings should be explored, especially if the existing use is over parked. These parking strategies can serve to reduce vehicle trips and increase the cost-effectiveness of the provision of parking. For development within a half mile of the Metrorail station, 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 utilized 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. Residential uses should take into account the number of bedrooms per unit when establishing the amount of parking to supply. All non-residential uses 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 office parking rate exists or is desired, an appropriate justification can be submitted in order to consider a different rate for office use.

Funding of Transportation Improvements and Services

Funding these transportation improvements through federal, state and county 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.

ENVIRONMENTAL STEWARDSHIP

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

- ~~Protect the headwater areas and other environmentally sensitive areas through the implementation of innovative stormwater management practices.~~

- Restore and enhance the mature tree canopy and other natural areas.
- Establish high expectations regarding use of green technology and low impact development techniques for all buildings and neighborhoods.
- Provide noise attenuation measures as appropriate.

Stormwater Management

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

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

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

Stormwater quantity and quality control measures should be provided with the goal of reducing the total runoff volume or significantly delaying its entry into the stream system. In furtherance of stream protection and/or restoration through replication of natural hydrologic conditions, the emphasis should be on LID techniques that evapotranspire water, filter water through vegetation and/or soil, return water into the ground or reuse it.

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

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

1. For sites that have greater than 50 percent impervious cover in the existing condition, the total volume of runoff released from the site in the post-developed condition for the 2-year, 24-hour storm should be at least 25 percent less than the total volume of runoff released in the existing condition for the same storm. Furthermore, the peak runoff rate

for the 2-year, 24-hour storm in the post-developed condition should be at least 25 percent less than the existing condition peak runoff rate for the same storm.

2. For sites that have 50 percent or less impervious cover in the existing condition, the total volume of runoff released as well as the peak release rate for the 1- and 2-year, 24-hour storm in the post-developed condition should be equal to or less than the total runoff volume and peak release rate in the existing condition for the same storm.

3. In addition to item 1 or 2 above, stormwater runoff associated with the development should be controlled such that either: (a) the total phosphorus load for the property is no greater than what would be required for new development pursuant to Virginia's Stormwater Regulations/ the county's Stormwater Management Ordinance; or (b) an equivalent level of water quality control is provided.

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

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

Natural Resources Management

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

Wetlands

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

Streams and Buffer Areas

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

Lakes and Ponds

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

Environmental Enhancement

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

Tree Canopy Goals

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

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

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

Green Buildings

The Policy Plan's Environment section provides guidance for green building practices. Non-residential development in the TSAs should achieve LEED Silver certification or the

~~equivalent, at a minimum, in light of the level of redevelopment potential proposed for the TSAs. Residential development should be guided by the Policy Plan objectives on Resource Conservation and Green Building Practices. Achievement of higher levels of LEED certification is also encouraged. A broad range of practices can be pursued in support of or in addition to green building certification.~~

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

- ~~Provision of green (vegetated) roofs~~
- ~~Use of site and building design and orientation for passive solar heating and daylighting~~
- ~~Use of thermal and/or photovoltaic solar energy systems~~
- ~~Incorporation of passive cooling through proper shading and ventilation~~
- ~~Use of ground source heat pump heating and cooling systems for space conditioning and hot water requirements~~
- ~~Reduction of water consumption, including the re-use of gray water where allowed~~
- ~~Use of radiant floor heating~~
- ~~Provision of roof-mounted wind turbines as an energy source~~
- ~~Recycling of building materials and maximizing the use of locally produced materials~~
- ~~Use of light reflecting roof surfaces~~
- ~~Use of outside light shades that provide shading for glass while also directing sunlight deep into interior building spaces~~

~~Noise Impacts~~

~~The Policy Plan recommends against new residential development in areas with projected highway noise exposures exceeding DNL 75 dBA, which is a day-night weighted average noise level. However, broader planning goals for the Reston TSAs may 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. Design approaches may be available that would shield noise-sensitive areas from these impacts; efforts should be taken to design noise-sensitive uses to minimize, if not avoid, the exposure of facades of noise-sensitive interior spaces to noise levels above DNL 75 dBA.~~

~~Where residential or other noise sensitive uses are proposed near rail and major highways, such proposals should only be considered with the provision of 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.~~

~~The noise study during development review should clearly define the noise levels impacting the proposed uses as a measure of dBA DNL. The noise study should include 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. In addition, the noise study should identify differing noise levels that may affect building facades at different elevations.~~

~~For those studies that indicate noise levels in excess of DNL 65 dBA on proposed noise sensitive uses, appropriate mitigation measures should be provided with the goal of achieving DNL 45 dBA for interior space and DNL 65 dBA for outdoor recreation areas. Attenuation may include siting and orientation of the noise sensitive use, as well as the use of appropriate building materials and noise barriers.~~

~~In areas where projected noise impacts at affected building facades will exceed DNL 75 dBA, and for dwelling units where outdoor spaces including balconies will be projected to be exposed to noise levels that exceed DNL 65 dBA, disclosure statements should be provided to potentially affected residents and users within the impacted uses or units, which clearly identify the mitigated and unmitigated noise levels for interior space and the noise levels for any affected balconies in addition to noise mitigation for interior space and outdoor recreational areas. When feasible, post-development noise studies should be conducted in order to help staff evaluate the effectiveness of noise mitigation measures.~~

URBAN PARKS, RECREATION FACILITIES AND CULTURAL FACILITIES

The growth and redevelopment planned for the three TSAs will increase the need for parks and open space, recreation facilities, and cultural amenities, all of which are essential components in creating places where residents and employees can live, work and play. A significant portion of the TSAs was formerly designated as the Reston Center for Industry and Government, which limited residential use and resulted in a development pattern with a minimal amount of existing park, recreation and cultural facilities. As a result, there is an existing deficit of park/recreation capacity within the boundaries of the TSAs. Growth and redevelopment planned for the TSAs will exacerbate existing deficits. The intent of this Section is to present recommendations to meet the need for urban parks, recreation and cultural facilities created by growth in the TSAs.

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

Parks provide visual relief in the urban landscape and are spaces for people to enjoy the outdoors and engage in recreation and leisure pursuits. Public open space is especially critical for residents of higher density housing who may lack access to private yards. A diverse park system contributes economic, social and health benefits by providing a high quality of life for residents in the transit-oriented areas and the surrounding community.

The new parks planned for the TSAs should range from places that support and foster social interaction to those that support sports and recreation activities. While many developments will include urban parks/plazas as amenities, contributions of recreational facilities will also be needed to ensure a park system that serves the wide range of needs that will exist in the TSAs. The provision of athletic facilities, particularly sports fields, is especially important and challenging. Creative approaches for providing for sports needs will be necessary, including use of technology and scheduling to increase existing and future facility capacities and integrating facilities within development areas, on rooftops, over stormwater detention facilities, in utility corridors and other alternative locations.

Urban Park Service Level Standards and Typology

The Urban Park Framework is in the Parks and Recreation section of the Policy Plan as Appendix 2. It was established to guide the creation of park systems in Fairfax County's urbanizing and redevelopment areas and 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 park systems in Fairfax County.

Ideally, urban areas contain a complement of urban park types in order to serve local leisure needs; support environmental and sustainability goals; and contribute to the area's sense of culture, liveliness, and identity. Urban park design elements may be combined in various ways to create a range of urban park types. While park types may be adjusted to fit an area's specific needs and concept, there are five distinct types of urban parks, including pocket parks, common greens, civic plazas, recreation-focused urban parks and linear parks, as described in the Urban Parks Framework. The urban park typology strives to provide a comprehensive range of amenities and uses, such as pedestrian-oriented by-ways, large open spaces for civic gatherings, and other recreation-oriented opportunities for organized sports and informal play.

Park service level standards guide the provision of parkland and facilities relative to specific county needs and land use context. For urban areas, the parkland service level standard is based on population and employees. In urban areas, park size is typically less than five acres and often under ½ acre. Service area is generally within a 5-10 minute walking distance (or ¼ - ½ mile) from nearby offices, retail and residences. The urban parkland standard calls for 1.5 acres of urban park space per 1,000 residents and 1.0 acre of urban park space per 10,000 employees that is well integrated into the urban fabric and distinguished from site and public realm landscaping and streetscape features. A range of recreation facilities and park amenities should be incorporated into the urban park spaces to serve the recreation and leisure needs of nearby residents, workers and visitors. The urban parkland standard determines the target acreage for a mixed use, urban area and relies on contributing future development to help meet these area-wide targets, working with public and private partners to integrate publicly-accessible urban parks into development projects.

Elements of the Reston Transit Station Area Urban Park System

A wide array of parks, recreation, and cultural amenities will be combined to form the area's urban park system. During the course of the Reston Master Plan Special Study, eleven core needs for the urban park system were identified (See Figure 30.)

Need generated in the TSAs should primarily be met through the integration of urban parks, recreation, and cultural facilities within the mixed use developments of the TSAs. To supplement these parks and facilities, elements of the larger Reston area's robust park and recreation system (outside of the TSAs) may be able to be improved to help meet the needs of future residents and employees. This opportunity to meet needs both within and beyond the TSAs can only be realized if adequate and accessible pedestrian and bicycle connections are created within the TSAs and between the TSAs and the existing extensive trail system in Reston.

Items on the list are those amenity types (indoor and outdoor) that have been identified as needed through the Reston Master Plan Special Study and by the three largest not-for-profit providers of parks, recreation, and cultural amenities in Reston – Fairfax County Park Authority(FCPA), Reston Association (RA), and Reston Community Center (RCC). These park, recreation, and cultural needs are either solely generated (or exacerbated) by the development planned in the TSAs. The listed amenity types are representative and not intended to limit the addition of new facility types to support emerging and evolving needs.

Figure 30. Core Needs for Reston ~~Transit Station Areas Urban~~ Park System

NEED	DESCRIPTION
Trails	Non-motorized connections for recreational and transportation purposes, linking TSA areas with each other and to the rest of Reston community.
Parkland (local)	A range of ~~types of~~ publicly-accessible park types based on the context of the development. For instance, in the TSAs, urban ~~parkland~~parks are appropriate, including pocket parks, common greens, civic plazas, recreation-focused parks, and linear parks. Some of these urban park types may also be appropriate in Village Centers. Please see the Urban Parks Framework ~~in the Policy Plan,~~ and Parks and Recreation section in the Policy Plan for detailed descriptions of ~~urban~~ park types and typical amenities.
Playgrounds	Includes neighborhood-scale playgrounds as well as one destination playground to serve the entirety of Reston.
Sports courts	Multi-use and single-use hard-surfaced courts, incorporated into developments and local parks.
Athletic fields	Diamond and rectangle fields for a wide variety of scheduled and unscheduled sport play for all age groups. As appropriate, fields should have synthetic turf and lights to ensure maximum playing capacity~~. While land for new fields will be needed, capacity-enhancing upgrades to nearby athletic fields may also be an option.~~ While land for new fields will be needed, capacity-enhancing upgrades to existing athletic fields is also an option for meeting this need. A goal of adding capacity equivalent to twelve athletic fields serving Reston should be achieved through development contributions of land and/or facilities to meet the needs generated by planned Transit Station Area redevelopment. In addition to provision of new park and school fields within the TSA corridor, enhancements to and redesign of public park, school and Reston Association fields outside the TSA corridor will be necessary to increase capacity to serve increased athletic field needs in Reston. Development contributions to these improvements are expected to offset growth
Dog exercise areas and parks	Areas of varying sizes for on-leash and off-leash dog walking and exercise. Would include informal exercise areas (on-leash) as well as ~~urban scale~~ off-leash areas. ~~Inclusion of a larger, more suburban scale off-leash area is also appropriate.~~
~~Memorial~~ Garden of Remembrance and Reflection (outdoor)	An outdoor memorial sculpture garden, a special place where one can go to remember and memorialize loved ones.
Public art	Incorporated as distinct features as well as part of architecture, public space, and amenities.
Indoor aquatic/fitness facility	Large-scale destination facility providing indoor aquatic and fitness recreation, to include family friendly pool with water features, and/or competitive swimming (~~50meter~~50 meter) as well as other indoor recreation facility features.

NEED	DESCRIPTION
Indoor tennis facility	Indoor tennis facility to accommodate recreational and competitive play.
Indoor performance center	Performing arts venue that can support large-footprint music and dance organizations. Preferred location is within walking distance of a transit station (e.g., within Reston Town Center), near other entertainment activity (e.g., dining, retail) with opportunities for shared parking.

As noted earlier, the adopted population-based countywide service level standards established in the Parks and Recreation section of the Policy Plan form the basis of determination of how many facilities are needed. Adopted service level standards generally apply to playgrounds and courts. Adjusted service level standards for athletic fields account for expanded field capacity though use of lighting and synthetic turf and different use patterns. More guidance for the provision of active recreation is provided below. The need for the ~~Memorial~~ Garden of Remembrance and Reflection is a long standing community goal. The need to expand or add significant indoor facilities including an aquatic center, indoor tennis facility and performance center has been identified through various feasibility studies and community dialogue. Trails are needed throughout and in a quantity sufficient to meet connectivity and recreation goals. Public art is also desired throughout. The Visual and Performing Arts section of the Policy Plan contains additional guidance.

Active Recreation Facilities

Outdoor recreational areas should support and foster social interaction as well as team sports and individual recreation activities. Plan guidance for urban parks will be implemented as redevelopment occurs and should incorporate a variety of park amenities. Contributions of recreational facilities will also be needed to ensure a park system that serves the wider range of needs. Adopted countywide recreation facility standards, adjusted for urban demographics and use patterns, will guide the service level enjoyed by residents, workers and visitors to Reston who will have a full range of leisure opportunities within convenient distances. Due to the size requirement for full size athletic fields, the provision of athletic fields is particularly challenging in the urban context, but an essential facility type where new fields and expanded capacity at existing fields will need to be added as redevelopment occurs.

A goal of adding capacity equivalent to twelve athletic fields serving Reston should be achieved through development contributions of land and/or facilities. At a minimum, three new full-service athletic fields should be provided within the corridor. It is further recommended that these three fields be distributed throughout the corridor, with one new field in each TSA as a goal. It is also anticipated that between two and four new planned schools will add new fields to serve corridor needs. Enhancements to and redesign of nearby public park, school and Reston Association fields to increase capacity should also be strategies for serving the increased athletic field needs in Reston. Based on the projected redevelopment, the need for 12 fields is equitably fulfilled using a measure of 2.2 million GFA of development per field within the TSA corridor. Implementation of this metric and achievement of active recreation facilities, as well as all other park and recreation facility types, will primarily occur through the development review process.

The provision of new athletic facilities that require larger land areas within Reston TSAs is especially important and challenging. Creative approaches to providing for sports needs in Reston will be necessary, including integrating facilities within development areas, on rooftops, over stormwater detention facilities, in utility corridors and other alternative locations. The rooftops of parking structures and other buildings in Reston will be considered as locations for some of the new athletic fields and courts that are needed to help meet the future demand for active recreation facilities. Field capacity can be expanded through innovative design features such as lighting and synthetic turf and through scheduling that provides for longer and more efficient use, and thereby achieving the addition of new fields and added capacity. Overlay and multi-use fields that accommodate multiple sports can reduce the amount of land needed.

Adopted Countywide field standards are based on a majority of youth participants. It is anticipated that in Reston there will be a large number of adult field users. Corporate softball, flag football, kickball, soccer and adult baseball are anticipated adult needs. Other field sports, such as cricket, may also emerge as a greater need over the horizon of this plan and may need to be accommodated.

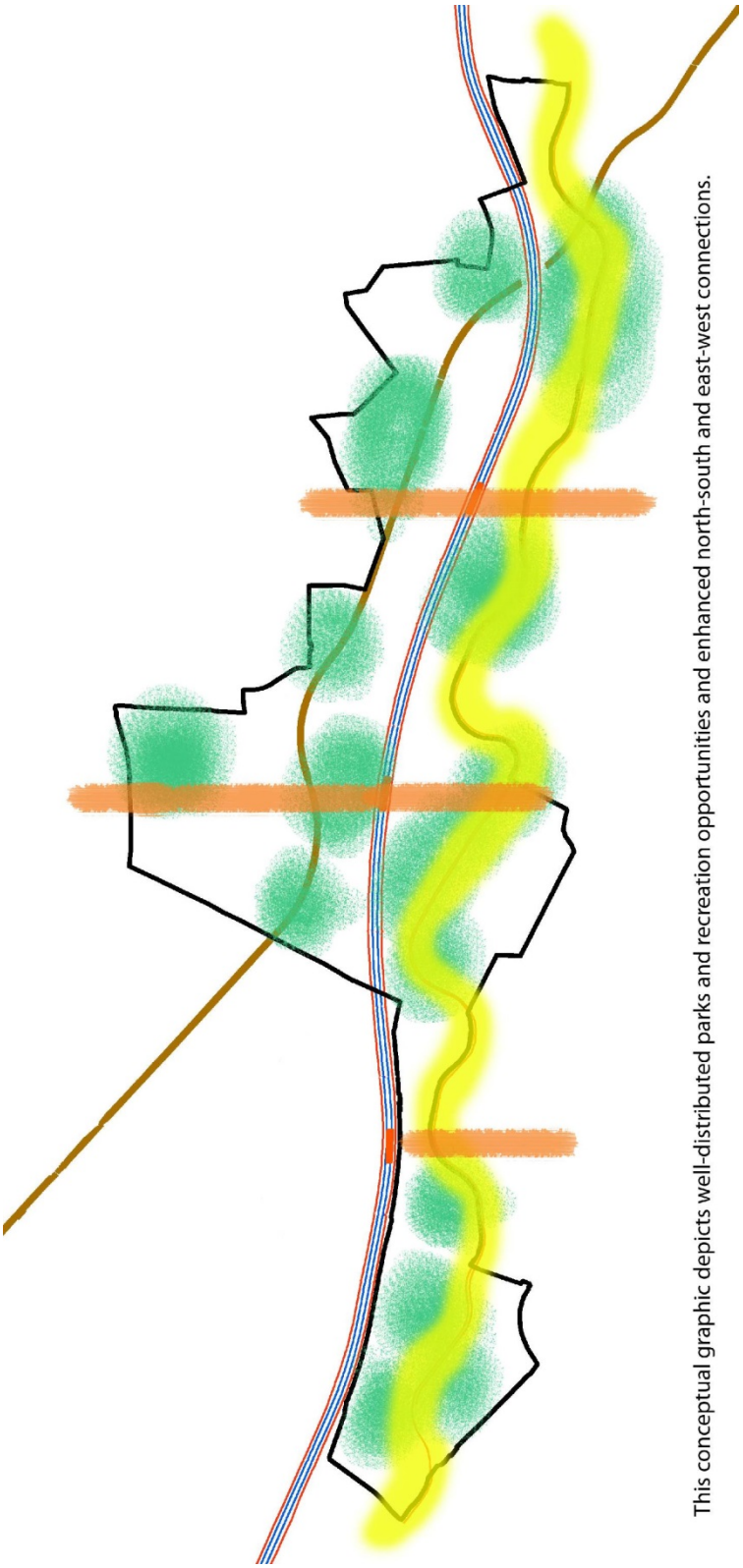
The conceptual graphic of the future park system, shown in Figure 31, generally highlights well-distributed parks and recreation opportunities connected through the W&OD trail on the north, mirrored by an east-west major trail connector on the south side of the Toll Road and north-south connectors through each TOD.

Urban Park Implementation

Creation of an urban park network is fundamental to the vision for the TSAs and to the successful redevelopment efforts around the transit stations. As a result of ownership patterns, urban park development will likely occur in a piecemeal pattern over time. Coordination and collaboration among landowners to create a connected system of needed park spaces is essential and is critical to creating vibrant, successful neighborhoods. A comprehensive system of urban parks, if properly implemented, will contribute to a sense of place and distinguish the area as a quality place to live, work, shop and visit. The Urban Parks Framework should be used to guide the design and location of the urban open space system. Adopted countywide recreation facility standards, adjusted for urban demographics and use patterns, will guide the service level enjoyed by residents, workers and visitors to the Reston ~~transit area~~ Transit Station 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 is most useful if accessible by walking. 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, but would also bike, use transit, or drive to get to such a destination, and may not use daily, but would spend more time once there. Factors such as context/location, access, function/purpose, general length of stay, and amenities should be considered in order to inform provision of urban parks, recreation, and cultural amenities. The full set of design elements to be factored into implementation decisions are described in detail in the Design Elements table of the Urban Parks Framework (see Policy Plan, Parks and Recreation section).

Approaches to providing parks, recreation, and cultural amenities within the TSAs and extended transit corridor area should be creative and innovative – in keeping with the Reston community's origins and character. Stakeholders, providers, and developers should be encouraged to work together to offer park, recreation, and cultural amenities in ways that are well-suited to the context of an urbanizing transit-oriented community. Parkland can be publicly owned, privately owned, or provided through public-private partnerships. Developers should 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 playground, trails, indoor facilities).



This conceptual graphic depicts well-distributed parks and recreation opportunities and enhanced north-south and east-west connections.

FIGURE 31

CONCEPTUAL GRAPHIC OF THE FUTURE PARK SYSTEM

Creativity in provision is highly encouraged. Creative urban park initiatives may include the use of building rooftops for park facilities; unique programming areas; recreation facilities and dedicated program space provided within commercial buildings, redevelopment at nearby parks, and forging new park-provider partnerships. Integration of indoor and outdoor facilities and program space with cooperative programming is highly encouraged. With any of these approaches, visual and physical accessibility to the public is essential.

During the course of the public planning process, several recurring themes related to parks, recreation, and cultural amenities within Reston were identified. These themes suggest specific opportunities (some geographic, some conceptual) to implement a parks system within the area.

- **East-West Connections:** Establishing east-west connections within the area is just as important for internal pedestrian and bike circulation as well as connections to the remainder of Reston. The Washington & Old Dominion Trail (W&OD) provides regional pedestrian and bike connectivity north of the DAAR, but a corresponding connection does not exist south of the DAAR. An east-west connection along Sunrise Valley Drive would create such a central pedestrian and bike connection south of the DAAR.

- **North-South Connections:** The creation and strengthening of north-south connections throughout the area will contribute greatly to the success of the parks system. These pedestrian and bike connections will provide access to amenities located on one or the other side of the DAAR. The connections become particularly critical in being able to connect the TSAs with the larger Reston community. To that end, north-south connections should be strengthened/enhanced or created along the axes created by the three metro stations, at a minimum. Any new north–south vehicular connections should also include pedestrian facilities.

- **Linear Parks:** Creating a variety of linked, multi-use parks will be central to the success of the redevelopment of the area. A combination of active and passive amenities linked (or adjacent) to central pedestrian and bike ways should be created. Using existing natural and stormwater features as a backbone for linear parks should also be considered.

    - *Sunrise Valley Corridor*: Several manmade water and natural features exist in the vicinity of the Sunrise Valley corridor and provide a particular opportunity to create small, semi-urban scale parks. Placing trails and clustered amenities such as fitness stations, playgrounds, or interpretive stations around existing or future features builds upon Reston's existing infrastructure. It may allow double use of spaces – in some cases allowing stormwater management goals to be achieved simultaneously with recreation goals. In addition to realizing the vision of Sunrise Valley as an east-west connection south of the DAAR, it also places amenities in proximity to planned development.

    - *Washington & Old Dominion Regional Park*: The regional Washington & Old Dominion Trail (W&OD) runs through the study area north of the DAAR, providing opportunities for east-west pedestrian and bike travel. There is the potential to incorporate recreational waysides including, but not limited to seating areas and playgrounds. Incorporation of amenities has been done in other areas along the W&OD, such as Arlington, Falls Church, and Purcellville. There is also the opportunity to develop larger recreational or cultural facilities near the W&OD, such as gathering places or athletic facilities. Close collaboration with the Northern Virginia Regional Park Authority (NVRPA) as the area redevelops will help identify specific opportunities.

- *Stormwater Parks*: The role and importance of water bodies and stormwater management features in Reston presents an opportunity to cluster amenities around these features and create a valued educational, recreational and/or cultural asset. There are opportunities to create enhanced stormwater parks throughout the area – as stand-alone parks or as a series of linked and linear parks. Parks of this type will incorporate active, passive, and/or nature and memorial elements into stormwater management features, creating a multi-purpose community asset.

- **Clustered Community Uses:** The Reston Town Center North area currently contains many community uses – library, Hunter Mill Supervisor's office, public safety, human services, and health related offices. In the future, it is anticipated that many of these uses may remain and there may be the option to further develop or add public amenities. Examples of possible amenities might include a signature community green or a flexible use, community gathering plaza and/or a destination playground. A redesign of the private and public uses in Reston Town Center North is anticipated offering opportunities to better integrate urban park features, recreation and cultural amenities. This area could offer mutually beneficial and complementary community uses and provide a significant public benefit, connecting to and building on the community-focused nature of the adjacent Reston Town Center.

- **Integrating the TSAs:** The Reston community has expressed the desire to build connections and integrate the TSAs into the Reston community; parks, recreation, and cultural facilities are one means of achieving this goal. Some of the needs identified above may be more appropriate to a location outside of the TSAs and may in fact provide greater benefit in such locations by encouraging broader use (e.g., ~~Memorial~~ Garden of Remembrance and Reflection). To further this goal of integrating new residents in the TSAs into the larger community, new residents should have access to and use of the full suite of amenities that the Reston planned community offers and in a manner similar to what existing residents currently enjoy. Reston Association is the primary provider of local-serving parks and recreational amenities. Reston Community Center offers an array of cultural and indoor recreational amenities, and the Fairfax County Park Authority provides broader-serving public parks and recreational amenities. While inclusion in Reston Community Center services is a given due to the geography of small district 5, membership in Reston Association is not a given and should be encouraged. This will help achieve the goal of reintegration in a seamless and coordinated way that helps to off-set impacts and meets the needs of new residents.

PUBLIC FACILITIES

For public facilities recommendations in the Reston Transit Station Areas, see the Community-wide Public Facilities section of the Reston Plan in the Area III Plans Volume.

~~This section pertains to the public facility needs to accommodate growth in the Transit Station Areas (TSAs). Providing adequate public facilities to serve the planned growth around the three transit stations will require the expansion or modification of existing facilities in some cases and the development of new facilities in other cases. The existing and future public facilities in the TSAs are described below. The provision of future facilities will need to be coordinated with the rate at which planned development occurs in these TSAs as well as in the surrounding Reston community.~~

~~Schools~~

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

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

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

~~Fire & Rescue~~

~~The TSAs are currently served by four Fire and Rescue stations. The Reston Fire and Rescue Station 25, located at 1820 Wiehle Avenue, serves virtually all of the Wiehle-Reston East TSA and the part of the Reston Town Center TSA located north of the DAAR. The south side of the Wiehle-Reston East TSA immediately along the DAAR is served by the Fox Mill Fire and Rescue Station 31, located at 2610 Reston Parkway. This station also serves all of the Reston Town Center Transit Station Area south of the DAAR as well as the southeastern portion of the Herndon Transit Station Area. The Frying Pan Fire and Rescue Station 36, located at 2660 West Ox Road, serves the southwestern portion of the Herndon TSA. Finally, the Herndon Fire and Rescue Station 4, located at 680 Spring Street, serves the northwest corner of the Reston Town Center TSA. The North Point Fire and Rescue Station 39, located at 1117 Reston Avenue, is adjacent to the Reston community but serves areas outside the TSAs.~~

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

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

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

~~Library~~

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

IMPLEMENTATION

Achieving the Vision for the Reston TSAs will require an implementation approach that is comprehensive, flexible and innovative. A key component to achieving the place-making that is a primary objective of this Plan is utilizing a variety of tools, some only recently used in Fairfax County for the first time.

A number of strategies for implementation of this Plan are identified in this section.

Funding Strategies

Various options exist for funding the multiple public facility needs to support the desired new development in the TSAs. The feasibility of the options listed below or other options that may become available in the future should be assessed and the most appropriate tools should be identified for financing specific portions of the Plan as new and/or improved infrastructure is needed.

- Community Development Authorities (TSA-wide, TOD district level or subdistrict level)
- Tax Increment Financing
- Improvement Districts
- Public-private Partnerships
- Private Partnerships
- County, state and federal funding
- Pro-rata contributions by landowners
- Other forms of borrowing and grants

- Parking fees

Regulatory Framework

Adjustments to current Regulatory tools, including amendments to the Zoning Ordinance, will be needed to implement the type and intensity of new development and to realize the overall urban design goals for the TSAs. In addition, other regulations and documents may need to be updated, such as the county's Capital Improvement Plan, the county's transportation demand management programs and the county's Public Facilities Manual. It may also be necessary to seek legislative authority for new financing or land development strategies.

Public-Private Partnerships

A public-private partnership entails using public funds or activities to foster private investment and development activity that may not otherwise occur. A number of public infrastructure improvements will be needed to implement this Plan and public/private partnerships have proven to be a successful mechanism to help the county advance certain infrastructure projects. By using public investments strategically, Fairfax County can reinforce and leverage private sector investments to achieve the vision for the Reston TSAs.

Private Partnerships

Cooperation among landowners will be necessary to obtain land for public facilities, park and open space, and the grid of streets. These elements are necessary to the successful evolution of the TOD areas from a suburban environment to a more urban one and it will be incumbent on private property owners to contribute to that success.

Phasing

An evolving phasing plan linking future development to specific improvements will ensure that the desired urban infrastructure and public amenities, as well as transportation infrastructure, will occur as growth within the TSAs occurs. The goal of appropriate phasing is to balance projected development with infrastructure and public facility needs over time. Monitoring the approval of and actual construction of new development will ensure that the phasing plan stays current as needs are addressed and new ones identified.

DISTRICT RECOMMENDATIONS

This section of the Plan contains specific recommendations for the districts in the three Reston Transit Station Areas (TSAs) (see Figure 32). Three of the districts are designated as Transit-Oriented Development (TOD) districts given their proximity to the Metrorail station platforms. The other districts are designated as Non-TOD districts and typically will provide locations for existing uses at currently approved and/or planned densities.

The discussion of each T~~ransit Station Area~~ begins with a description of the TSA and a review of the districts and subdistricts in the TSA. Next, the location of the TOD district is described and the vision for the district is articulated. It is followed by a description of the Non-TOD districts in the TSA. Within each district or subdistrict is a paragraph entitled Base Plan, which generally describes the existing and/or approved uses and intensities for the area. Some subdistricts have a section entitled Redevelopment Option. This provides guidance on the land use mix and intensities to achieve the goals discussed in the Areawide Recommendations above.

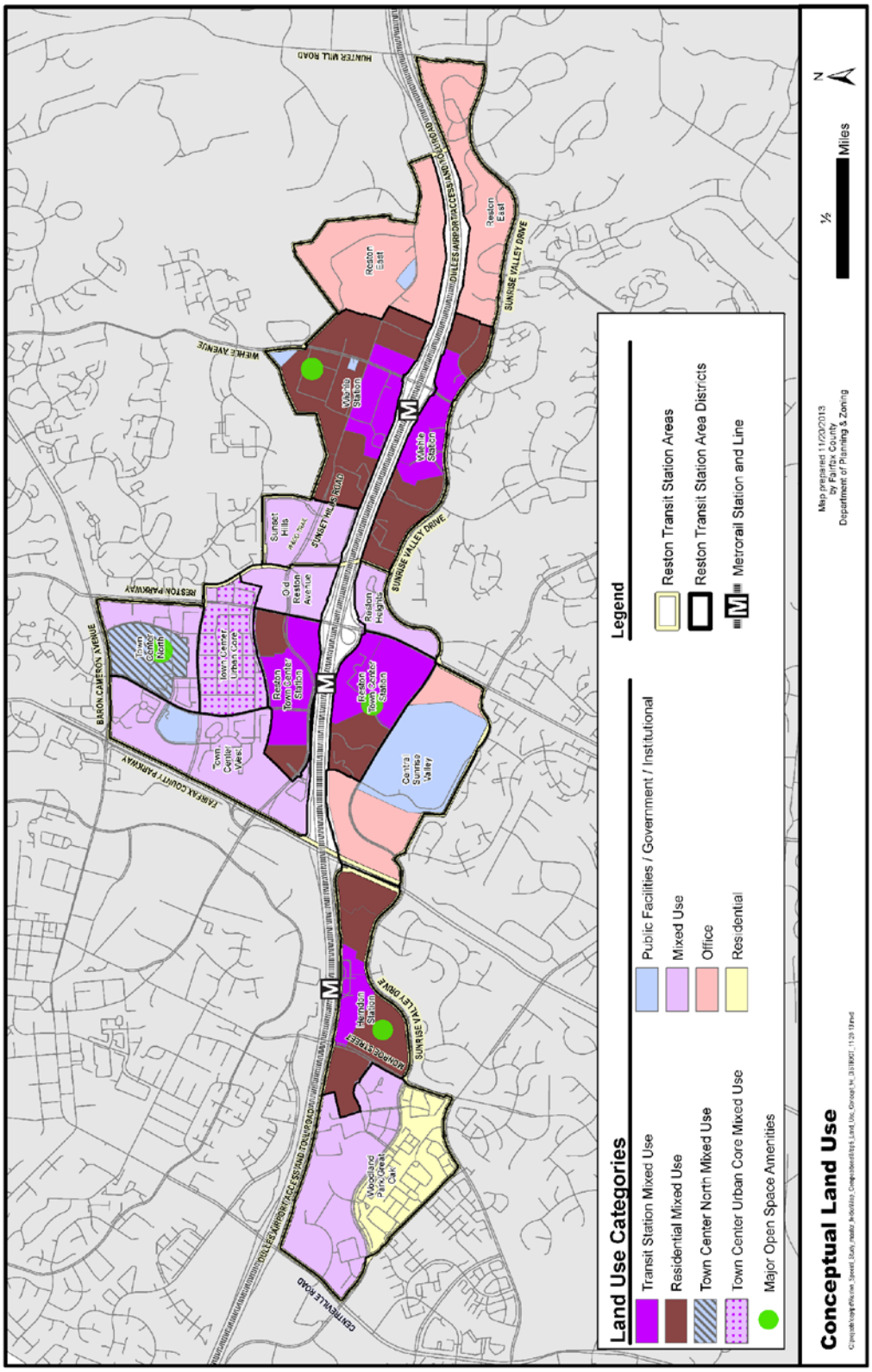


FIGURE 32

TRANSIT STATION DISTRICTS

Local-serving amenities such as urban parks, trails, and public art should be provided throughout all the subdistricts and for all types of development and are guided by the Areawide text on Urban Parks, Recreation Facilities, and Cultural Facilities as well as the Urban Parks Framework in the Policy Plan.

TOD DISTRICT INTENSITY AND MIX OF USES

The TOD districts are planned as shown on the Conceptual Land Use Map (see Figure 12) in the Areawide Recommendations. The planned development intensity and the planned mix of uses for the TOD districts is based on whether an area is planned for the Transit Station Mixed Use or the Residential Mixed Use category.

The Transit Station Mixed Use area is the critical area for establishing the core of a compact, mixed-use, walkable transit-oriented environment and should provide a balanced mix of uses to include 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). The low end of the range is the minimum FAR that will be considered for redevelopment proposals within the Transit Station Mixed Use area. The high end of the range represents the FAR available for redevelopment on the parcels adjacent to the transit station entrance pavilions. Generally, the parcels that are not consolidated with or part of a coordinated development plan with one or more parcels adjacent to the transit station entrance pavilion are planned for the mid-point of the range. However, redevelopment proposals for these parcels with a higher proportion of residential use than office and other non-residential uses may realize an FAR above the mid-point of the range as described below. The Transit Station Mixed Use areas are planned for 50 percent residential and 50 percent non-residential uses.

The Residential Mixed Use area is generally planned for existing and approved office uses, significant new residential uses and new retail and hotel uses. The planned development intensity is provided as a maximum FAR and a maximum number of residential units. These areas are planned for 75 percent residential and 25 percent non-residential uses.

For initial proposals in the TOD areas that include at least two buildings, the percentages in the Conceptual Land Use categories should serve as a guide for individual developments. However, flexibility to adjust the percentages on a case-by-case basis may be considered for some initial proposals to develop or redevelop one building for small parcels in order to further other planning objectives. Once buildings encompassing a true mix of uses have been constructed in the TOD districts, additional flexibility in the mix of uses in a given proposal may be considered for subsequent approvals.

If a property or properties under common ownership that are proposed to be developed under a unified development plan are split between two Conceptual Land Use categories, the development intensity and mix of uses should be based on the proportion of area in each category. However, flexibility in the location of proposed uses may be granted as long as they achieve TOD objectives and contribute to the character recommended for the subject area. The desired balance between uses may not always be achievable, at least on an interim basis, due to market demand or other economic factors. In such cases, appropriate commitments should be required to insure interim development does not alter the character of the TSA and that ultimately the mix of uses will be in place consistent with Plan guidance.

WIEHLE-RESTON EAST TRANSIT STATION AREA

The Wiehle-Reston East Transit Station Area (TSA) is bounded on the north by Hidden Creek Country Club, Lake Fairfax Park and low-density residential neighborhoods to the north of Sunset Hills Road. On the north side of the DAAR, the TSA is bounded on the east by a Virginia Department of Transportation-owned storage facility. On the south side of the DAAR, it is bounded by Hunter Mill Road and to the south it is bounded by Sunrise Valley Drive. On the west and to the north of the DAAR, it is bounded by the Oracle campus and Old Reston Avenue while on the south of the DAAR, it is bounded by the Reston Square development.

Local-serving amenities including plazas, other urban parks, trails, and public art should be provided throughout the districts to serve local leisure and recreation needs. The exact number of urban parks, their sizes and distribution will be determined by the amount and type of new development, in accordance with the Urban Parks Framework in the Policy Plan. Recreational impacts of new development should be offset through provision of recreation facilities on-site or contributions to nearby parks.

As described in the Areawide text on Urban Parks, Recreation Facilities, and Cultural Facilities, athletic field needs will be met through the construction of new fields as well as improvements to existing nearby fields. As a part of this, Areawide Plan guidance establishes a goal of one new full-service athletic field within each TSA. Contributions toward land and improvements sufficient to achieve this goal should be provided with development.

This TSA includes three districts: the Wiehle Station Transit-Oriented Development (TOD) District, the Reston East Non-TOD District and the Sunset Hills Non-TOD District. The Wiehle Station TOD District is further divided into the North Subdistrict and South Subdistrict.

Wiehle Station Transit-Oriented Development (TOD) District

The Wiehle Station TOD District is envisioned to evolve into an educationally-focused urban neighborhood with residential areas that are well-connected to transit via multiple new pedestrian-oriented streets. In the North Subdistrict, these streets are to be anchored by a new "main street," Reston Station Boulevard (as extended), with ground floor retail providing a safe, varied and comfortable pedestrian environment.

The district's retail uses are planned to have more of a local serving (as compared to regional serving) function. In addition, redevelopment should integrate urban parks that are linked by the new street grid to provide places for people of all ages to walk and enjoy outdoor spaces. It should also facilitate multiple links to two important nearby existing recreational amenities in the area, the W&OD trail and Lake Fairfax Park.

Guidance for evaluating development proposals in each subdistrict is contained in the Areawide Recommendations and the following subdistrict recommendations. Redevelopment options are dependent on the degree to which necessary public infrastructure can be provided and Plan objectives and development conditions set forth in the Areawide and subdistrict guidance can be satisfied by development proposals.

North Subdistrict

The North TOD subdistrict is comprised of approximately 193 acres and is bounded by the Hidden Creek Country Club on the north, Lake Fairfax Park on the northeast, the DAAR on the south and the Plaza America shopping center on the west. Sunset Hills Road extends from east to west through the subdistrict with Wiehle Avenue being the primary north-south street, as shown on Figure 33.

Existing development in the area is predominantly suburban office parks housing a variety of office uses (including medical offices, educational uses, specifically Northern Virginia Community College and Marymount University, and banks), and retail and service-oriented uses (including fast food restaurants, childcare facilities and fitness businesses). Reston Fire and Rescue Station 25 is located in this district. Other development includes Reston Station, an approved but as yet unbuilt mixed-use development in the northwest quadrant of the intersection of Wiehle Avenue and the DAAR located on top of a seven-level county-owned and operated transit center and park-and-ride facility with 2,300 spaces for Metro parking.

Base Plan

The subdistrict is planned for office use at .50 FAR or residential use at up to 30 dwelling units per acre.

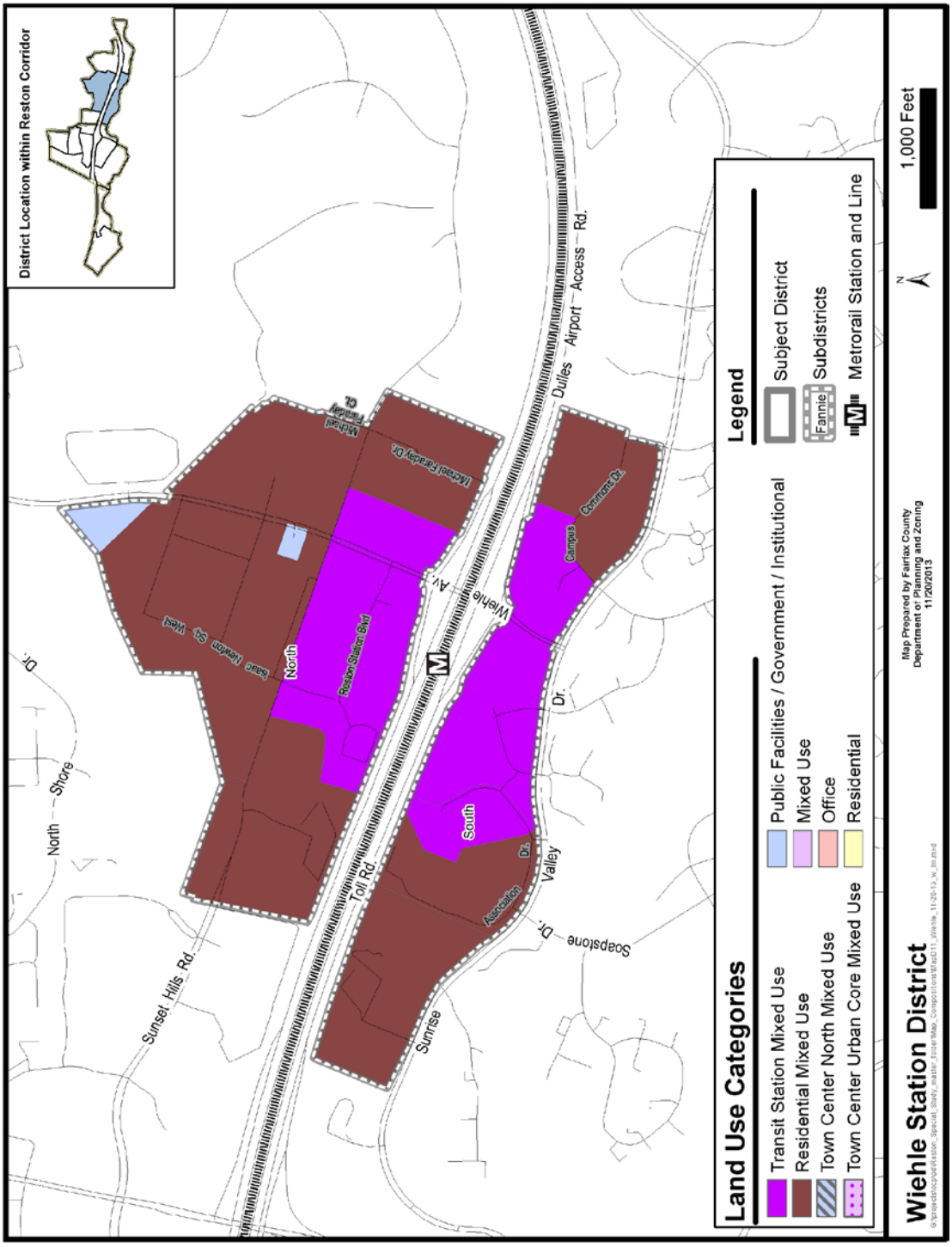
Redevelopment Option

The vision for this subdistrict 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. Residential buildings should front on tree-lined streets and be designed with inviting street level facades. Reston Station Boulevard is expected to be extended west to Plaza American and east across Wiehle Avenue to Michael Faraday Drive. This new street will serve as a "main street" for the subdistrict, supporting a concentration of ground level retail uses and other active uses, including plazas and other open spaces.

Redevelopment proposals that include land to the east of Wiehle Avenue should provide improved pedestrian and bicycle crossings of this street that will increase pedestrian and bicyclists' safety, visibility and convenience. Crossings might include overpasses, underpasses or at-grade crossings. Each of these types of crossings can provide both benefits and drawbacks to creating a more hospitable pedestrian environment and depend upon the particular circumstances of each proposal.

The Transit Station Mixed Use area is planned for intensity within a 2.0 to 3.0 FAR range. The planned zoning target for office development in this area of the subdistrict is 2.4 million square feet of existing, approved and new development. The planned zoning target for residential development is approximately 1,900 residential units. Development proposals should typically provide a mix of 50 percent non-residential use and 50 percent residential use. The approved mix of uses in the Reston Station development and the approved residential use adjacent to Reston Station present a reasonable opportunity to realize the desired Transit Station Mixed Use category mix of 50 percent non-residential uses and 50 percent residential uses. Individual developments may have flexibility to build more office use if other developments are built or rezoned with a use mix that contains proportionally less office. Ground level retail and support service uses are encouraged to add to the vibrancy and enhance the pedestrian environment. Support retail uses should be located in office, hotel or residential buildings and be complementary to other uses with the objective of allowing residents and employees to minimize daily automobile use.

The Residential Mixed Use area is planned for intensity up to 1.5 FAR, with the exception of the Isaac Newton Square area, see guidance below. The area is planned for predominantly residential uses (approximately 4,600 units) with a mix of other uses including office, hotel and supporting retail. Development proposals should typically be 75 percent residential use. The opportunity exists to achieve the Residential Mixed Use goal of 75 percent residential uses for the larger area if Isaac Newton Square redevelops in accordance with Plan guidance.



WIEHLE STATION TRANSIT ORIENTED DEVELOPMENT DISTRICT **FIGURE 33**



Isaac Newton Square entrance on Wiehle Avenue.

Isaac Newton Square is the area bounded by Wiehle Avenue, Sunset Hills Road and Hidden Creek golf course. It is planned for up to 2.0 FAR with a residential and hotel component on the order of 90 percent of new development (approximately 3,200 units of the 4,600 units in the Residential Mixed Use area). In light of the older, very low-density buildings, surface parking lots and undeveloped areas in this business park, a shift to a residential focus for this area can be achieved. Residential buildings should front on tree-lined streets and be designed with inviting street level facades. This area represents an opportunity to create a new residential neighborhood organized around a local-serving park. This area should also be considered as a potential location for an athletic field to meet the need for the TSA. In addition, development along the W&OD trail should be oriented and designed in order to create connections to the park property. This regional asset should be assimilated as much as possible into the development pattern in order to create a more urban fabric for the park property. This would include plazas, greens and other public gathering spaces abutting the park property. Careful attention to design is necessary to maintain safe passage for through trail users and should be coordinated with the Northern Virginia Regional Park Authority.

Individual development may have flexibility to build more than the stated percentages if other developments are built or rezoned with a use mix that maintains these proportions for the area designated as Residential Mixed Use. Ground level retail and support service uses are encouraged to add to the vibrancy and enhance the pedestrian environment. Support retail uses should be located in office, hotel or residential buildings and be complementary to other uses with the objective of allowing residents and employees to minimize daily automobile use.

South Subdistrict

The South TOD subdistrict includes approximately 116 acres and is bounded by the DAAR on the north, Upper Lake Drive on the east, Sunrise Valley on the south and the Reston Heights mixed-use development on the west. Wiehle Avenue is the primary north-south street in the subdistrict, as shown on Figure 33.

Existing development in the area is predominantly suburban office parks housing typical office uses with limited retail and support service uses located on the ground floor of several office buildings. The Association Drive office park is notable in that it consists of ten low-density office buildings built in the 1970s and early 1980s that are owned by various professional associations and represent a prime redevelopment opportunity.

Base Plan

The subdistrict is planned for office use at .35 FAR or residential use at up to 30 dwelling units per acre.

Redevelopment Option

The vision for this subdistrict 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.

Redevelopment proposals that include land to the east of Wiehle Avenue should provide improved pedestrian and bicycle crossings of this street that will increase pedestrian and bicyclists' safety, visibility and convenience. Crossings might include overpasses, underpasses or at-grade crossings. Each of these types of crossings can provide both benefits and drawbacks to creating a more hospitable pedestrian environment and depend upon the particular circumstances of each proposal.

Local-serving amenities including civic plazas, other urban parks, trails, and public art should be provided throughout the subdistrict to serve local leisure and recreation needs. The exact number of urban parks, their sizes and distribution will be determined 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 a particular opportunity to create small, semi-urban scale parks linked by trails and pedestrian facilities planned for the TSA. Opportunities to cluster amenities in nodes along existing natural and stormwater features should be used to form a connected park amenity.

The Transit Station Mixed Use area is planned for intensity within a 1.5 to 2.5 FAR. The planned zoning target for office development in this area of the subdistrict is 1.6 million square feet of existing, approved and new development. The planned zoning target for residential development is approximately 1,500 residential units. Development proposals should typically provide a mix of 50 percent non-residential use and 50 percent residential use. However, the existing amount of office development in Commerce Executive Park and a lack of vacant land in this subdistrict presents a challenge to realizing the desired goal of the Transit Station Mixed Use designation of 50 percent non-residential uses and 50 percent residential uses. Individual developments may have flexibility to build more office use if other developments are built or rezoned with a use mix that contains proportionally less office. Ground level retail and support service uses are encouraged to add to the vibrancy and enhance the pedestrian environment. Support retail uses should be located in office, hotel or residential buildings and be complementary to other uses with the objective of allowing residents and employees to minimize daily automobile use.

The Residential Mixed Use area is planned for intensity up to 1.5 FAR. The area is planned for predominantly residential uses (approximately 1,100 units) with a mix of other uses including office, hotel and supporting retail. Development proposals should typically be 75 percent residential use. The existing dispersed pattern of development and relatively low intensity along Association Drive represents an important opportunity to achieve the goal for Residential Mixed Use designated areas 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 for the Residential Mixed Use category. Ground level retail and support service uses are encouraged to add to the vibrancy and enhance the pedestrian environment. Support retail uses should be located in office, hotel or residential buildings and be complementary to other uses with the objective of allowing residents and employees to minimize daily automobile use.

The Residential Mixed Use area includes parcels along Roland Clarke Place that are zoned Planned Residential Community (PRC) and are designated on the Reston Master Plan as Convention/Conference Center uses. Two of the parcels (Tax Map 17-4((14))(1A)2 and 3) have

an approval for office and retail uses at a 3.55 FAR. A third parcel (Tax Map 17-4((14))(1A)1) has an approval for office and retail uses at 3.02 FAR. Under the Redevelopment Option, they are planned for their approved intensities with a mix of uses to include office, retail, hotel and residential with a minimum of 50 percent of the FAR as residential. The remaining parcels along Roland Clarke Place are planned for office uses at .35 FAR or residential use with support retail at up to 1.0 FAR.

Reston East District

The Reston East District is generally bounded by Lake Fairfax Park on the north, by the Equestrian Park subdivision on the northeast, by a Virginia Department of Transportation-owned parcel and Hunter Mill Road on the east, by Sunrise Valley Drive on the south and by the Michael Faraday Court and the Campus Commons office park on the west, as shown on Figure 34. It consists of approximately 276 acres and is bisected by the DAAR. Development on the north side of the DAAR includes Lake Fairfax Business Center which houses office uses, a data center and large fitness facility; an ice rink and a U.S. Post Office facility. Most of the office buildings on the south side of Sunset Hills Road were built in the 1990s and 2000s. They are between 2-5 stories and are mostly served by surface parking although a few buildings do have structured parking.

Development on the south side of the DAAR consists of office uses located in 2-5 story buildings with support services, most of which have surface parking lots but a few office buildings built in the 1990s and 2000s are served by 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 .50 FAR.

Local-serving amenities including plazas, other urban parks, trails, and public art should be provided throughout the subdistrict to serve local leisure and recreation needs. The exact number of urban parks, their sizes and distribution will be determined 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 a particular opportunity to create small, semi-urban scale parks linked by trails and pedestrian facilities planned for the TSA. Opportunities to cluster amenities in nodes along existing natural and stormwater features should be used to form a connected park amenity.

The northern portion of Michael Faraday Court (parcels identified with Tax Map 18-3((5))6, 7, 8 & 9) has older, low-rise buildings that are potential redevelopment sites and include the Skatequest ice rink, an important private community recreation facility, which should be preserved 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 are consolidated, safe, convenient pedestrian access is provided to the W&OD trail and to the pedestrian network for the TOD district, and the ice rink is a component of the redevelopment.

The westerly portion (Lake Fairfax Business Center) of the approximately 120-acre tract of land north of Sunset Hills Road immediately east of the Reston boundary is considered appropriate for industrial uses provided that:

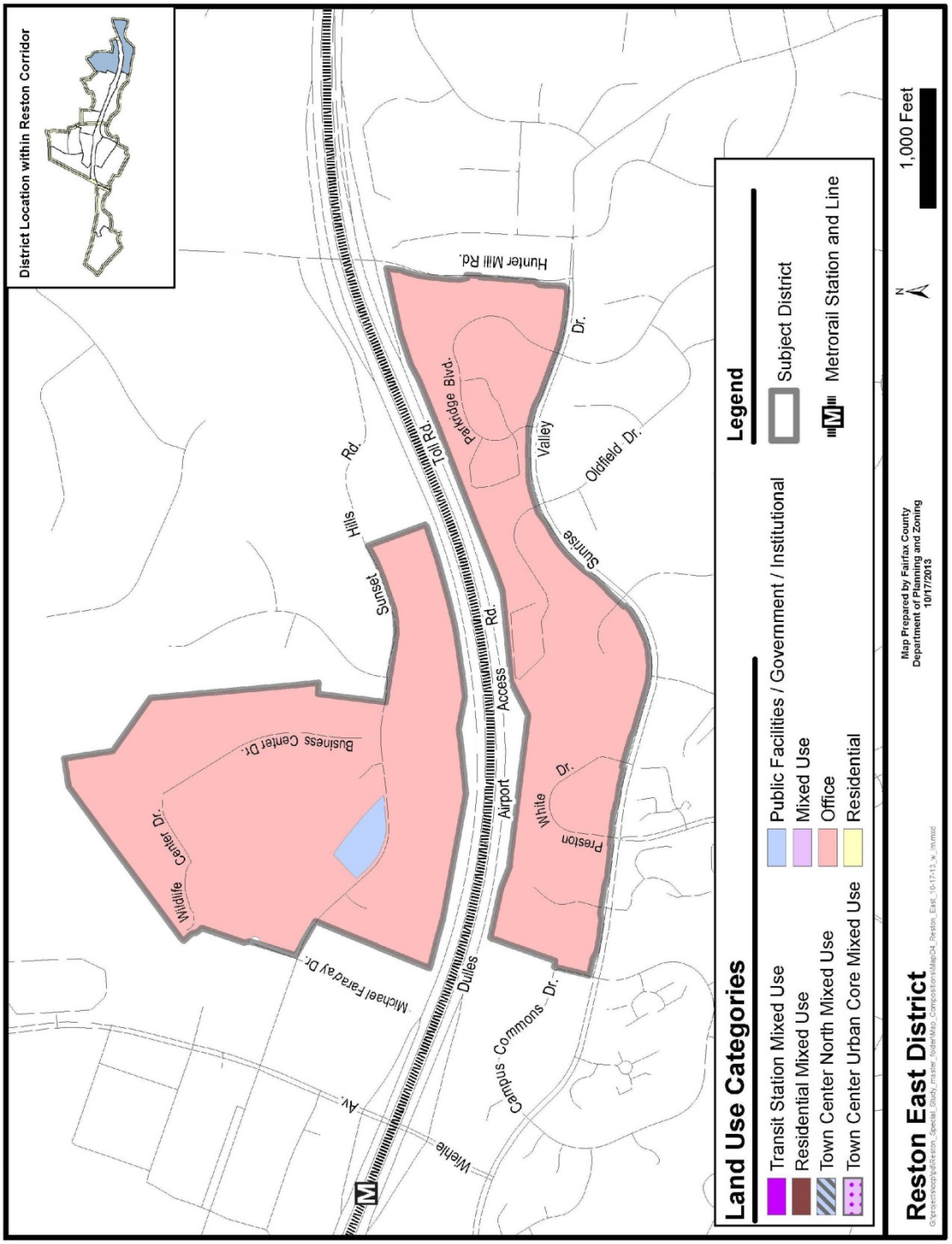


FIGURE 34

RESTON EAST DISTRICT

a. The industrial portion of the 120-acre tract, which is approximately 55 acres in area and located on the western portion of the tract, is planned for medium intensity industrial research and development and similar uses;

b. The approximately 65-acre residential area of the tract (Equestrian Park subdivision) has been developed as residential use at .2-.5 dwelling unit per acre. This residential area ensures that low density residential use is maintained to the east of the industrial area located on the western portion of this tract. This line of demarcation establishes the boundary between industrial and residential use and the current development on both sides of the line is consistent with this intent;

c. The dividing line between the industrial and residential uses should accommodate and follow the swale commencing on the northerly side of the property at its boundary with Lake Fairfax Park and running southerly towards Sunset Hills Road, following the tree line as it approaches Tax Map 18-3((1))0 and continuing towards Sunset Hills Road to the northwesterly corner of Tax Map 18-3((1))10. Tax Map 18-3((1))12B and the eastern portion of 18-3((8))2 and 3 should be retained as a buffer to the low density residential area. The above line of demarcation will establish the boundary between industrial and residential uses by relating the transition and land use to physical features of the land, i.e., the tree line and swale;

d. The applicant should install approved plantings to close the gap, which is approximately 50 feet wide, between the tree line running north from Sunset Hills Road to where it most closely approaches the existing trees and tying into the treed swale running south from Lake Fairfax Park. In the event that such plantings are inconsistent with good site planning and land use as determined in the final site planning of the property, the Reston Community Association and the applicant should work out a suitable compromise;

e. Stringent environmental controls should be applied to the industrial portion of the tract. These include extensive landscaping on Sunset Hills Road, buffering for the residentially planned area to the east, and sedimentation control measures to assure the environmental integrity of Lake Fairfax.

Sunset Hills District

The Sunset Hills District consists of approximately 64 acres and is bounded on the north by residential neighborhoods served by North Shore Drive, on the east by the western edge of Hidden Creek Country Club, on the south by the DAAR and on the west by Old Reston Avenue and the Oracle campus, as shown in Figure 35.

Existing development includes office uses in medium and high-rise buildings (served by structured and surface parking) and retail uses in the Plaza America shopping center, which is served by surface parking. The office development to the north of Sunset Hills Road incorporates open space amenities into its stormwater retention facilities. It includes vacant land that has zoning approval for additional office use.

It is desirable to maintain the 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, should retain the aesthetic elements of its present character from north of the W&OD Trail to the old location of Temporary Road.

This district is planned for mixed use up to .50 FAR or office and retail uses at currently approved development intensities.

Local-serving amenities such as pocket parks, trails, and public art should be provided throughout the district and for all types of development. Local-serving amenities are guided by the Areawide text on Urban Parks, Recreation Facilities, and Cultural Facilities as well as the Urban Parks Framework in the Policy Plan. There may be an additional opportunity to provide an enhanced stormwater park in this district, to cluster amenities around the stormwater features and create a valued recreational and/or cultural asset.

Opportunities to provide small-scale recreational waysides (e.g. seating areas, playgrounds) near the W&OD and in collaboration with NVRPA should be explored.

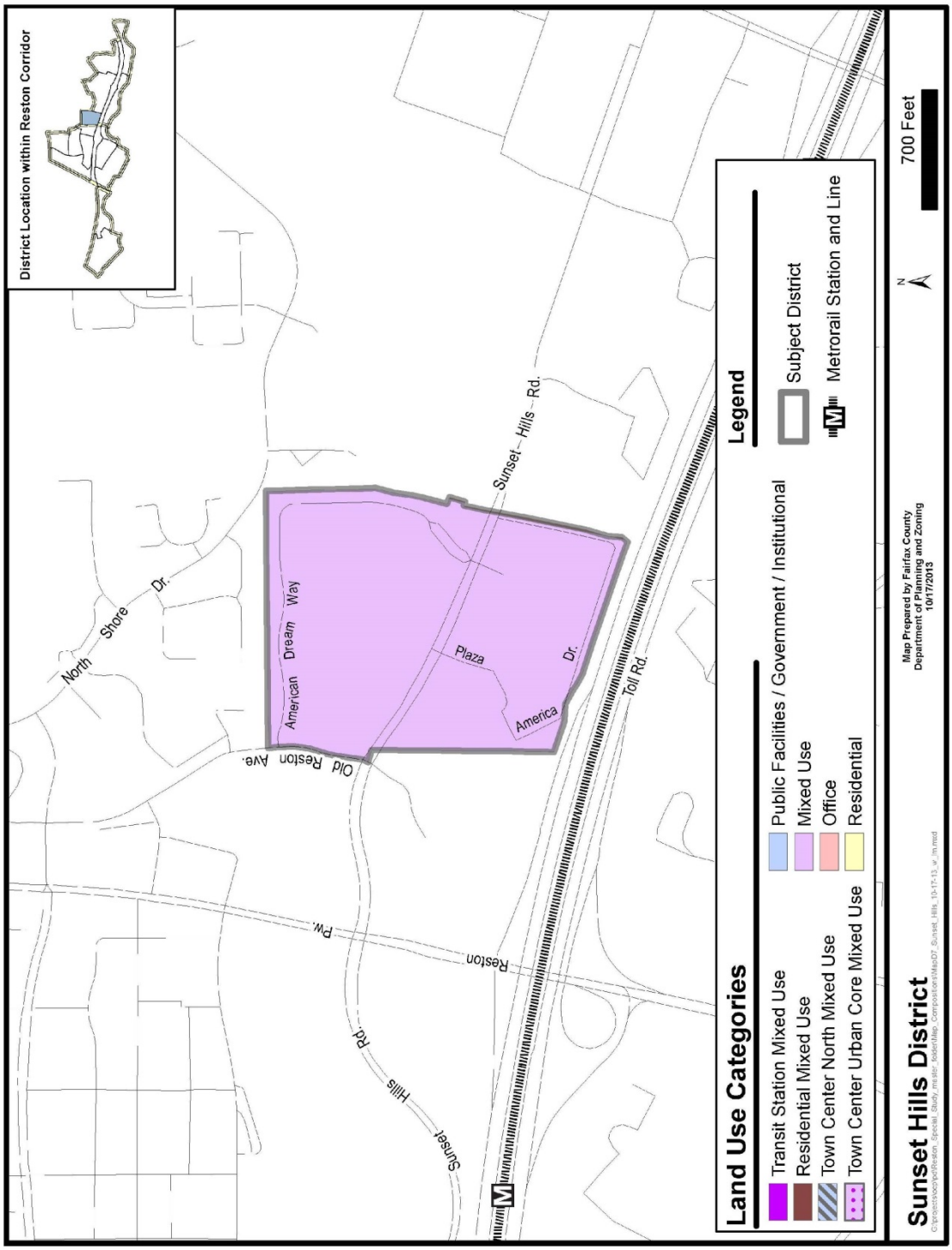
RESTON TOWN CENTER TRANSIT STATION AREA

The Reston Town Center Transit Station Area (TSA) is bounded on the north by Baron Cameron Drive, on the east by Reston Parkway, Old Reston Avenue and the Plaza America office development and development immediately west of Roland Clarke Place. To the south, the TSA is bounded by Sunrise Valley Drive, Reston Parkway, South Lakes Drive, and the residential neighborhoods south of the U.S. Geological Survey property. To the west, it is bounded by Fairfax County Parkway.

This TSA includes the Reston Town Center Station Transit-Oriented Development (TOD) District and six non-TOD Districts, specifically the Town Center Urban Core District, the Town Center North District, the Town Center West District, the Old Reston Avenue District, the Reston Heights District and the Central Sunrise Valley Drive District. The Reston Town Center Station TOD District is further divided into the North Subdistrict and South Subdistrict. The Town Center North District is further divided into the East Fountain Drive Subdistrict and the West Fountain Drive Subdistrict.

Local-serving amenities including plazas, other urban parks, trails, and public art should be provided throughout the districts to serve local leisure and recreation needs. The exact number of urban parks, their sizes and distribution will be determined by the amount and type of new development, in accordance with the Urban Parks Framework in the Policy Plan. Recreational impacts of new development should be offset through provision of recreation facilities on-site or contributions to nearby parks.

As described in the Areawide text on Urban Parks, Recreation Facilities, and Cultural Facilities, athletic field needs will be met through the construction of new fields as well as improvements to existing nearby fields. As a part of this, Areawide Plan guidance establishes a goal of one new full-service athletic field within each TSA. Contributions toward land and improvements sufficient to achieve this goal should be provided with development.



SUNSET HILLS DISTRICT **FIGURE 35**

Reston Town Center Station Transit-Oriented Development (TOD) District

The Reston Town Center Station TOD District is envisioned to complement the existing Reston Town Center urban core with urban neighborhoods that are well-connected to transit via existing streets, which should have facilities added to become more pedestrian-friendly; new pedestrian-oriented streets; and new pedestrian-only connections. These neighborhoods should have a balanced mix of diverse uses including arts and entertainment uses similar to those already found in the Town Center urban core.

The district is divided into two subdistricts, as shown on Figure 36 - the North subdistrict and the South subdistrict. The vision for the North subdistrict is an extension of the Town Center core with a balanced mix of uses to include 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 vision for the South subdistrict is for a new urban neighborhood that complements the development in the North TOD subdistrict but at a lower intensity.

Guidance for evaluating development proposals in each subdistrict is contained in the Areawide Recommendations and the following subdistrict recommendations. Redevelopment options are dependent on the degree to which necessary public infrastructure can be provided and Plan objectives and development conditions set forth in the Areawide and subdistrict guidance can be satisfied by development proposals.

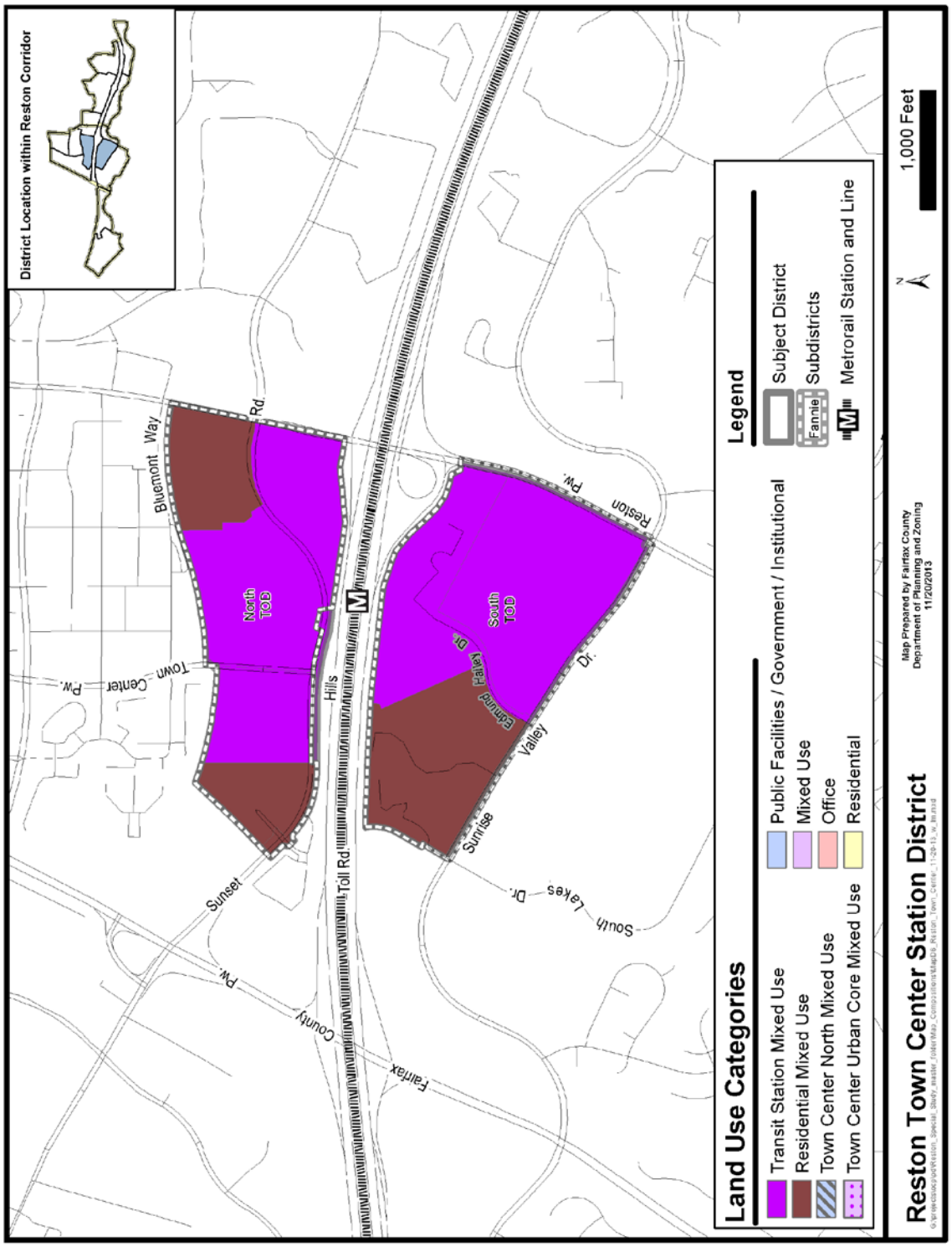
North Subdistrict

The North subdistrict is comprised of approximately 88 acres and is bounded by the W&OD trail on the north, Reston Parkway on the east, the DAAR on the south and the YMCA property on the west. Sunset Hills Road extends from east to west through the subdistrict with Reston Parkway and Town Center Parkway being the primary north-south streets. The subdistrict is strategically located between Reston Town Center urban core and the Reston Town Center Metro station.

Existing development includes several suburban office parks at intensities from .30 to .80 FAR located in buildings from 2-5 stories and served by both surface and structured parking. Other uses include an extended stay hotel, several restaurants and a vacant parcel that is currently being used as temporary surface parking lot.

Base Plan

The subdistrict is planned for a variety of uses, including office retail, residential and community-serving uses, at approved intensities of between .70 and 1.0 FAR or residential use at up to 30 dwelling units per acre.



RESTON TOWN CENTER TRANSIT-ORIENTED DEVELOPMENT DISTRICT **FIGURE 36**

Redevelopment Option

The vision for this subdistrict is for substantial redevelopment at higher intensities in predominantly mid- to high-rise buildings with more diverse land uses than currently exist and a wider array of support services. Redevelopment should create a series of urban plazas and parks to provide gathering places for people of all ages to enjoy festivals and community events.

Local-serving amenities including plazas, other urban parks, trails, and public art should be provided throughout the subdistrict to serve local leisure and recreation needs. The exact number of urban parks, their sizes and distribution will be determined by the amount and type of new development, in accordance with the Urban Parks Framework in the Policy Plan. 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 NVRPA should be explored.

The Transit Station Mixed Use area is planned for intensity within a 3.0 to 4.0 FAR range. The planned zoning target for office development in this area of the subdistrict is 3 million square feet of existing, approved and new development. The planned zoning target for residential development is approximately 2,600 residential units. Development proposals should typically provide a mix of 50 percent non-residential use and 50 percent residential use. The availability of vacant land in close proximity to the Metro station in this subdistrict 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. Individual developments may have flexibility to build more office use if other developments are built or rezoned with a use mix that contains proportionally less office. Ground level retail and support service uses are encouraged to add to the vibrancy and enhance the pedestrian environment. Support retail uses should be located in office, hotel or residential buildings and be complementary to other uses with the objective of allowing residents and employees to minimize daily automobile use. Development should be organized around a large, signature community gathering space near the station entrance.

The Residential Mixed Use area in the North TOD subdistrict is bounded on the north by the W&OD trail and is planned for residential uses up to 1.5 FAR (approximately 500 units). Development proposals should typically be 75 percent residential use. The low density retail development with surface parking located along the western boundary of the subdistrict presents an opportunity for new residential development. 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. Support retail uses should be located in office, hotel or residential buildings and be complementary to other uses with the objective of allowing residents and employees to minimize daily automobile use.

South Subdistrict

The South TOD subdistrict is comprised of approximately 107 acres and is bounded by the DAAR on the north, by Reston Parkway on the east, by 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.

Base Plan

The subdistrict is planned for office use at .50 FAR or residential use at up to 30 dwelling units per acre.

Redevelopment Option

The vision for this subdistrict 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. Residential buildings should front on tree-lined streets and be designed with inviting street level facades. A larger-scale district serving park that includes cultural and recreational amenities should be located within this subdistrict to provide outdoor spaces, places to be active, and areas to enjoy community events. This park will serve as a gathering space and may include a concentration of ground level retail uses along its perimeter.

Local-serving amenities including plazas, other urban parks, trails, and public art should be provided throughout the subdistrict to serve local leisure and recreation needs. The exact number of urban parks, their sizes and distribution will be determined 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 a particular opportunity to create small, semi-urban scale parks linked by trails and pedestrian facilities planned for the TSA. Opportunities to cluster amenities in nodes along existing natural and stormwater features should be used to form a connected park amenity.

The Transit Station Mixed Use area is planned for intensity within a 2.0 to 3.0 FAR range. The planned zoning target for office development in this area of the subdistrict is 2.4 million square feet of existing, approved and new development. The planned zoning target for residential development is approximately 3,000 residential units. Development proposals should typically provide a mix of 50 percent non-residential use and 50 percent residential use. The existing development pattern, the presence of surface parking lots and availability of vacant land within close proximity to the Metro station present an opportunity to realize the desired mix for Transit Station Mixed Use areas of 50 percent non-residential uses and 50 percent residential uses. Individual developments may have flexibility to build more office use if other developments are built or rezoned with a use mix that contains proportionally less office. Ground level retail and support service uses are encouraged to add to the vibrancy and enhance the pedestrian environment. Support retail uses should be located in office, hotel or residential buildings and be complementary to other uses with the objective of allowing residents and employees to minimize daily automobile use.

The Residential Mixed Use area in the South TOD subdistrict 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. Development proposals should typically be 75 percent residential use. The amount and location of current office buildings in this area designated as the Residential Mixed Use category present a challenge to achieve the goal of 75 percent residential uses. However, individual development may have flexibility in the stated mix 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. Support retail uses should be located in office, hotel or residential buildings and be complementary to other uses with the objective of allowing residents and employees to minimize daily automobile use.

Town Center Urban Core District

The Town Center Urban Core subdistrict is comprised of approximately 87 acres and 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 as shown on Figure 37.

Existing development includes the Reston Town Center, which has office, residential, retail and hotel uses. It also has an central plaza which serves as a significant community gathering place and an urban park which provides important green space and a location for active and passive recreation. On the east side of Reston Parkway is Stratford House, a multi-family residential community with a high-rise building and three low-rise buildings, is located on the east side of Reston Parkway and a three-story office building at the intersection of Temporary Road.

The part of the district to the west of Reston 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 .95 FAR for commercial uses. Residential uses do not have a maximum density. The part of the district to the east of Reston Parkway is planned for residential and/or hotel uses. The Stratford House development is planned for its currently approved density. The parcel with the three-story office building located at the corner of Reston Parkway and Temporary Road is planned for redevelopment to a development intensity that will result in a new building at a similar scale to the high-rise building in the Stratford House development. This is planned to be realized by a residential use at up to a 3.0 FAR or a hotel use up to a 2.5 FAR.

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 NVRPA should be explored.

Town Center North District

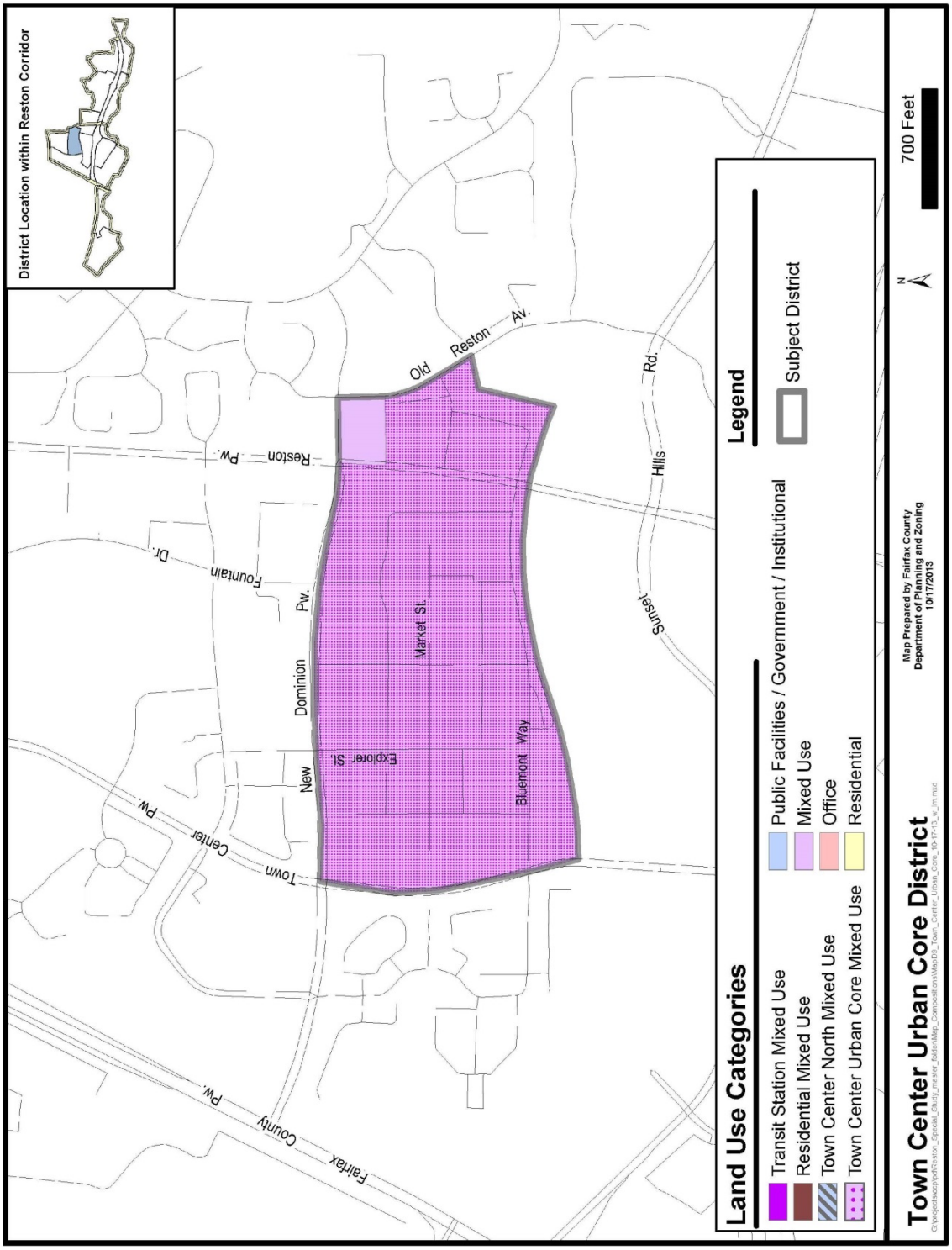
The vision for the Town Center North District is as an extension of the Town Center Urban Core with a significant civic presence at a lower overall intensity and a tapering of height from south to north and east to west. This new urban neighborhood should have a grid of pedestrian-oriented streets that connect to the maximum extent possible with existing and planned streets.

The district is divided into two subdistricts: the West Fountain Drive subdistrict and the East Fountain Drive subdistrict, as shown on Figure 38.

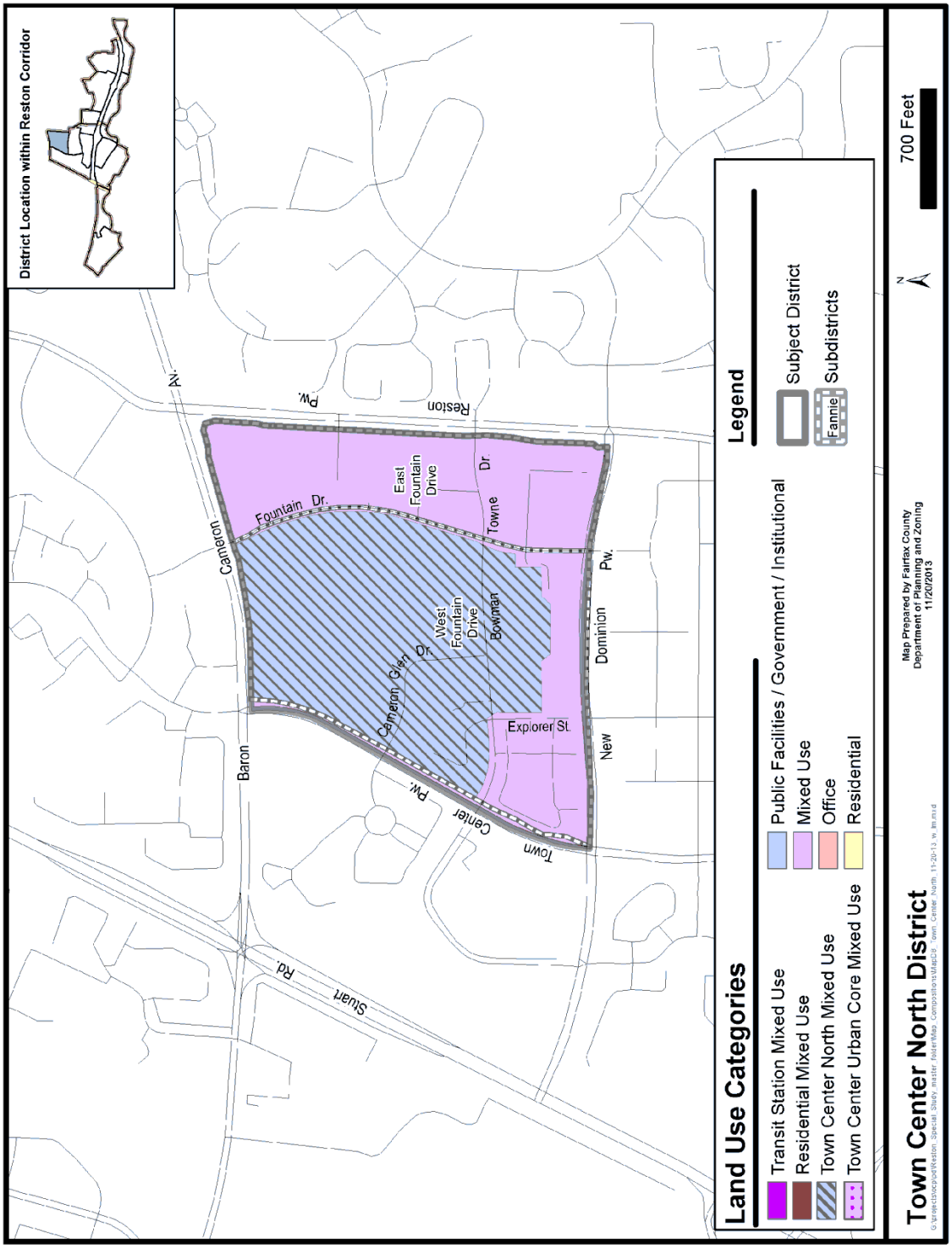
West Fountain Drive Subdistrict

The West Fountain Drive subdistrict is comprised of approximately 66 acres. The vision for this subdistrict is for significant redevelopment within the Town Center North Mixed Use area, as shown in Figure 38, 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. A major urban park and community-gathering space should be located in the center of the subdistrict and a key design feature in organizing the layout of the subdistrict.

A preliminary concept with potential street grid and central green space is shown on Figure 39. This concept fosters the creation of several urban blocks that will form a logical extension of



TOWN CENTER URBAN CORE DISTRICT **FIGURE 37**



TOWN CENTER NORTH DISTRICT **FIGURE 38**

the development pattern established in the Town Center. Residential buildings should front on tree-lined streets and be designed with inviting street level facades.

The subdistrict includes a broad variety of county and institutional uses. Civic uses including a regional library, the North County Governmental Center (the Supervisor's offices and local police station), the Embry Rucker Shelter, a human services office building, a 30-unit townhouse development and a 5 acre public park. Other private uses include two residential uses - a low rise condominium along Taliesin Place in the southwest corner of the subdistrict and the Paramount, a high rise condominium in the southeast quadrant of the subdistrict - a child care center, a rehabilitation center, an assisted living facility and medical offices.

The Town Center North Mixed Use area includes all of the land bounded by Baron Cameron Avenue on the north, Fountain Drive on the east and Town Center Parkway on the west. This area also includes three parcels to the south of Bowman Towne Drive where the Embry Rucker Shelter and Reston Regional Library are located, as well as Tax Map 17-1((17)) 5A, a small vacant parcel in the southwest corner of Fountain Drive and Bowman Towne Drive.

The Town Center North Mixed Use area is planned for up to a .90 FAR for non-residential uses, which should include office, public, institutional, medical care, hotel, and retail uses, and a minimum of 1,000 residential units. The public uses may include public safety uses, libraries, shelters, schools, a recreation center, government offices, a performing arts center, and institutions of higher education. Some of the existing residential uses may maintain their current use, density and character.

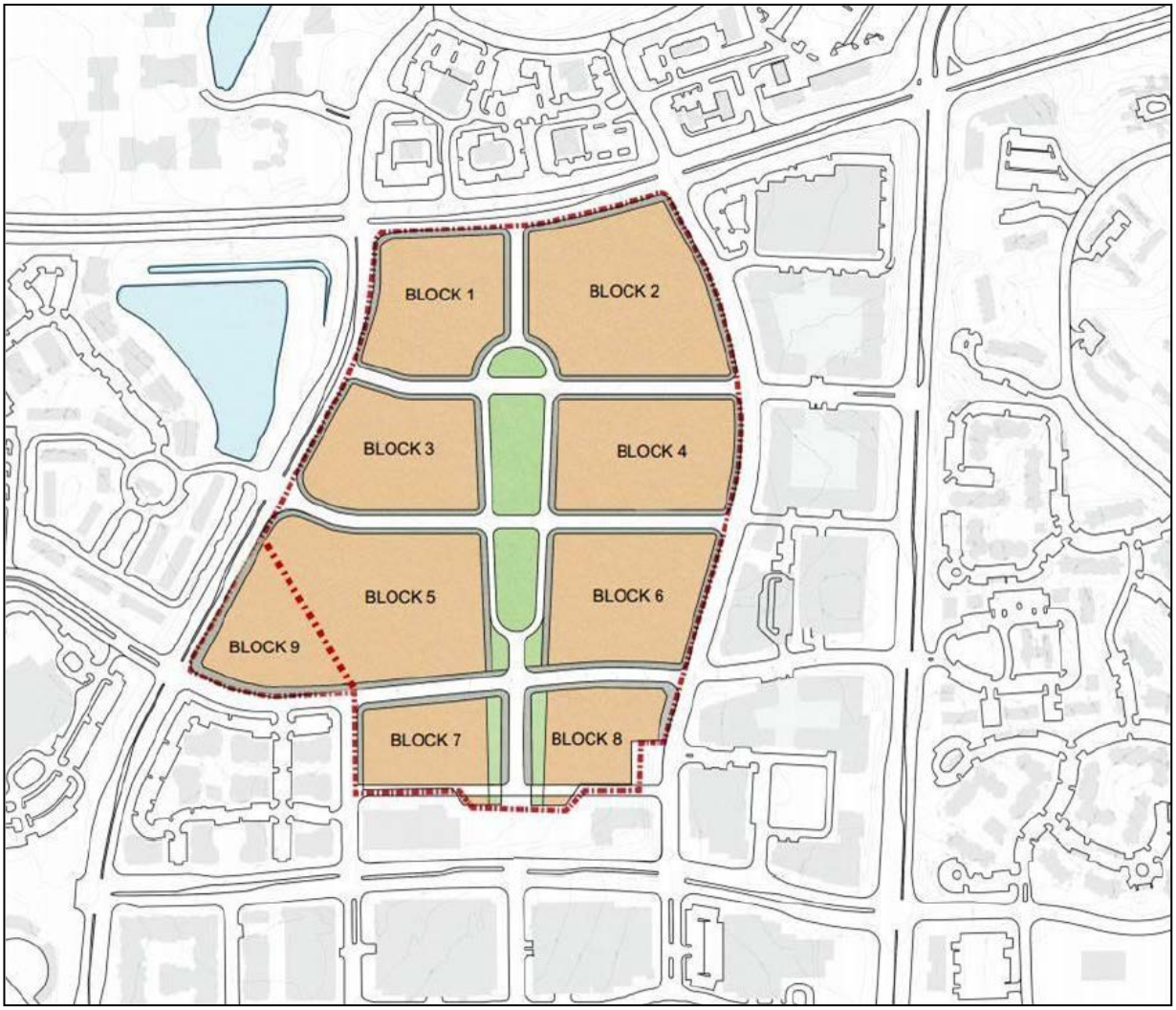
The undeveloped parcel south of the Reston Regional Library and the Winwood Children's Center should be considered for redevelopment only if consolidated with either or both of the adjacent parcels on which the library and shelter are located.

Local-serving amenities including plazas, other urban parks, trails, and public art should be provided throughout the subdistrict to serve local leisure and recreation needs. The exact number of urban parks, their sizes and distribution will be determined by the amount and type of new development, in accordance with the Urban Parks Framework in the Policy Plan.

East Fountain Drive Subdistrict

This subdistrict is approximately 29 acres and comprised of a 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 and with a diverse mix of land uses, including office, hotel, retail and residential uses.

The subdistrict is planned for approved uses and development intensities. Two new developments are proposed for this sub-district. The Spectrum development is approved for a mix of uses to include office, residential, and retail at an approved intensity of .67 FAR. The office tower replacing the Town Center Office Building is approved for a mix of uses to include office, retail and/or eating establishments at an approved intensity of 4.08 FAR.



CONCEPT FOR TOWN CENTER NORTH MIXED USE AREA **FIGURE 39**

Local-serving amenities including plazas, other urban parks, trails, and public art should be provided throughout the subdistrict to serve local leisure and recreation needs. The exact number of urban parks, their sizes and distribution will be determined by the amount and type of new development, in accordance with the Urban Parks Framework in the Policy Plan.

Town Center West District

The Town Center West District consists of approximately 163 acres and is bounded on the north by Baron Cameron Avenue, on the east by Town Center Parkway, on the south by the DAAR and on the west by Fairfax County Parkway, as shown on Figure 40. It is planned for and developed with a diversity of uses including townhouses and multi-family housing, the Reston Hospital Center and associated medical office buildings, a YMCA facility, a Reston Association storage facility and a Target store. The district is planned to maintain existing character, uses and development intensities (.50-1.0 FAR).

Local-serving amenities including urban parks, trails, and public art should be provided throughout the subdistrict to serve local leisure and recreation needs. The exact number of urban parks, their sizes and distribution will be determined by the amount and type of new development, in accordance with the Urban Parks Framework in the Policy Plan.

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 NVRPA should be explored.

Old Reston Avenue District

The Old Reston Avenue District is comprised of approximately 44 acres and is bounded on the northwest by the Stratford House residential community, Old Reston Avenue on the east, the DAAR on the south and Reston Parkway on the west, as shown on Figure 41.

Existing development includes office uses in medium and high-rise buildings (served by structured and surface parking), free-standing auto-oriented retail 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 mixed use up to .50 FAR or office and retail uses at currently approved development intensities, or with respect to Tax Map 17-4 ((1)) 1 office and/or residential uses up to .64 FAR. Sunset Hills, also known as the A. Smith Bowman House (Tax Map 17-4((1))1), should be preserved, its present exterior retained and new buildings should be sensitively sited in relationship to the house. Other scenic assets and natural features such as the pond and gazebo should be preserved as much as possible. The Oracle campus to the east of Reston Parkway is planned for office and residential uses at an already approved intensity of 1.11 FAR.

Local-serving amenities such as pocket parks, trails, and public art should be provided throughout the district and for all types of development. Local-serving amenities are guided by the Areawide text on Urban Parks, Recreation Facilities, and Cultural Facilities as well as the Urban Parks Framework in the Policy Plan. There may be an additional opportunity to provide an enhanced stormwater park in this district, to cluster amenities around the stormwater features and create a valued recreational and/or cultural asset.

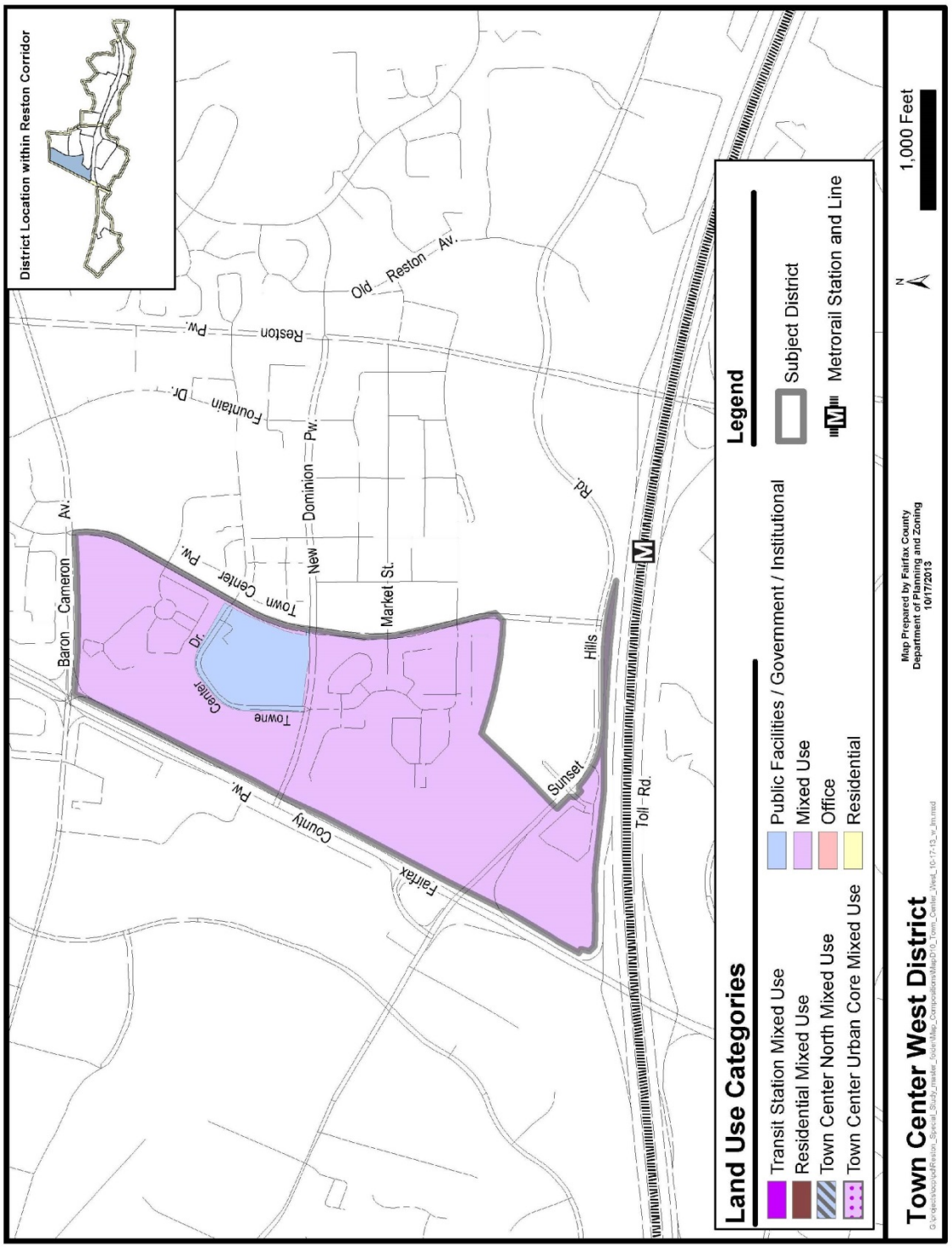
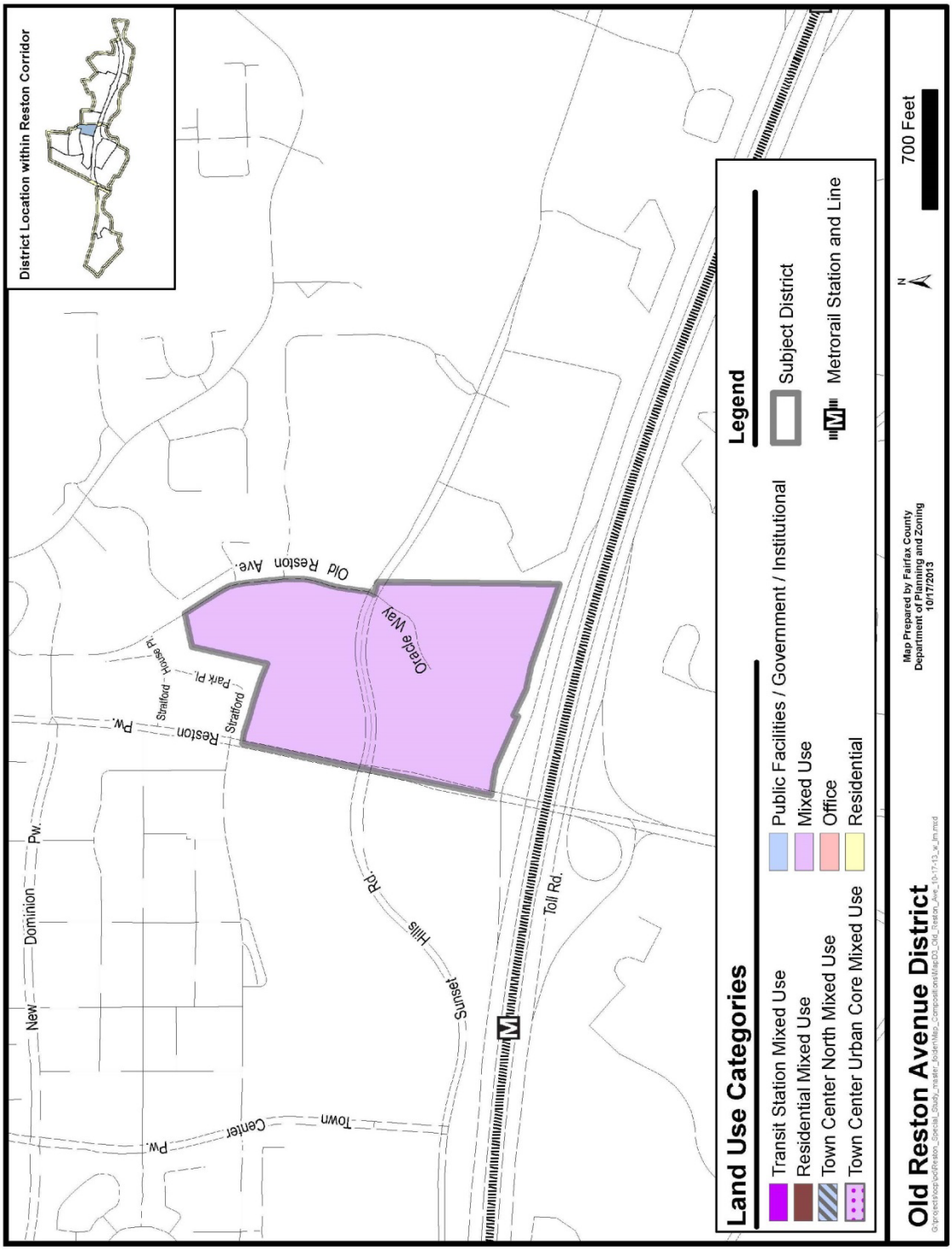


FIGURE 40

TOWN CENTER WEST DISTRICT



OLD RESTON AVENUE DISTRICT **FIGURE 41**

Opportunities to provide small-scale recreational waysides (e.g. seating areas, playgrounds) near the W&OD and in collaboration with NVRPA should be explored.

Reston Heights District

The Reston Heights District consists of approximately 35 acres and is bounded on the north by the DAAR, on the east by development along Roland Clarke Place, on the south by SunriseValley Drive and on the west by Reston Parkway, as shown on Figure 42. Existing development includes the Reston International Center and the surrounding Reston Heights mixed-use development and the Reston Sheraton and the adjacent Reston Square mixed-use development. Other uses include a mix of retail and office uses in a low density commercial area oriented toward Sunrise Valley Drive. The Reston Heights development that includes the Reston International Center is approved for a mix of uses to include office, residential, and retail uses at an approved intensity of 2.8 FAR. The Reston Square development is approved for a mixed use development including office, residential, hotel and retail at a 1.07 FAR and has largely been built as approved.

The district is planned for existing and approved uses and development intensities.

Central Sunrise Valley District

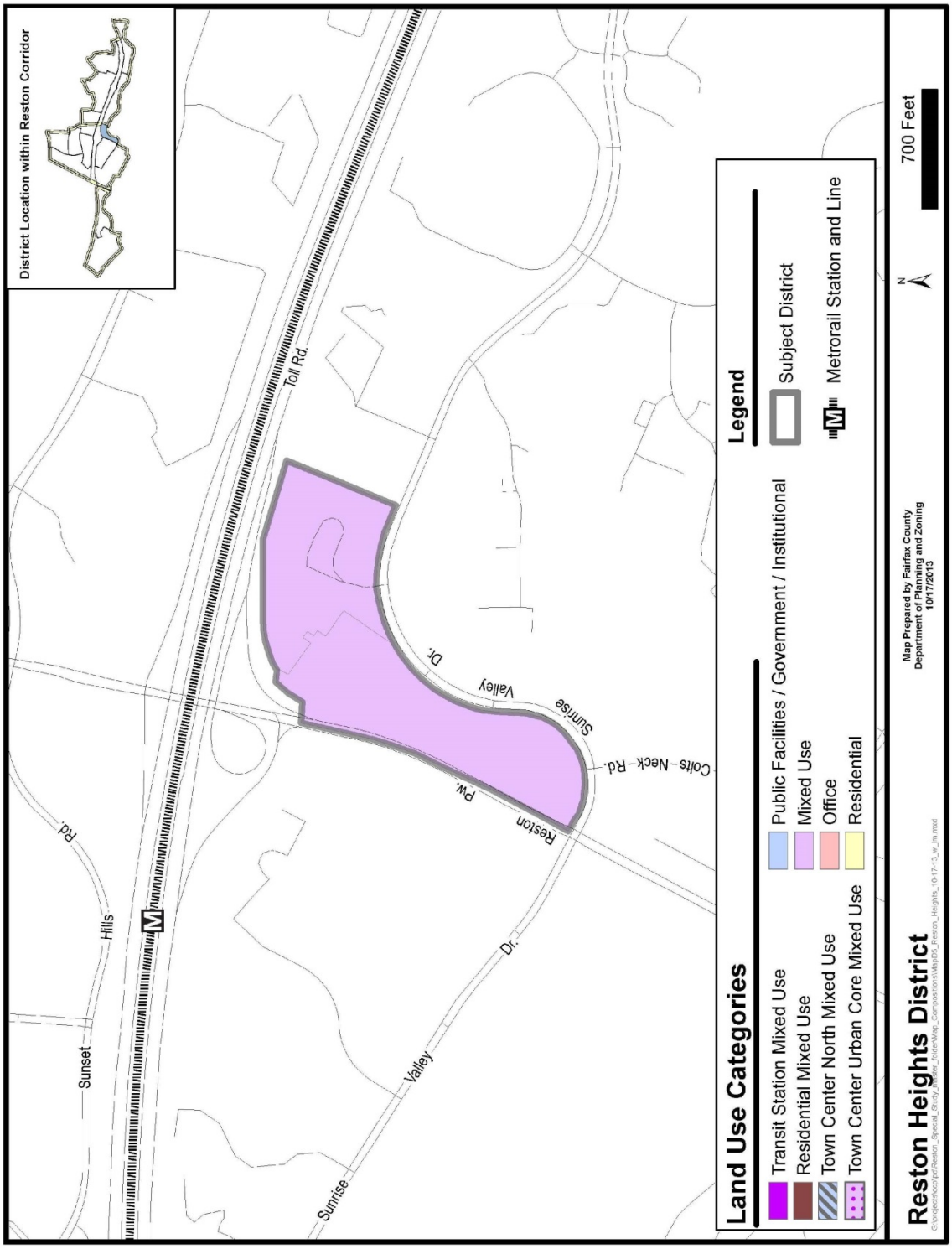
The Central Sunrise Valley District includes 205 acres and is generally bounded by the DAAR on the north, Edmund Halley Drive on the east, South Lakes Road on the south and the Fairfax County Parkway on the west, as shown on Figure 43.

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 .35 FAR, while office use up to .50 FAR is appropriate for the balance of the district. For the area within ½ mile of the Reston Town Center station platform, residential use up to 30 dwelling units per acre is appropriate.

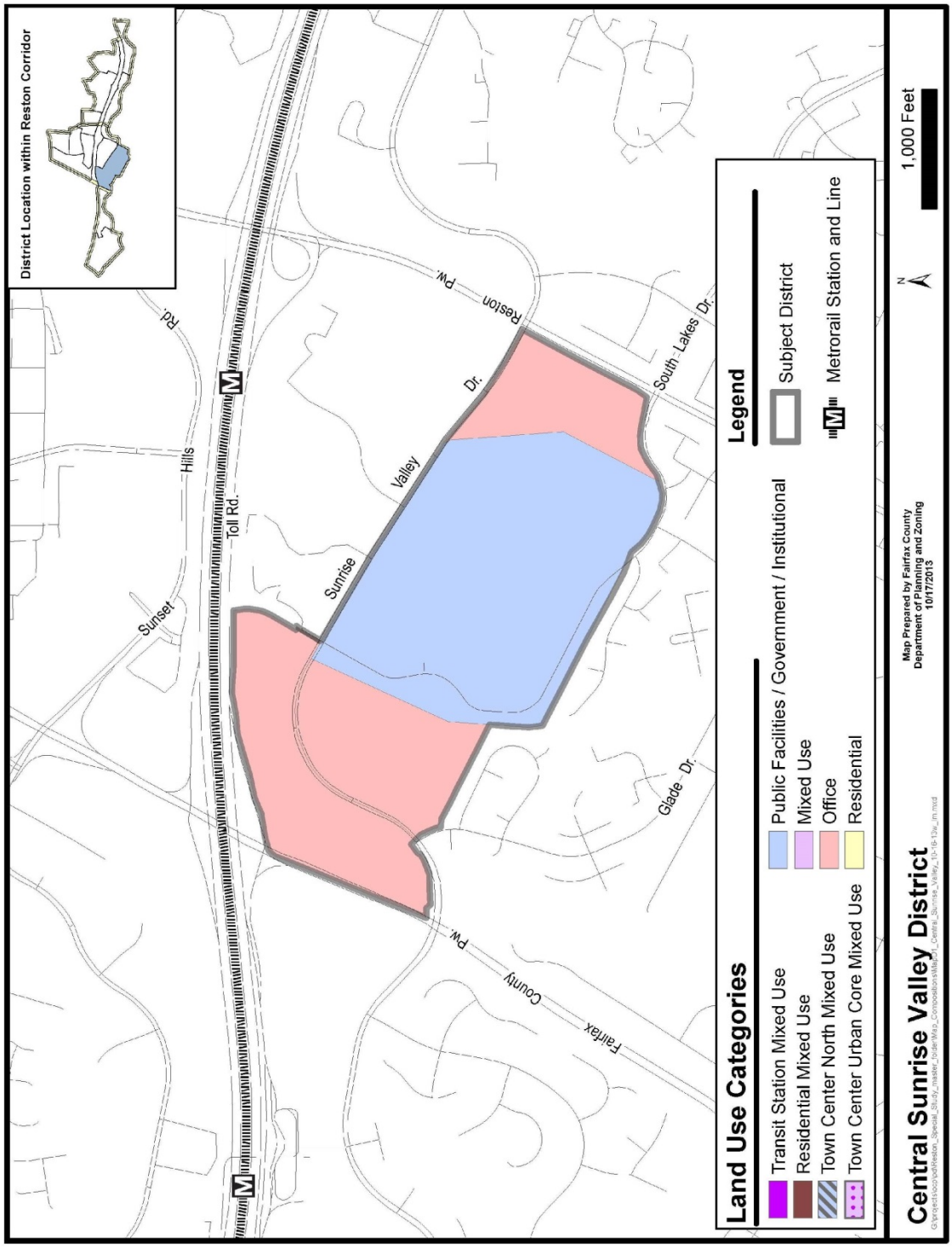
This district should be considered as a potential location for a future urban elementary school. The USGS site in particular should be evaluated for this use. At such time as the need for a second elementary school has been identified by Fairfax County Public Schools, this district should be re-evaluated for the possibility of additional development potential.

Local-serving amenities including plazas, other urban parks, trails, and public art should be provided throughout the subdistrict to serve local leisure and recreation needs. The exact number of urban parks, their sizes and distribution will be determined 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 a particular opportunity to create small, semi-urban scale parks linked by trails and pedestrian facilities planned for the TSA. Opportunities to cluster amenities in nodes along existing natural and stormwater features should be used to form a connected park amenity.



RESTON HEIGHTS DISTRICT **FIGURE 42**



CENTRAL SUNRISE VALLEY DISTRICT **FIGURE 43**

HERNDON TRANSIT STATION AREA

The Herndon Transit Station Area (TSA) is bounded on the north by the DAAR, on the east by Fairfax County Parkway, on the south by Sunrise Valley Drive, Frying Pan Road and Fox Mill Road, and on the west by Centreville Road.

Local-serving amenities including plazas, other urban parks, trails, and public art should be provided throughout the districts to serve local leisure and recreation needs. The exact number of urban parks, their sizes and distribution will be determined by the amount and type of new development, in accordance with the Urban Parks Framework in the Policy Plan. Recreational impacts of new development should be offset through provision of recreation facilities on-site or contributions to nearby parks.

The existing Sunrise Valley Wetlands ~~Nature Park~~ provides a particular opportunity to link a ~~publicly accessible~~ natural habitat by trails and pedestrian facilities planned for the TSA to other small semi-urban scale parks along Sunrise Valley Drive in a connected park amenity.

As described in the Areawide text on Urban Parks, Recreation Facilities, and Cultural Facilities, athletic field needs will be met through the construction of new fields as well as improvements to existing nearby fields. As a part of this, Areawide Plan guidance establishes a goal of one new full-service athletic field within each TSA. Contributions toward land and improvements sufficient to achieve this goal should be provided with development.

This TSA includes the Herndon Transit-Oriented Development (TOD) Station District and the Woodland Park/Great Oak District.

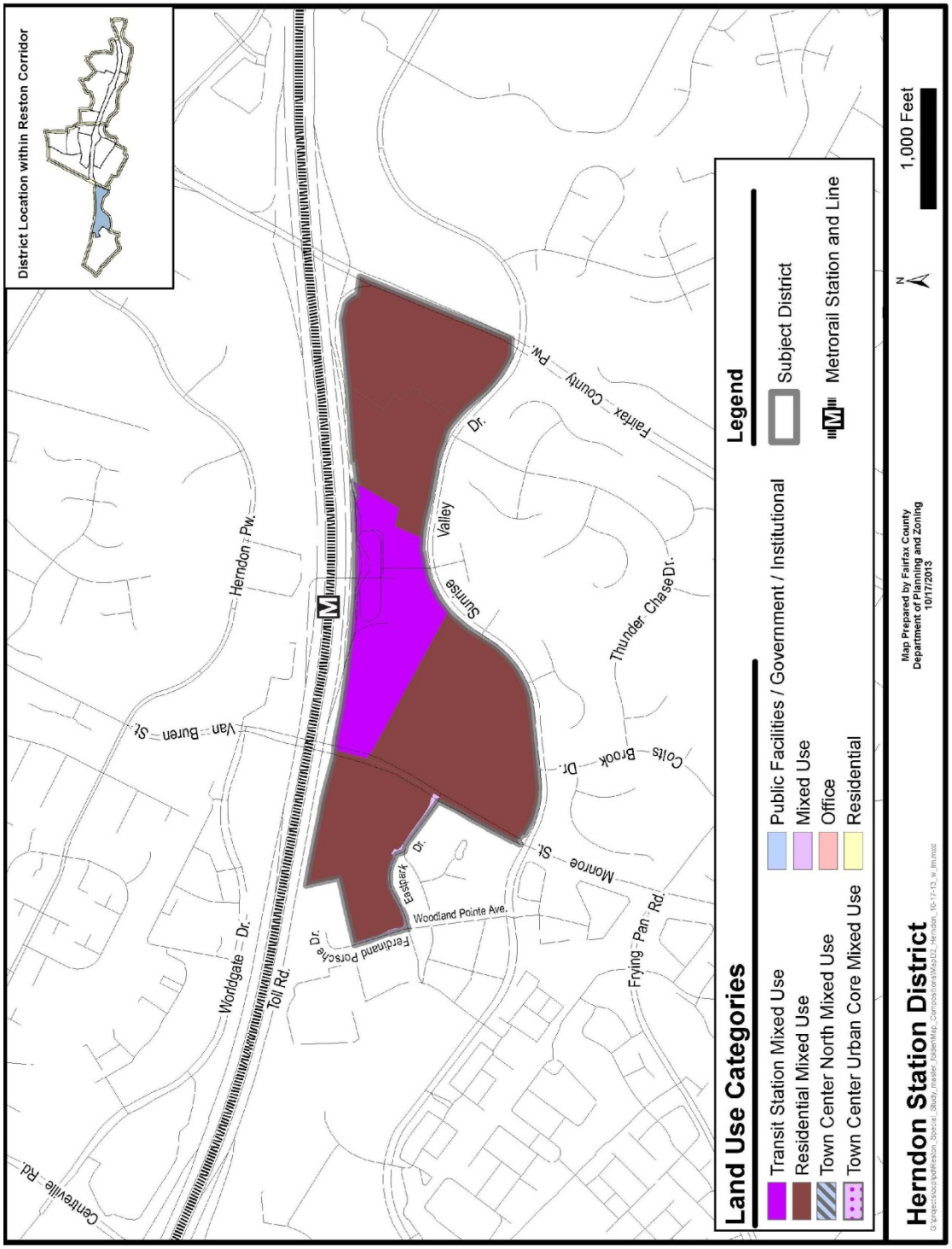
Herndon Station Transit-Oriented Development (TOD) District

The vision of the Herndon Station TOD District is for a moderate intensity urban neighborhood with a mix of uses including office, residential, and hotel, together with support retail and services, adjacent to a district-defining natural resource amenity. In addition, redevelopment should create pedestrian-friendly connections to one or more smaller urban 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 in each district is contained in the Areawide Recommendations and the following district and subdistrict recommendations. Redevelopment options are dependent on the degree to which necessary public infrastructure can be provided and Plan objectives and development conditions set forth in the Areawide and subdistrict guidance can be satisfied by development proposals.

The Herndon Station District is comprised of approximately 126 acres and is generally bounded by the DAAR on the north, the Fairfax County Parkway on the east, Sunrise Valley Drive on the south and the Woodland Park office development on the west, as shown on Figure 44. Monroe Street is the primary north-south street in the district.

Existing development in the district is a combination of low rise suburban office buildings with surface parking and mid-rise office buildings with structured parking. The Herndon Park-and-Ride facility is located adjacent to the planned transit station platform. The four-level county-owned and operated transit center (for Fairfax Connector bus service) and park-and-ride facility has 1,700 spaces and will be expanded to provide 3,500 spaces for Metro parking. The



HERNDON STATION TRANSIT-ORIENTED DEVELOPMENT DISTRICT **FIGURE 44**

Sunrise Valley Wetland ~~Park Wildlife Habitat and Nature Preserve~~ is an approximately 14 acre man-made ~~publicly accessible~~ wetland area in the district with a notable diversity of wildlife and a boardwalk facility that crosses the wetland. In addition, there is an approximately 21 acre vacant parcel in the northeastern corner of the Woodland Park mixed-use development along Monroe Street.

Base Plan

The subdistrict is planned for office use at .50 FAR or residential use at up to 30 dwelling units per acre. The parcel at the eastern end of Woodland Park is planned for mixed-use development up to .70 FAR and has an approved rezoning for approximately 1 million square feet of office use.

Redevelopment Option

The vision for this district is for redevelopment at higher intensities with more diverse land uses than currently exist and a wider array of support services.

Local-serving amenities including plazas, other urban parks, trails, and public art should be provided throughout the subdistrict to serve local leisure and recreation needs. The exact number of urban parks, their sizes and distribution will be determined 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. The planned zoning target for office development in this area of the subdistrict is 2.1 million square feet of existing, approved and new development. The planned zoning target for residential development is approximately 2,000 residential units. Development proposals should typically provide a mix of 50 percent non-residential use and 50 percent residential use. The availability of vacant land within close proximity 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. Individual developments may have flexibility to build more office use if other developments are built or rezoned with a use mix that contains proportionally less office. Ground level retail and support service uses are encouraged to add to the vibrancy and enhance the pedestrian environment. Support retail uses should be located in office, hotel or residential buildings and be complementary to other uses with the objective of allowing residents and employees to minimize daily automobile use.

The Residential Mixed Use area is planned for intensity up to 1.5 FAR (approximately 2,700 units). The area is planned for predominantly residential uses with a mix of other uses including office, hotel and supporting retail. In addition, the wetlands area should be preserved. 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. Support retail uses should be located in office, hotel or residential buildings and be complementary to other uses with the objective of allowing residents and employees to minimize daily automobile use.

Woodland Park/Great Oak District

The vision of the Woodland Park/Great Oak District is to maintain the character, uses and intensities/densities of existing development.

Woodland Park Subdistrict

The Woodland Park development consists of approximately 163 acres and is bounded by the DAAR on the north, Monroe Street on the east, Sunrise Valley Drive on the south and Centreville Road on the west, as shown on Figure 45. It is planned and developed as a major mixed-use development up to .70 FAR, with office, retail, hotel and residential uses. This area along the DAAR has high visibility and is appropriate for high quality development including corporate headquarters, hotels and office buildings. Mixed-use developments should create a viable, quality living environment with active recreation facilities and other amenities for residents. Residential development should be sited away from the DAAR and towards Sunrise Valley Drive. Support retail and service uses are appropriate in office, hotel or residential buildings.

Pedestrian connections throughout the area and to transit facilities should be provided. Clustering of buildings in a transit friendly design is encouraged, whereby development that is built prior to rail service can be clustered on a portion of the area so as not to preclude additional buildings and intensity in the future when rail is extended to this area. The overall design should seek to concentrate open space, to the extent possible, into common areas such as urban parks and plazas to provide visual focus and attractive outdoor spaces for residents and employees.

Local-serving amenities including plazas, other urban parks, trails, and public art should be provided throughout the subdistrict to serve local leisure and recreation needs. The exact number of urban parks, their sizes and distribution will be determined by the amount and type of new development, in accordance with the Urban Parks Framework in the Policy Plan.

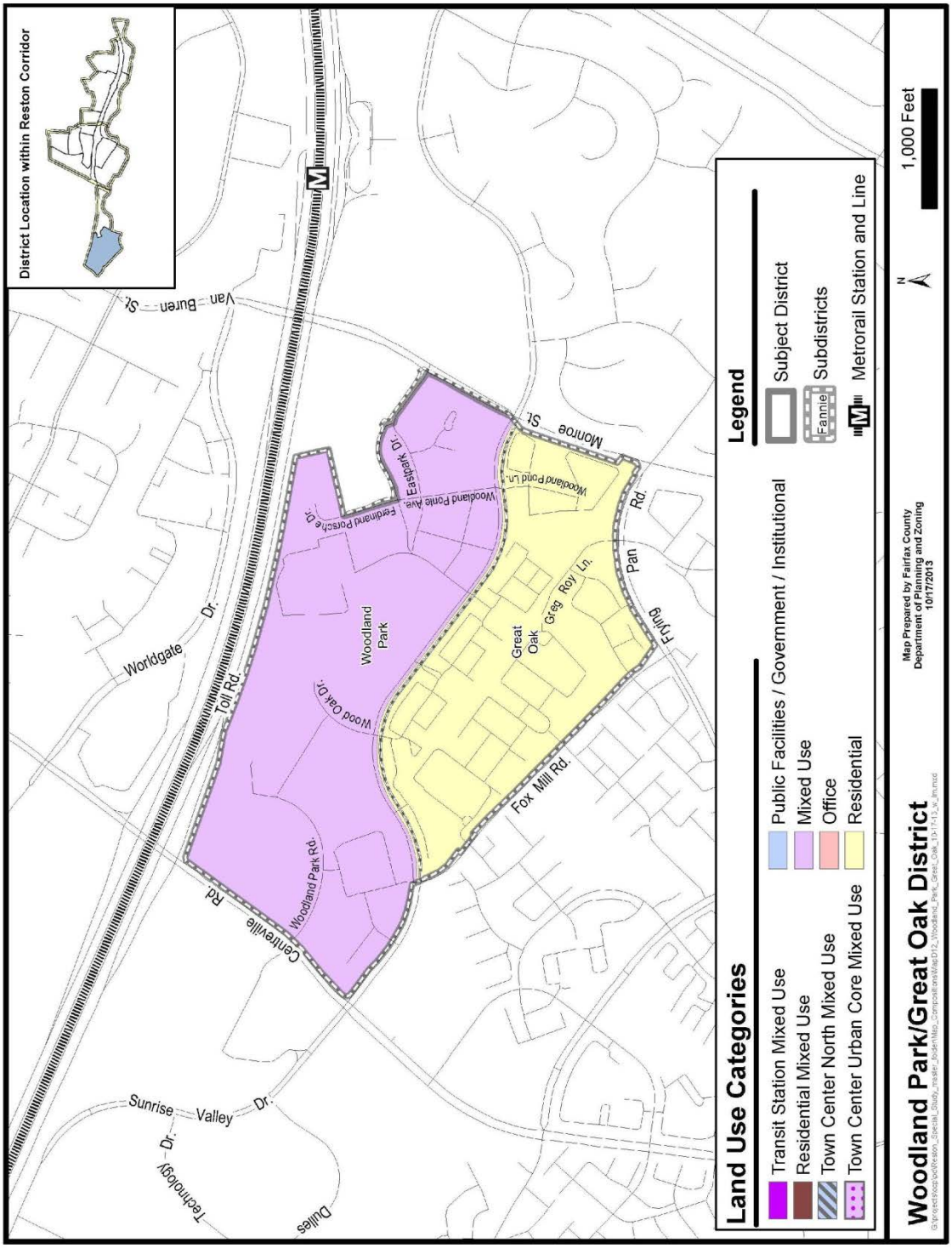
Specifically, development in Woodland Park should incorporate recreational amenities for employees and residents, such as walking/jogging paths, exercise stations, and multi-use courts that are appropriate to the mix of potential users and their needs. The development of this area should incorporate a vehicular circulation network that is appropriate to the type and intensity of the ultimate uses and the pattern of subdivision.

Existing manmade and natural features in the vicinity of Sunrise Valley Drive provide a particular opportunity to create small, semi-urban scale parks linked by trails and pedestrian facilities planned for the TSA. Opportunities to cluster amenities in nodes along existing natural and stormwater features should be used to form a connected park amenity.

Great Oak Subdistrict

The area south of Sunrise Valley Drive includes approximately 99 acres and is bounded by Monroe Street on the east and Fox Mill Road on the south and west. The subdistrict, composed of 100 percent residential uses, includes the Great Oak subdivision, a development of townhouses and single family homes; the Woodland Park Apartments; and the Fox Mill Station condominiums. This area was previously zoned for industrial use and planned for office use with options for residential use to provide housing to complement the office uses in Woodland Park and to add to the diversity of housing types in this area.

As this area has been developed according to the residential Plan options, it is now planned for residential uses at the approved densities to maintain its existing character."

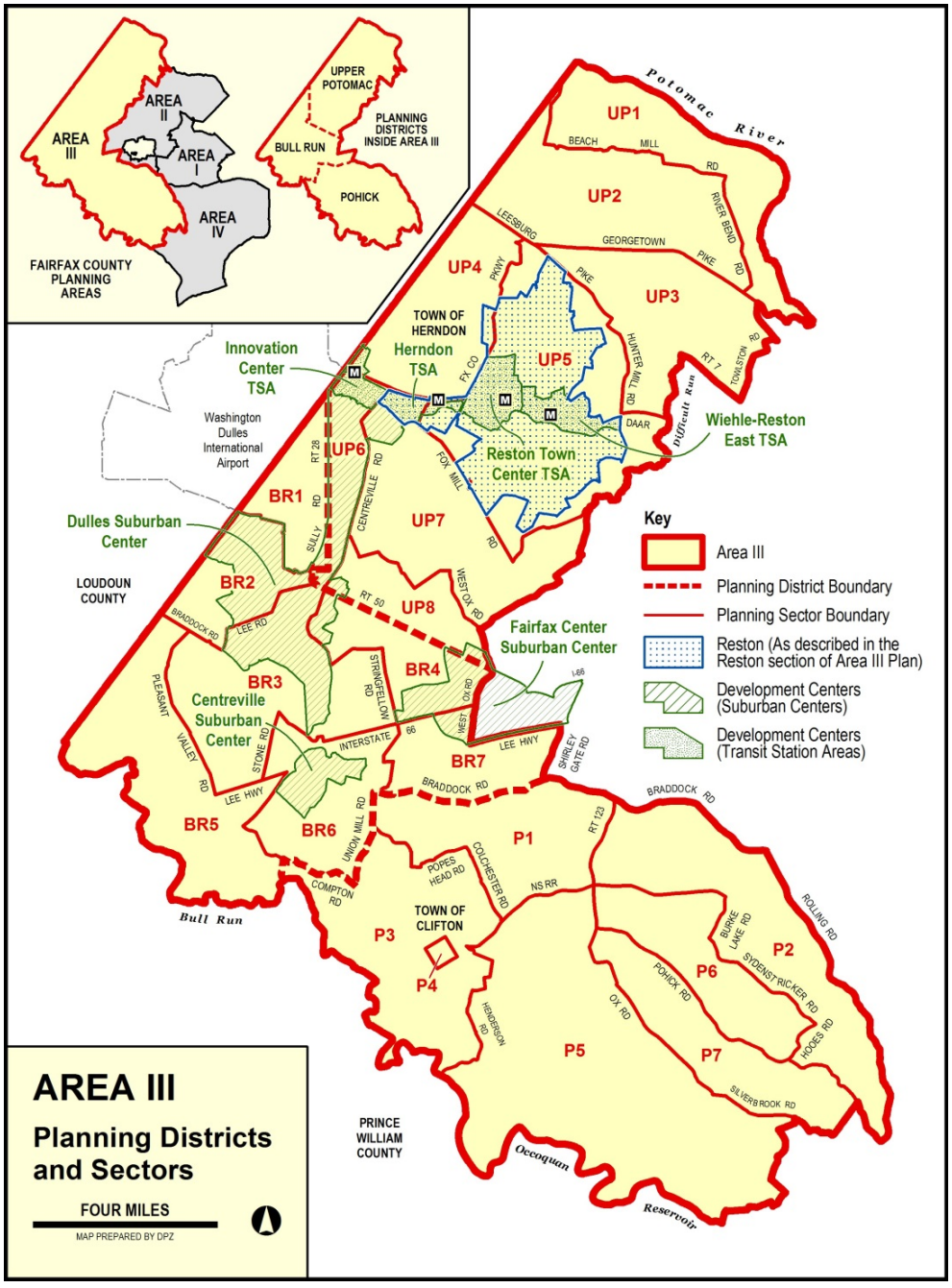


WOODLAND PARK/GREAT OAK DISTRICT **FIGURE 45**

ADOPTED CHANGES TO THE AREA III PLAN OVERVIEW

MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area Plan Overview, Area III, as amended through 3-24-2015; Introduction, Figure 1, "Area III Planning Districts and Sectors," page 2:

Rename "Reston-Herndon Suburban Center" to reflect designation of Reston Transit Station Areas.



ADOPTED CHANGES TO THE UPPER POTOMAC PLANNING DISTRICT

MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Upper Potomac Planning District, as amended through 12-2-2014; Overview, page 1:

"UPPER POTOMAC PLANNING DISTRICT OVERVIEW

. . .

The Greater Herndon, West Ox, and Greater Reston Community Planning Sectors contain concentrations of office, industrial and commercial development, surrounded by residential development. The Innovation Center Transit Station Area is located in the Greater Herndon Community Planning Sector, and the Reston Transit Station Areas are in the within Reston, which encompasses the Woodland Park section of the West Ox Community Planning Sector as well as the Greater Reston Community Planning Sector. The Sully Community Planning Sector is located entirely within the Dulles Suburban Center and is partially developed with office, industrial and commercial development, with large vacant areas. The portion of the West Ox Community Planning Sector outside of Woodland Park, and the Lee-Jackson Community Planning Sectors are is characterized by suburban neighborhood development in the western areas in the vicinity of Chantilly, and low density residential development in the eastern area where the headwaters of the Difficult Run Watershed are located. . . . "

MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Upper Potomac Planning District, as amended through 12-2-2014; Overview, page 1:

"The county has adopted a sewer service area map which defines areas where public sewer is planned to be permitted. Several planning sectors in the Upper Potomac Planning District, including Riverfront, Springvale, and Hickory, Greater Reston and West Ox, have areas that are outside the Approved Sewer Service Area. . . ."

MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Upper Potomac Planning District, as amended through 12-2-2014; Overview, page 3:

"The Reston Transit Station Areas are recommended in the Concept for Future Development for a mixture of office, retail and residential uses, with ancillary institutional uses. These areas are addressed within the Reston Plan."

MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Upper Potomac Planning District, as amended through 12-2-2014; Overview, Public Facilities, page 24, Figure 7 "Upper Potomac Planning District Existing Public Facilities," as follows:

"UP5	Aldrin, Armstrong, Crossfield, Dogwood, Forest Edge, Hunters Woods, Lake Anne, Sunrise Valley, Terraset Elem., Hughes Middle, South Lakes High, ~~Baron Cameron Site~~	Reston Regional	Reston Government Center, Reston Fire Station Co. 25, Reston District Police Station, North Point Fire Station Co. 39, North County Juvenile Court Probation Services	Northwest Center for Community Mental Health, Alcohol and Drug Services Adult Outpatient, Alcohol and Drug Services - Stonegate, ACCESS, Reston Teen Center, Reston/Herndon Senior Center, Embry Rucker Community Shelter (Reston)	Recycling Drop-off Centers (2), FCWA Reston Pumping Station	Wiehle Avenue <u>East Metro</u> Park-&-Ride, Herndon-Monroe Park-&-Ride, Reston Town Center Transit Center, *Va. State Highway Maintenance Facility"

MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Upper Potomac Planning District, as amended through 12-2-2014; Overview, Public Facilities, page 25:

"1. If warranted, consider the development of a fire and rescue mini-station to serve the north Great Falls area. (UP1, UP2)

2. Implement the Regional Stormwater Management Plan by providing necessary stormwater detention ponds in this district.

3. Provide the necessary improvements to the Corbalis Water Treatment Plant on land currently owned at the Authority's plant site to meet current and future needs. (UP4)

4. Construct a new elementary school in Sector UP7.

5. Construct additional public transit facilities including park-and-ride lots at the southeastern quadrant of the Dulles Airport Access Road and Monroe Street, at Reston East and at Lawyers Road and Reston Parkway. Construct a transit center in Reston at the Reston Town Center. In addition, preserve the potential for rail destination stations at the following locations: Dulles Toll Road just west of the Reston Parkway<u>, Dulles Toll Road at the Herndon-Monroe Park & Ride,</u> and Dulles Toll Road at the Center for Innovative Technology (CIT). (UP5)

6. Fire facilities and equipment at the Herndon Fire Station should be kept adequate to meet increasing demand for fire and emergency protection. (UP4)

7. Provide an additional 2.5 million gallon ground water storage tank at the county Water Authority's Penderwood Water Storage Tanks II site on West Ox Road near Waples Mill Road. (UP7)

8. Provide two adult day health care centers, one in the Reston-Herndon vicinity and one in Chantilly. (UP8)

9. Provide a District Public Health Center in the Centreville/Chantilly area. (UP8)

10. Provide a five-acre site for Crossroads, an intensive drug and alcohol treatment program. In addition to treating clients, this facility will also house children of clients.

11. Expand the Reston Regional Library in Sector UP5 consistent with the Policy Plan standards for regional libraries. As an alternative to expansion, a new library can be incorporated into development within the Reston Town Center North District of the Reston Transit Station Areas (TSA), or another location within the TSAs (UP5).

12. Provide any necessary improvements to FCWA's Riverside Manor Water System to meet future regulations (UP2).

13. Provide additional finished water transmission facilities between the Corbalis Water Treatment Plant and The Fox Mill Storage and Pumping Facilities (UP5, UP7).

14. Provide additional finished water transmission facilities between Lawyers Road and Vale Road along the Fox Mill corridor (UP5, UP7).

15. Provide additional finished water transmission facilities along the Route 50 corridor between Rugby Road and Stringfellow Road (UP8).

16. Explore possible sites for a Great Falls Community Center. (UP1, UP2, and UP3).

17. Provide one new elementary school, potentially in the Town Center North District of the Reston Transit Station Areas (UP5).

18. Provide one new elementary school, potentially in the Central Sunrise Valley District of the Reston Transit Station Areas (UP5).

19. Provide one new middle school west of Reston, potentially in the Dulles Suburban Center's Land Unit A (UP6).

20. Provide one new high school west of Reston, potentially in the Dulles Suburban Center's Land Unit A (UP6).

21. Provide one new Fire and Rescue station, potentially in the Town Center North District of the Reston Transit Station Areas (UP5).

22. Provide vehicular access to the rear of the Reston Fire and Rescue station to improve safety and traffic flow along Wiehle Avenue (UP5)."

MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Upper Potomac Planning District, as amended through 12-2-2014; Overview, Parks and Recreation, page 26:

"The Difficult Run, Little Difficult Run, and Sugarland Run stream valley system, which traverses the entire district from south to north, contains environmentally sensitive natural resources and cultural resources. A variety of resource protection mechanisms, including acquisition of conservation/open space, scenic, and historic preservation easements, land dedication and purchase by the county should be utilized to protect identified resources not currently in public ownershipage The intrusion of non-recreational development should be restricted and the impacts of offsite development should be mitigated.

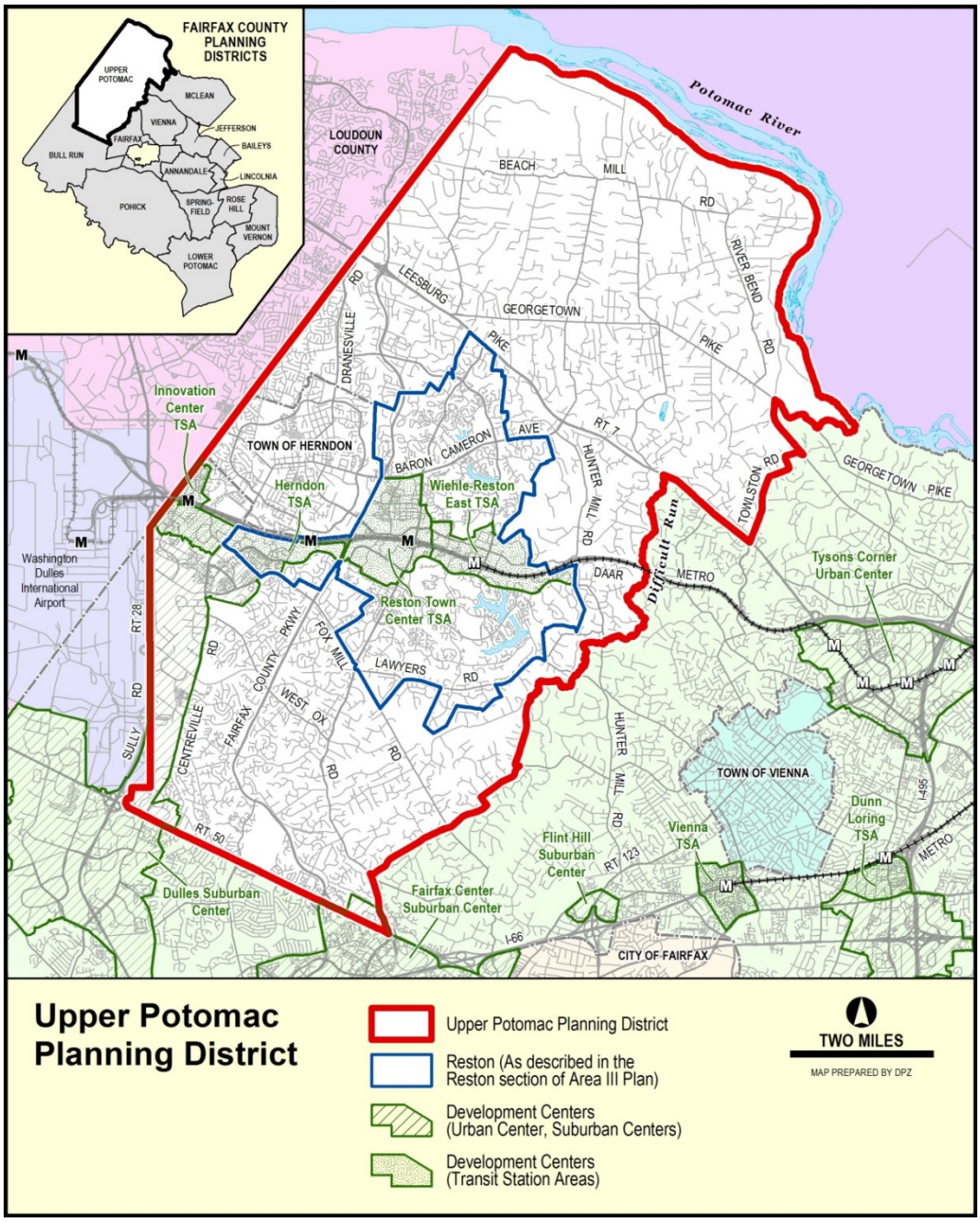
Several public, quasi-public, non-profit, and private organizations currently provide park, recreation and cultural facilities and amenities to the Reston area. However, as growth occurs in Reston and park and recreation needs and trends evolve, additional publicly accessible parks and recreation facilities will be required beyond park and open space areas established in the Reston Master Plan."

MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Upper Potomac Planning District, as amended through 12-2-2014; Overview, Figure 8, "Existing Public Parks, page 27:

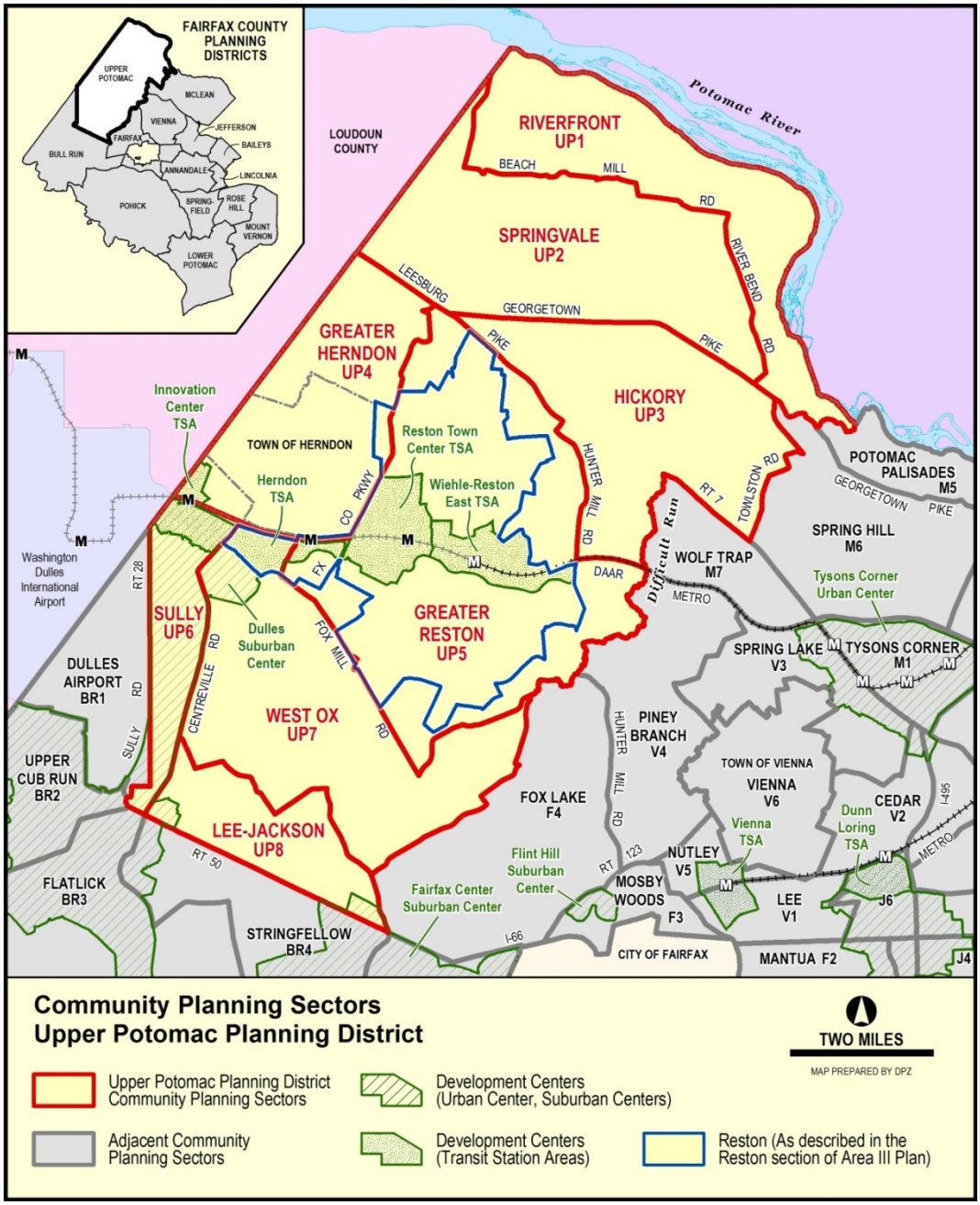
FIGURE 8
UPPER POTOMAC PLANNING DISTRICT
EXISTING PUBLIC PARKS
(As of ~~10/10/94~~ 04/22/15)

	"NEIGHBORHOOD	COMMUNITY	DISTRICT	COUNTYWIDE	REGIONAL	STATE/ FEDERAL
. . .						
UP5	Stuart Road (Reston) Town Green South Lakes Drive	Reston North Shaker Woods Tamarack Stratton Woods	Baron Cameron ~~School Site~~ ~~Fox Mill~~ ~~District~~ Fred Crabtree	Lake Fairfax Colvin Run S.V. Difficult Run S.V. Little Difficult Run S.V.	W&OD Trail"	

MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Upper Potomac Planning District, as amended through 12-2-2014; Overview, Figure 1, "Upper Potomac Planning District" page 2, to insert new Reston planning geography.



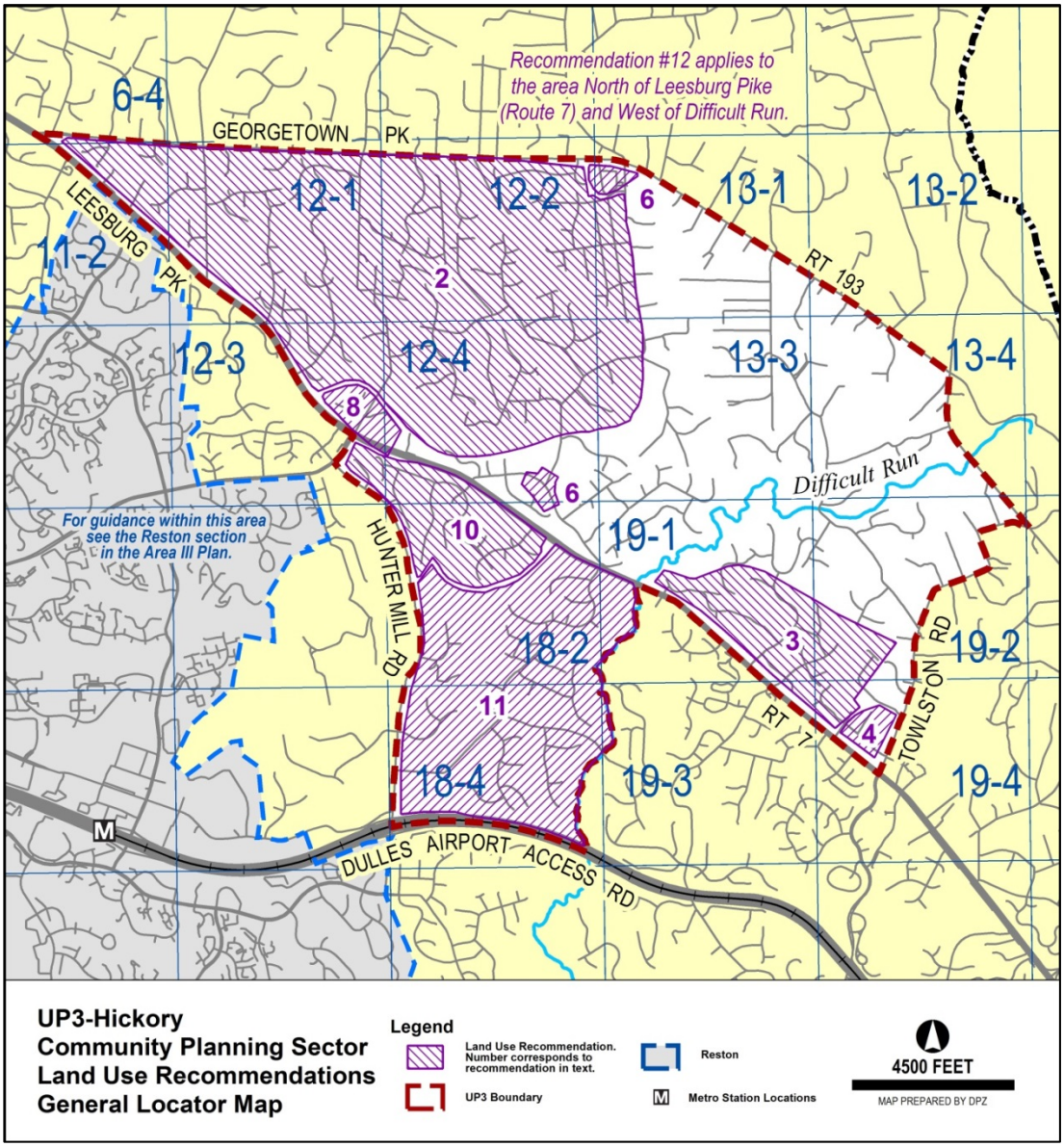
MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Upper Potomac Planning District, as amended through 12-2-2014; Figure 46, "Planning Sectors, Upper Potomac Planning District" page 137, to insert new Reston planning geography.



ADOPTED CHANGES TO THE UP3-HICKORY COMMUNITY PLANNING SECTOR

MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Upper Potomac Planning District, as amended through 12-2-2014; UP3-Hickory Community Planning Sector, Land Use Recommendations, Figure 54 "Land Use Recommendations General Locator Map," page 154:

Insert shaded area of Reston adjacent to western area of UP3 and insert note referring readers to the Reston Plan for recommendations.



ADOPTED CHANGES TO THE UP4-GREATER HERNDON COMMUNITY PLANNING SECTOR

DELETE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Upper Potomac Planning District, as amended through 12-2-2014; UP4-Greater Herndon Community Planning Sector, Land Use, recommendation #4, page 163 & 166:

"~~4. The land west of Stuart Road, south of Reston (Tax Map 17-1((24))A, 1-38) is planned for development at 3-4 dwelling units per acre. As an option, this area may be developed at 7-9 dwelling units per acre, contingent upon the following conditions:~~

- ~~Complete consolidation of all parcels, including the commercially-zoned parcels immediately north of Laurel Way;~~

- ~~Provision of a minimum 50-foot landscaped buffer including preservation of mature vegetation supplemented by evergreen and deciduous trees and shrubs (which includes the right-of-way located along the northern boundary) to provide substantial buffering and screening to the single-family detached residential community to the north;~~

- ~~Provision of a substantial landscaped buffer along the Fairfax County Parkway, maintaining mature vegetation and supplemented with at a minimum 6-foot evergreen trees;~~

- ~~Provision of a minimum 35-foot landscaped buffer (supplemented with deciduous and evergreen trees) or a minimum 7-foot barrier wall and 15-foot landscaped buffer including shade and ornamental trees with underplantings along the southern and western boundary;~~

- ~~Provision of a pedestrian system that links new Laurel Way to the residential area on the north:~~

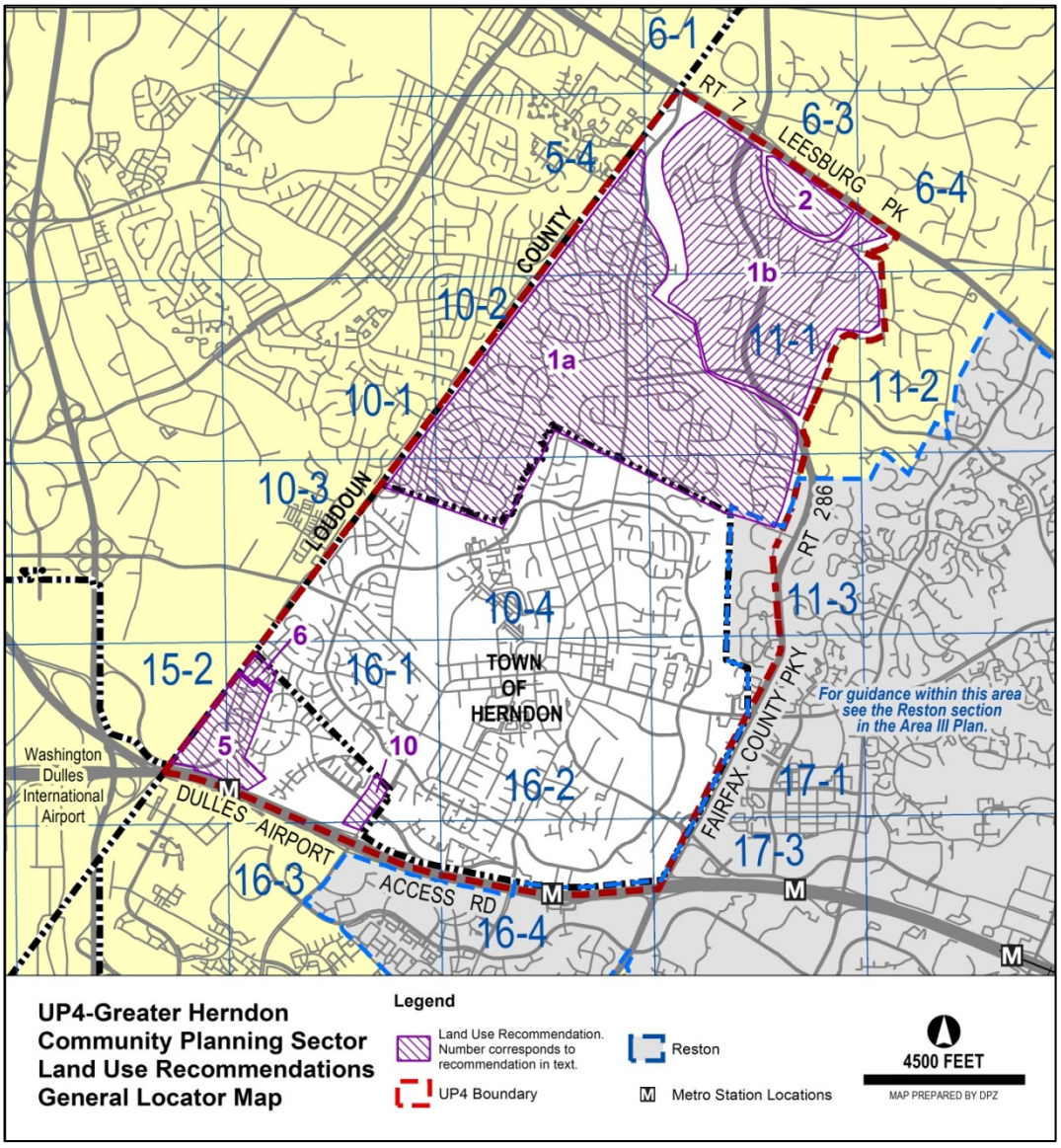
- ~~Provision of recreational amenities such as a tot lot, picnic area, etc.;~~

- ~~Noise attenuation measures (which may include noise barriers), as may be determined appropriate by the county.~~"

NOTE: subsequent recommendations will be renumbered.

MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Upper Potomac Planning District, as amended through 12-2-2014; UP4-Greater Herndon Community Planning Sector, Land Use Recommendations, Figure 59 "Land Use Recommendations General Locator Map," page 65:

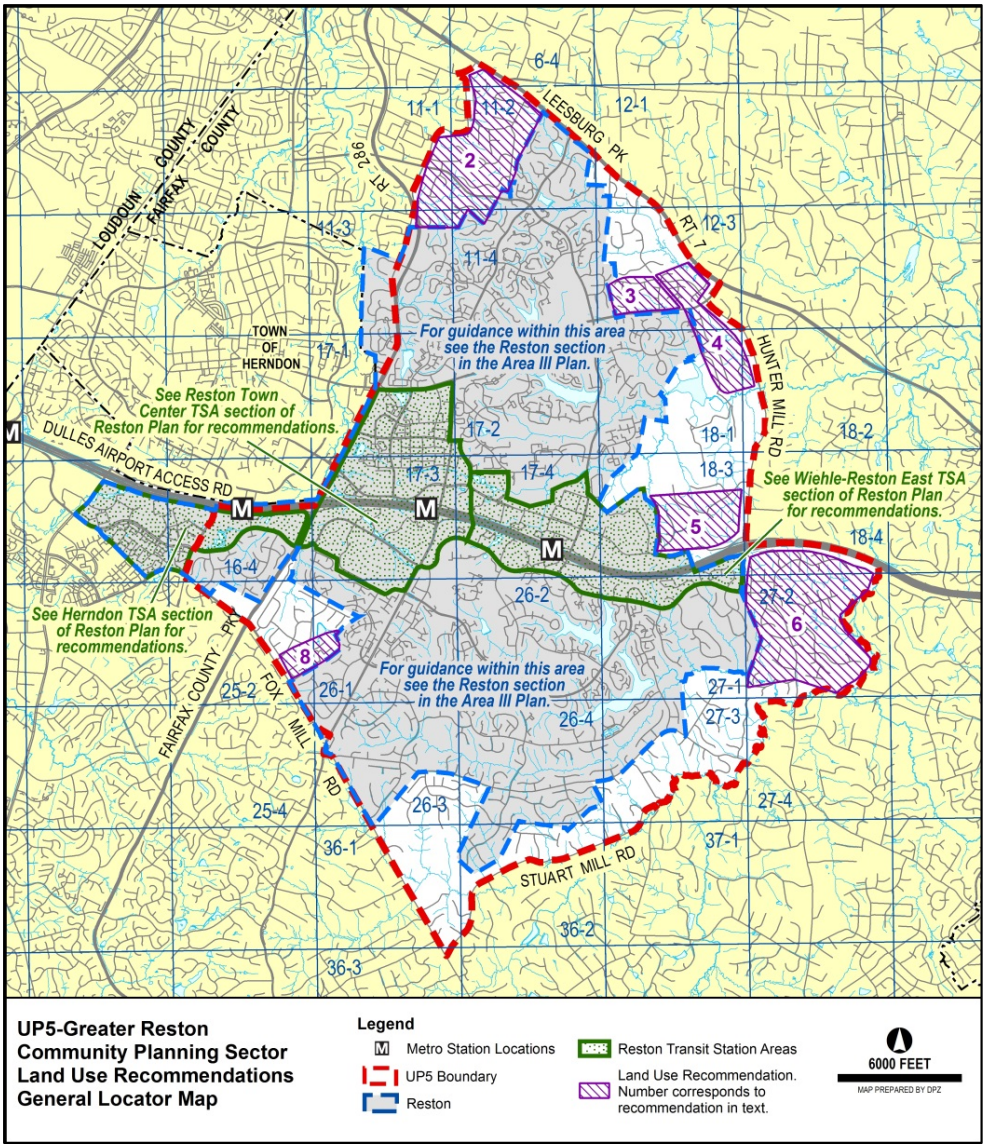
Remove land use recommendation #4, renumber subsequent recommendations, insert shaded area of Reston within eastern area of UP4 and insert note referring readers to the Reston Plan for recommendations.



ADOPTED CHANGES TO THE UP5-RESTON COMMUNITY PLANNING SECTOR

MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Upper Potomac Planning District, as amended through 12-2-2014; UP5-Reston Community Planning Sector, Land Use, Figure 66 "Land Use Recommendations General Locator Map," page 198:

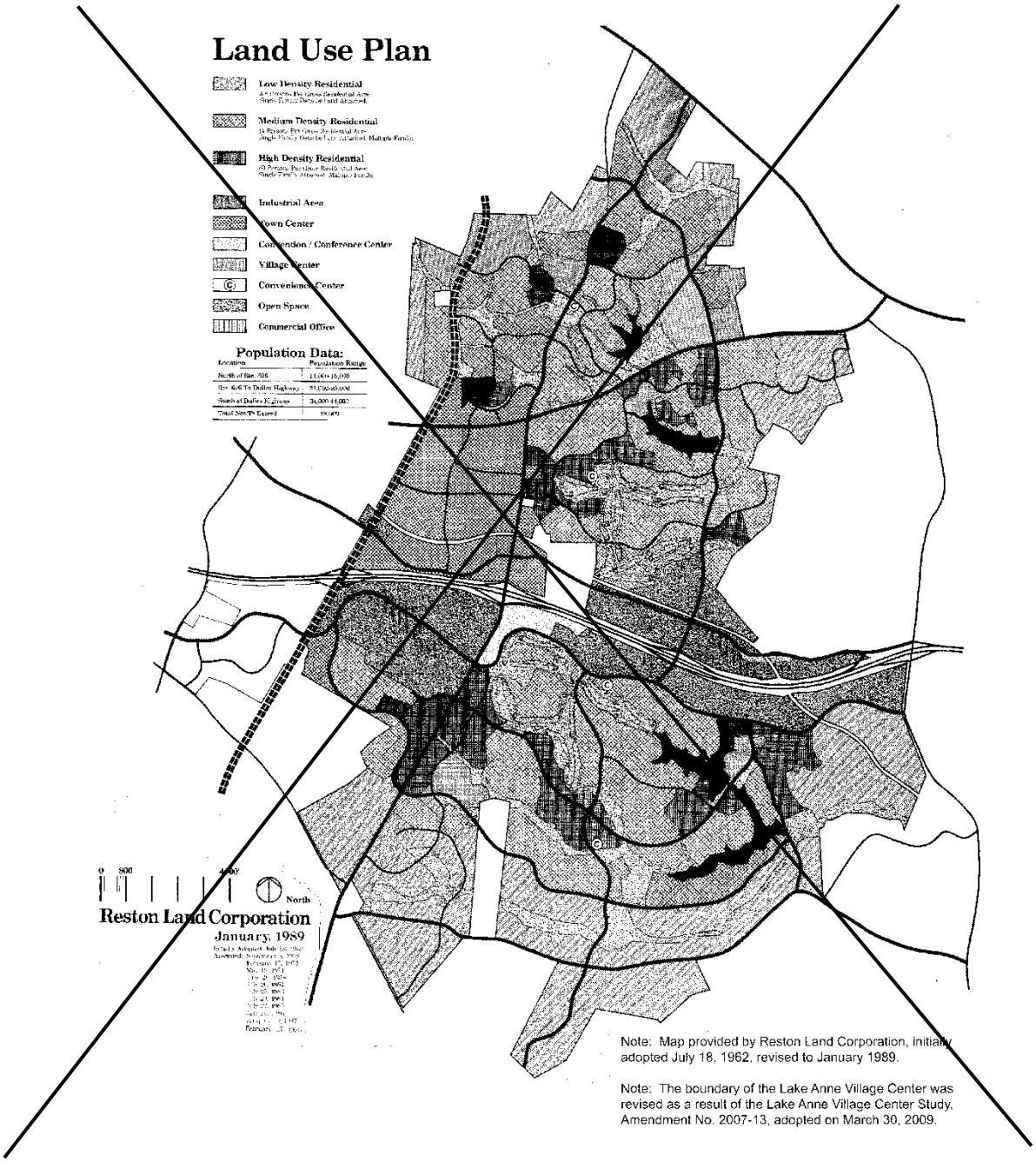
Edit title to read "UP5 – Greater Reston Community Planning Sector Land Use Recommendations General Locator Map". Remove land use recommendations 1-7, now within Reston tab of Upper Potomac Planning District and renumber remaining land use recommendations. Add shading for the Reston area (within and outside UP5) and add note referring readers to Reston Plan as well as the Reston Plan's TSAs for recommendations. Differentiate shading between Reston and TSAs.



DELETE

FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Upper Potomac Planning District, as amended through 12-2-2014; UP5 Reston Community Planning Sector, Land Use, Figure 67 "Reston Master Plan Land Use Plan, page 199:

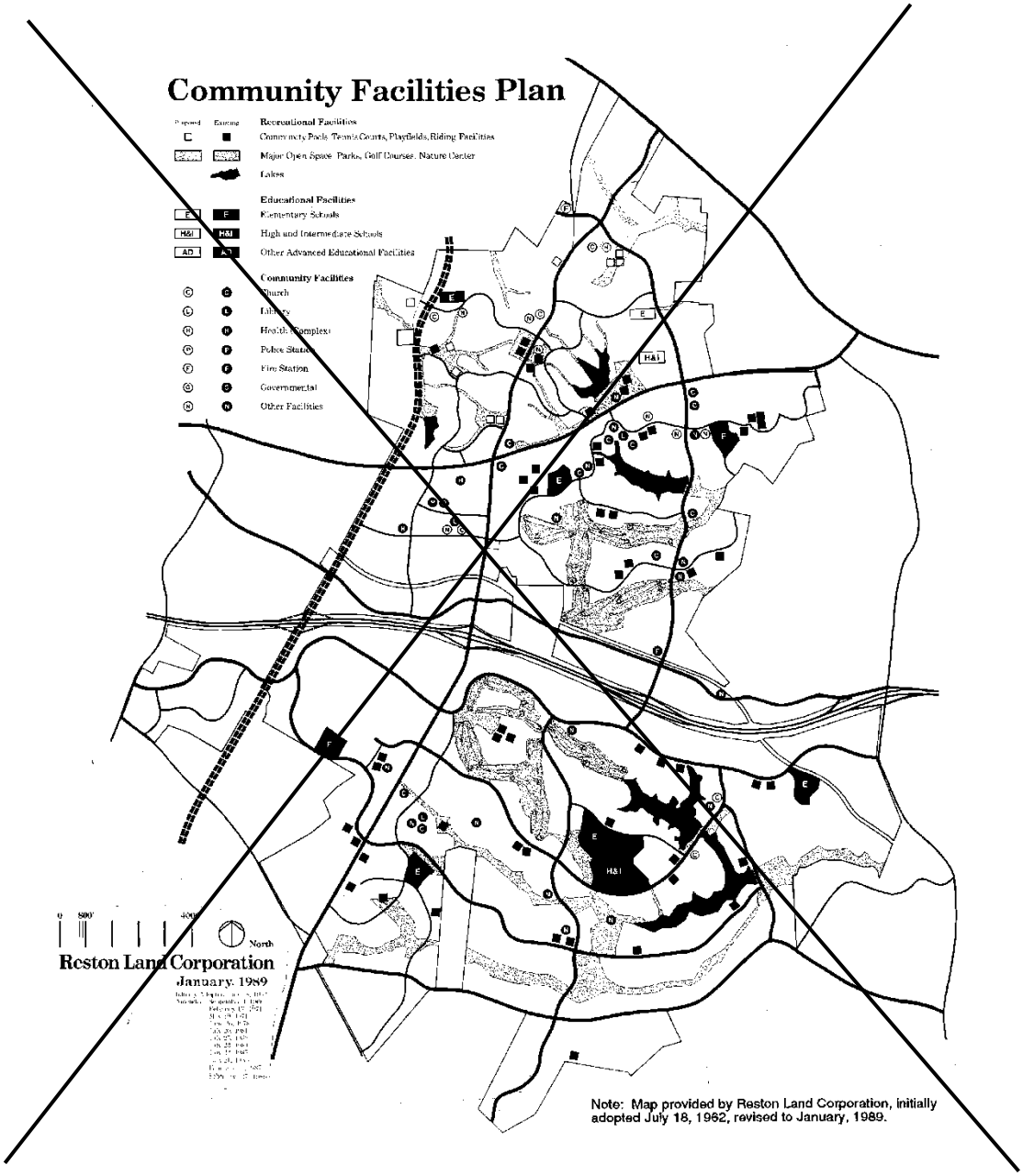
Figure to be referenced in the new Reston Plan.



DELETE

FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Upper Potomac Planning District, as amended through 12-2-2014; UP5-Reston Community Planning Sector, Land Use Recommendations, Figure 68 "Reston Master Plan Community Facilities Plan," page 200:

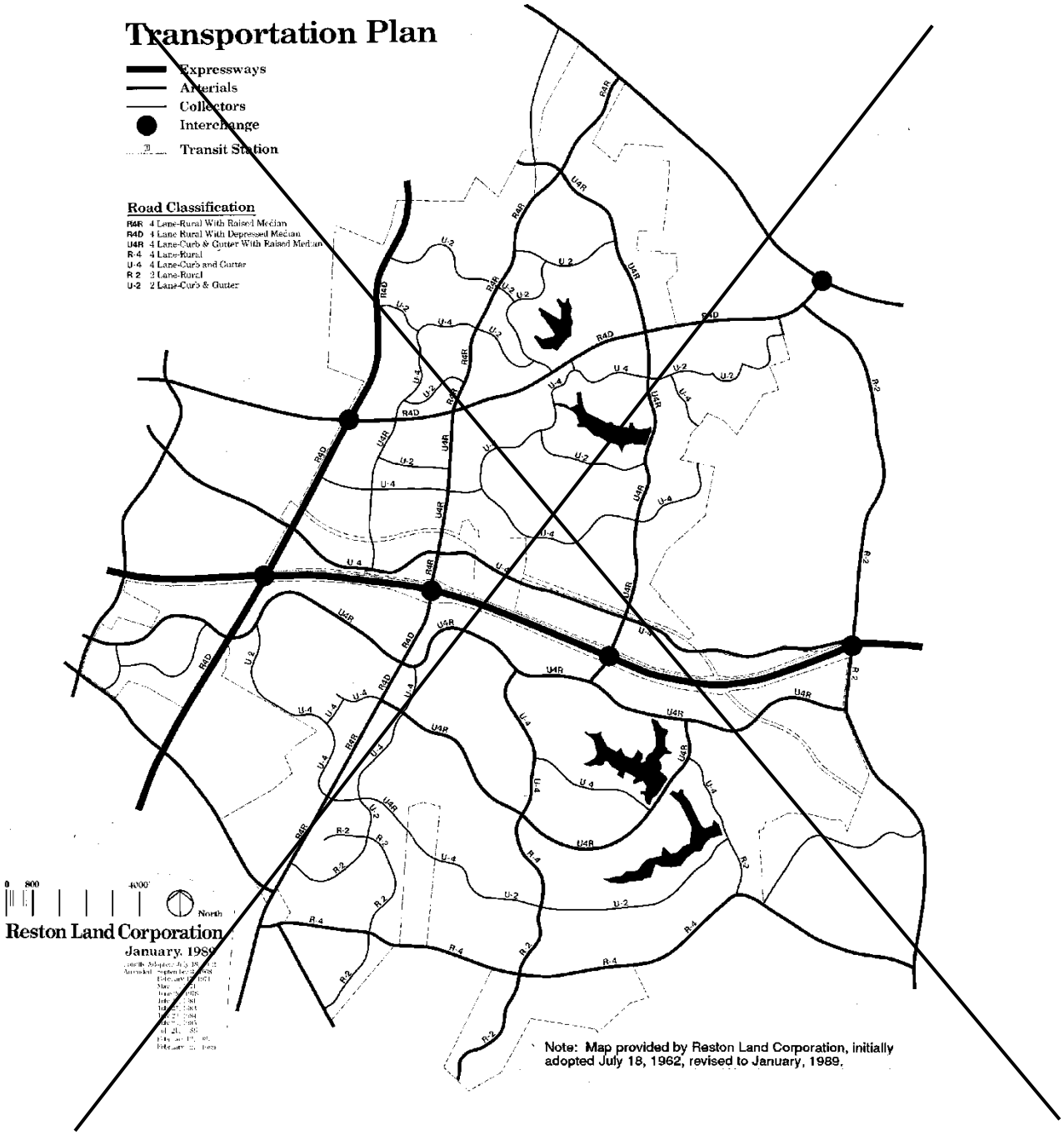
Figure not needed in the new Reston Plan. Replaced by new Reston Land Use Plan map and Public Facilities section guidance.



DELETE

FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Upper Potomac Planning District, as amended through 12-2-2014; UP5-Reston Community Planning Sector, Land Use Recommendations, Figure 69 "Reston Master Plan Transportation Plan," page 201:

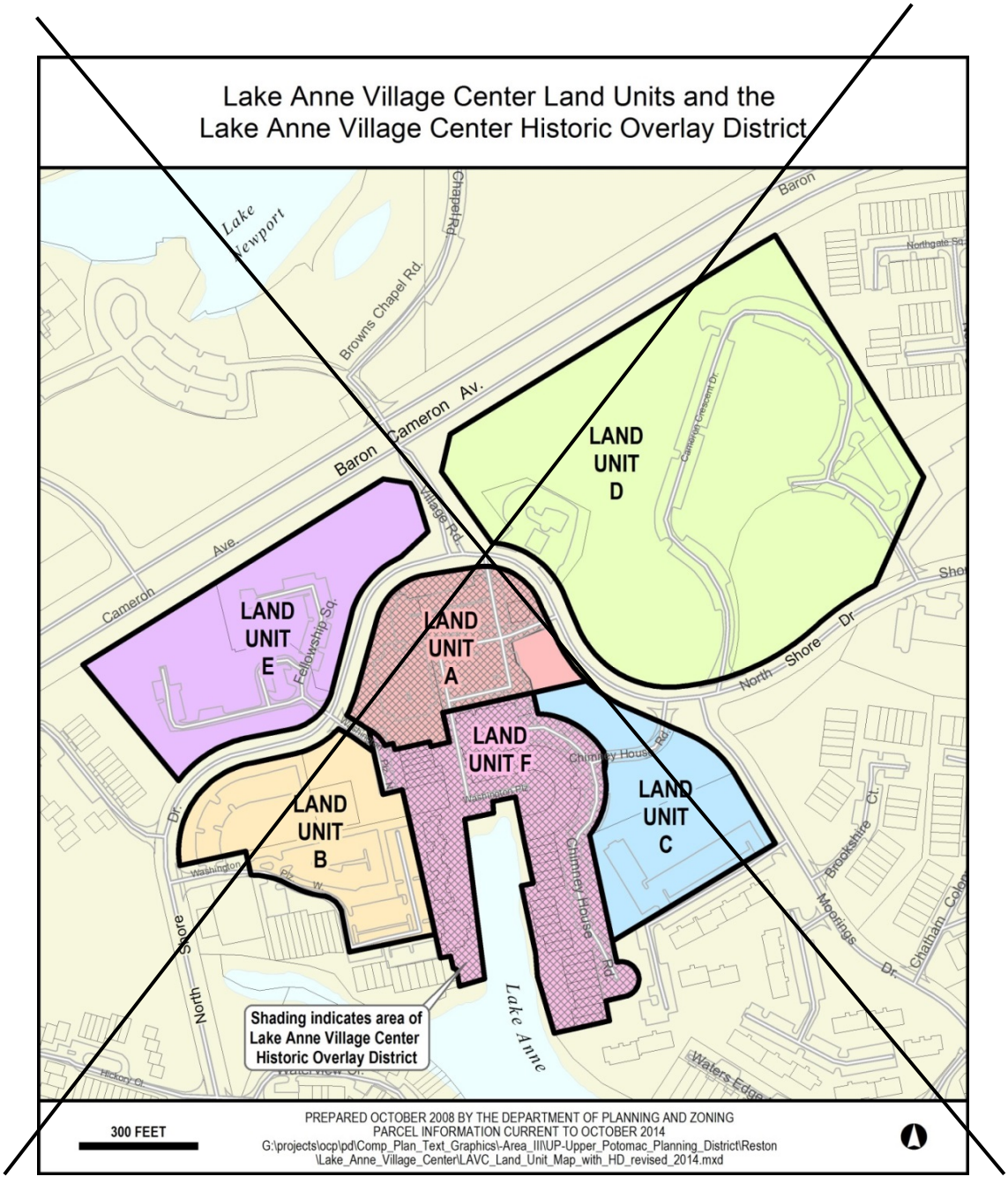
Figure replaced by the Reston Transportation Recommendation map in the new Reston Plan.



DELETE

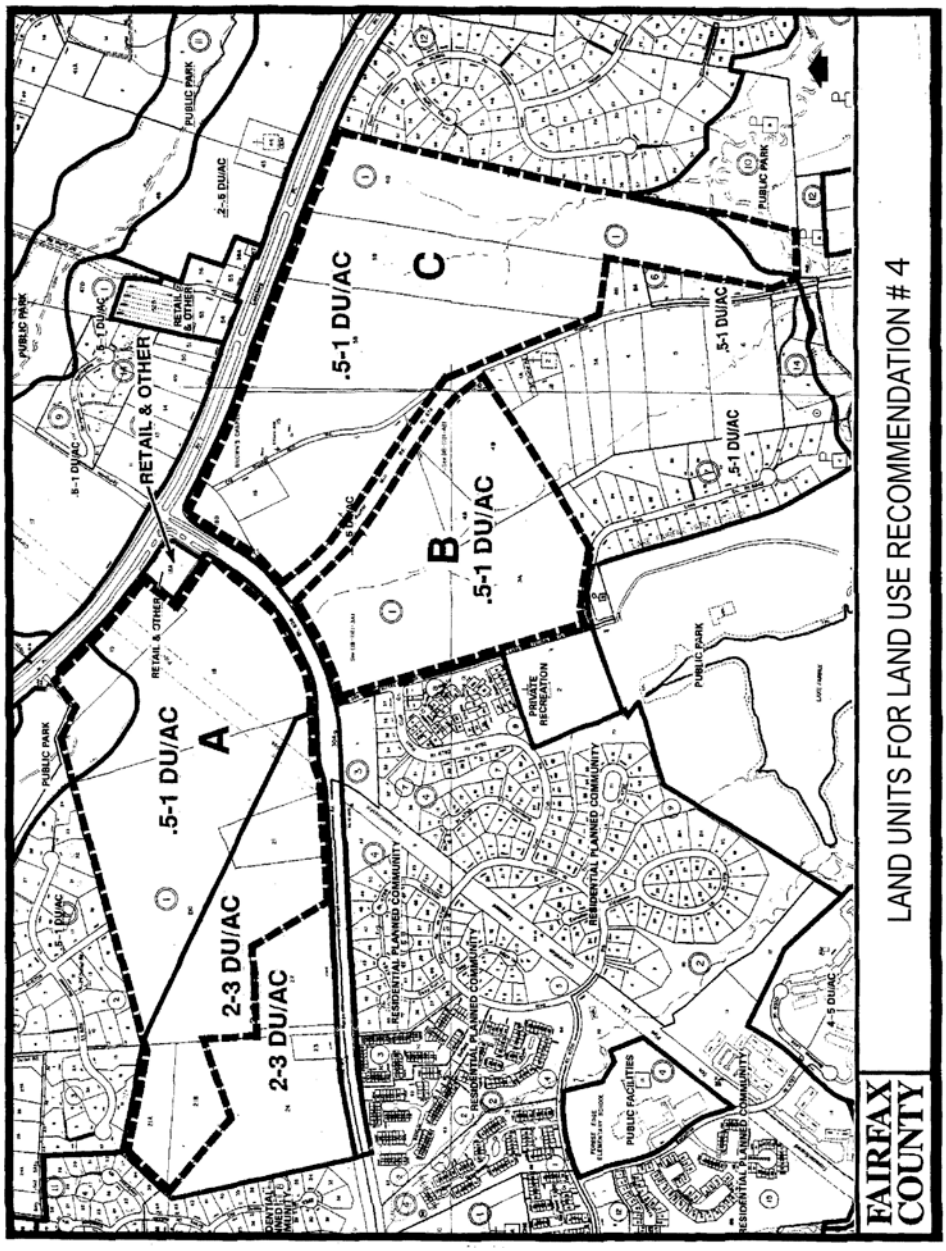
FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Upper Potomac Planning District, as amended through 12-2-2014; UP5-Reston Community Planning Sector, Land Use, Figure 70 "Lake Anne Village Center Land Units," page 204.

Figure to be referenced in the new Reston Plan.



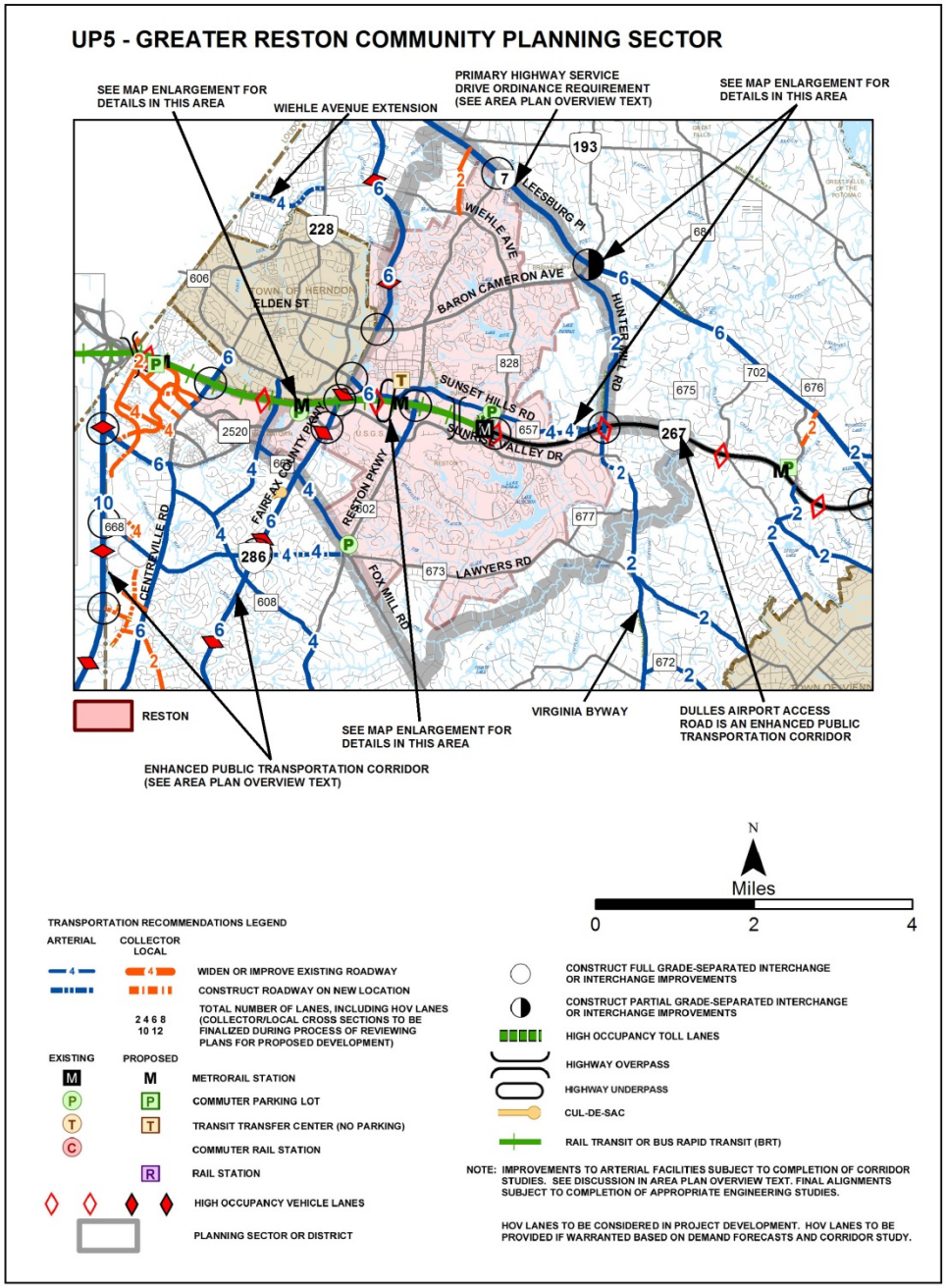
MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Upper Potomac Planning District, as amended through 12-2-2014; UP5-Reston Community Planning Sector, Land Use, Figure 71 "Land Units for Land Use Recommendation #12," page 218:

Modify title to read, "Land Units for Land Use Recommendation #4".



MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Upper Potomac Planning District, as amended through 12-2-2014; UP5-Reston Community Planning Sector, Transportation, Figure 72 "UP5 Transportation Recommendations," page 224:

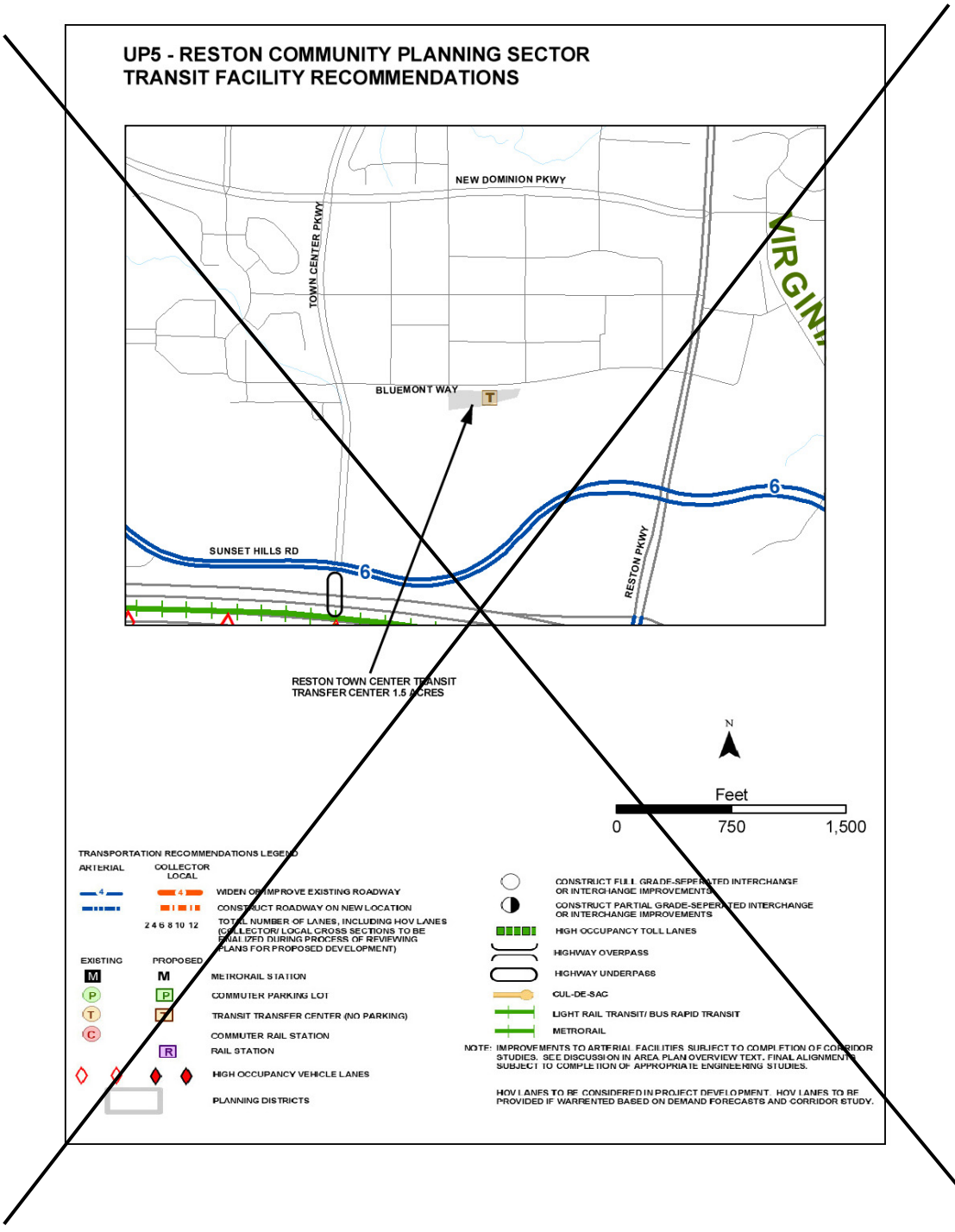
Edit figure to reflect the Silver Line being built up to the Wiehle-Reston East Metro station and renaming of UP5 to "Greater Reston."



DELETE

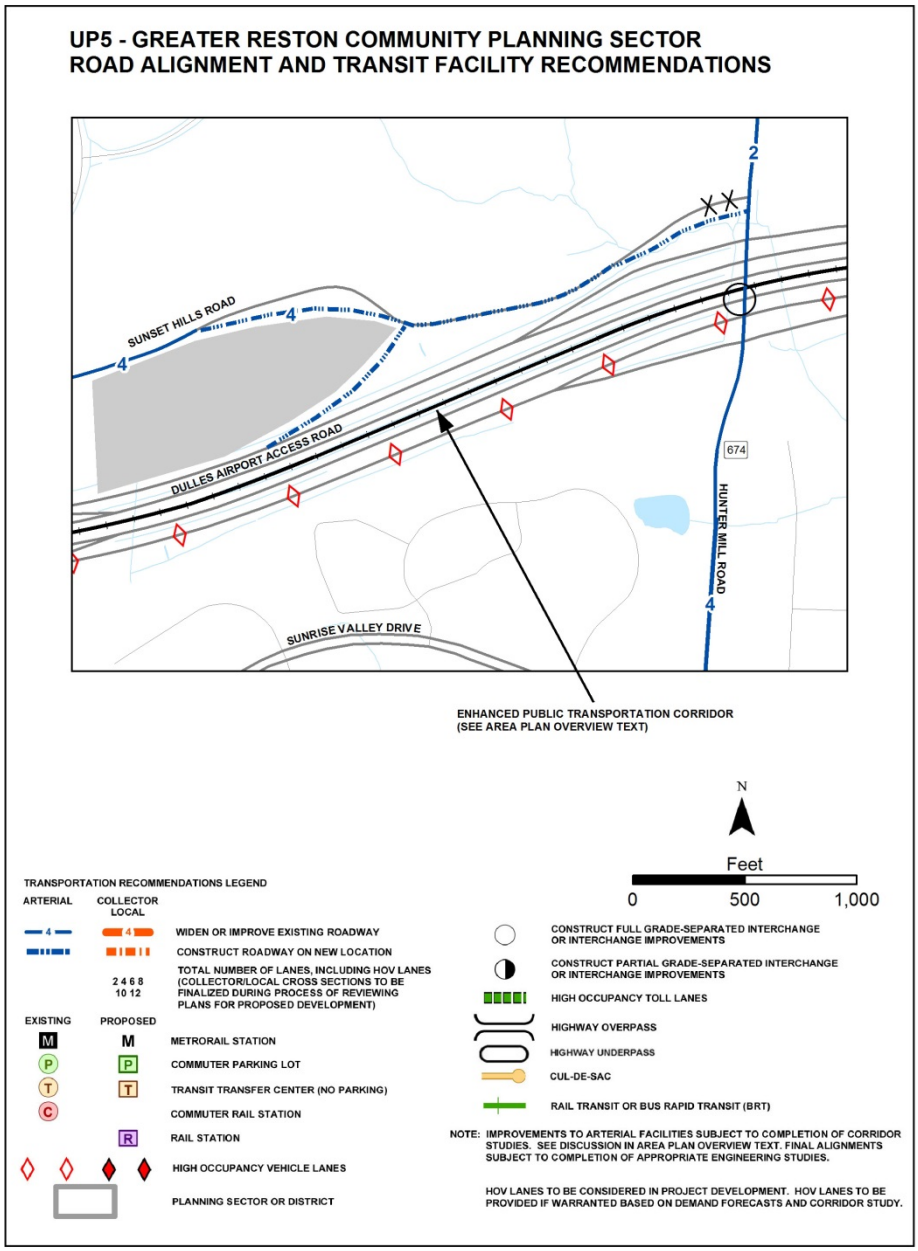
FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Upper Potomac Planning District, as amended through 12-2-2014; UP5-Reston Community Planning Sector, Land Use Recommendations, Figure 73 "Transit Facility Recommendations," page 225:

Figure to be referenced in the new Reston Plan.



MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Upper Potomac Planning District, as amended through 12-2-2014; UP5-Reston Community Planning Sector, Transportation Recommendations, Figure 75 "Road Alignment and Transit Facility Recommendations UP5 Reston Community Planning Sector," page 227:

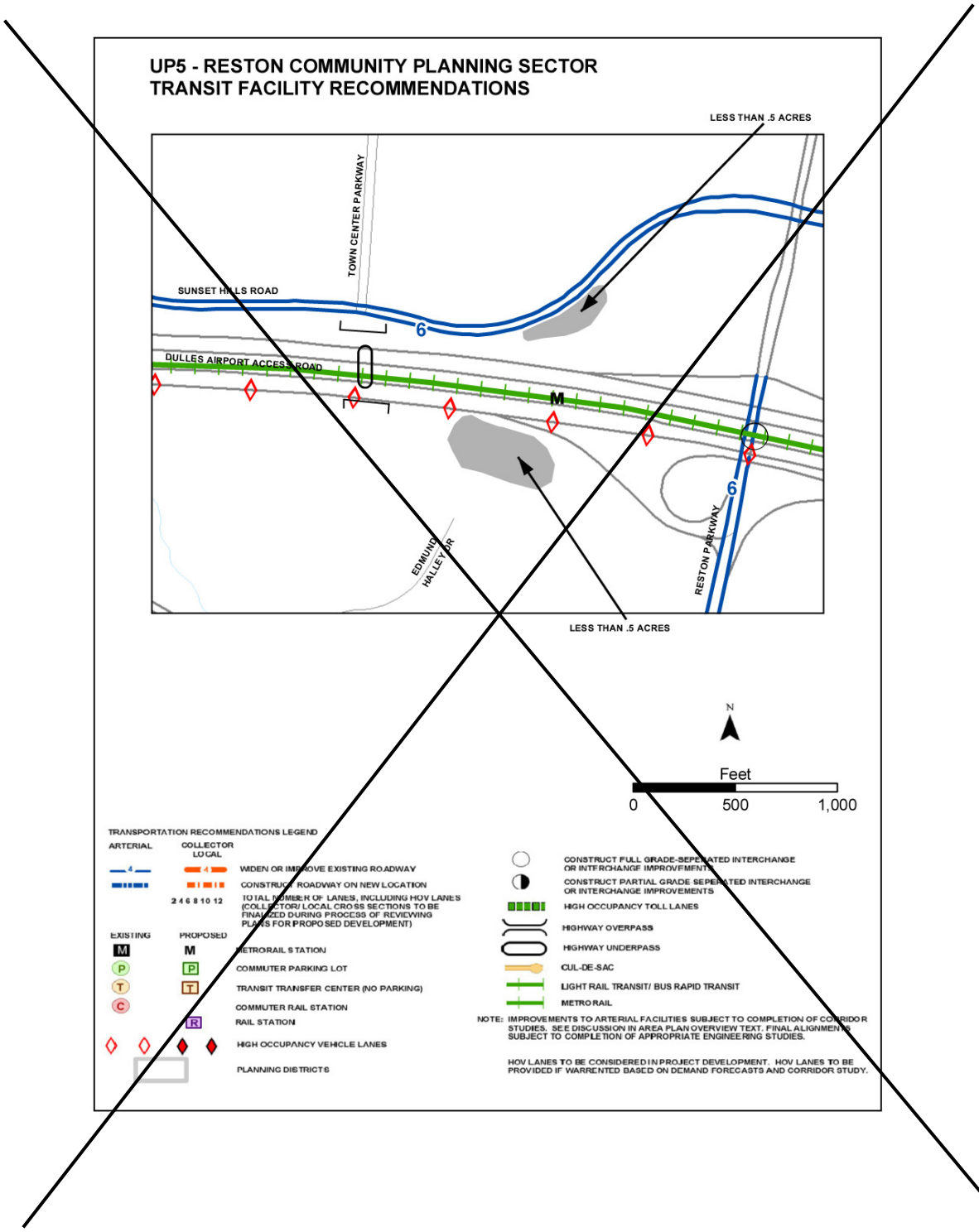
Edit figure to reflect the Silver Line being built up to the Wiehle-Reston East Metro station and renaming of UP5 to "Greater Reston."



DELETE

FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Upper Potomac Planning District, as amended through 12-2-2014; UP5-Reston Community Planning Sector, Land Use Recommendations, Figure 76 "Transit Facility Recommendations, page 228:"

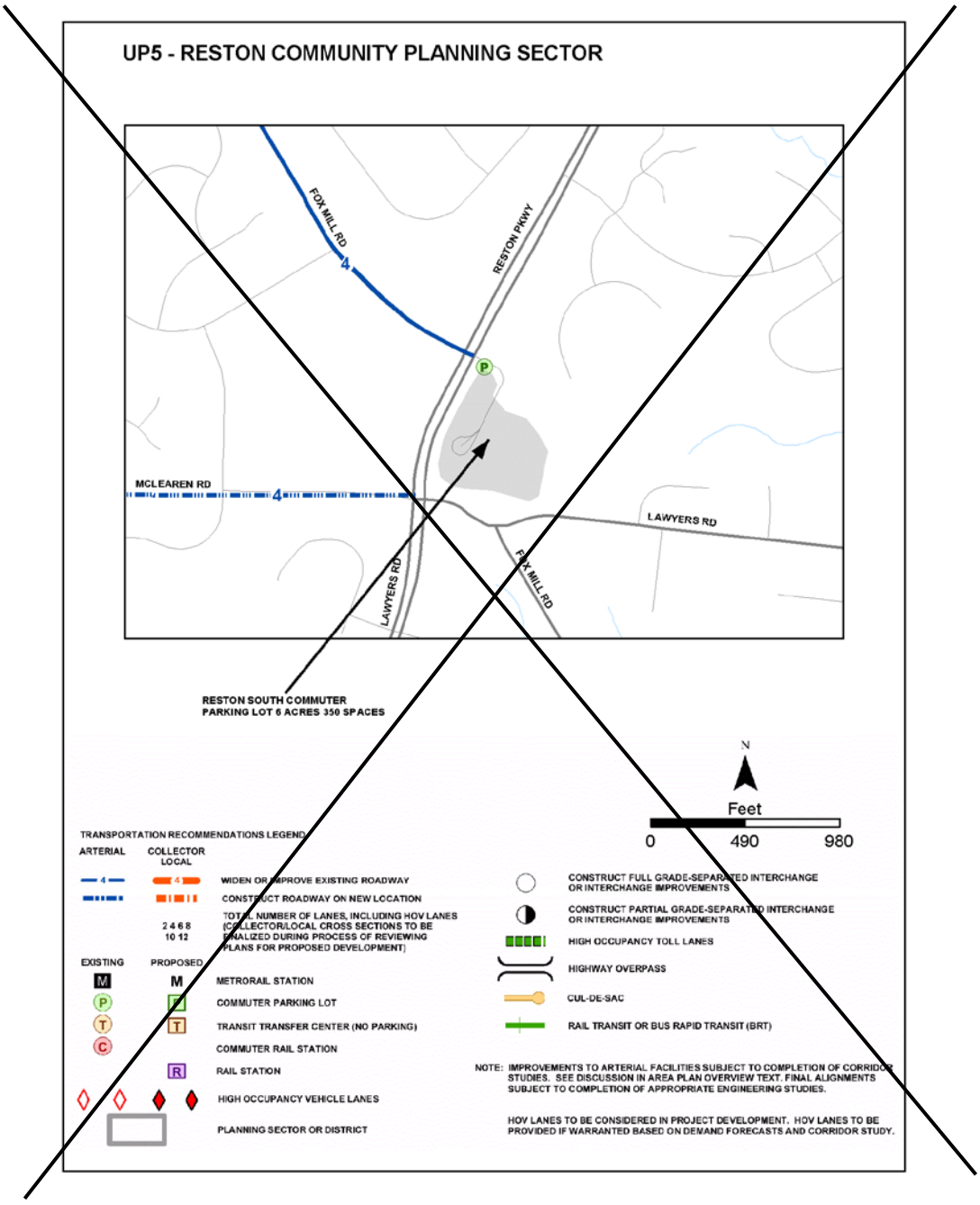
Figure to be referenced in the new Reston Plan.



DELETE

FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Upper Potomac Planning District, as amended through 12-2-2014; UP5-Reston Community Planning Sector, Land Use Recommendations, Figure 77 "Transit Facility Recommendations," page 229:

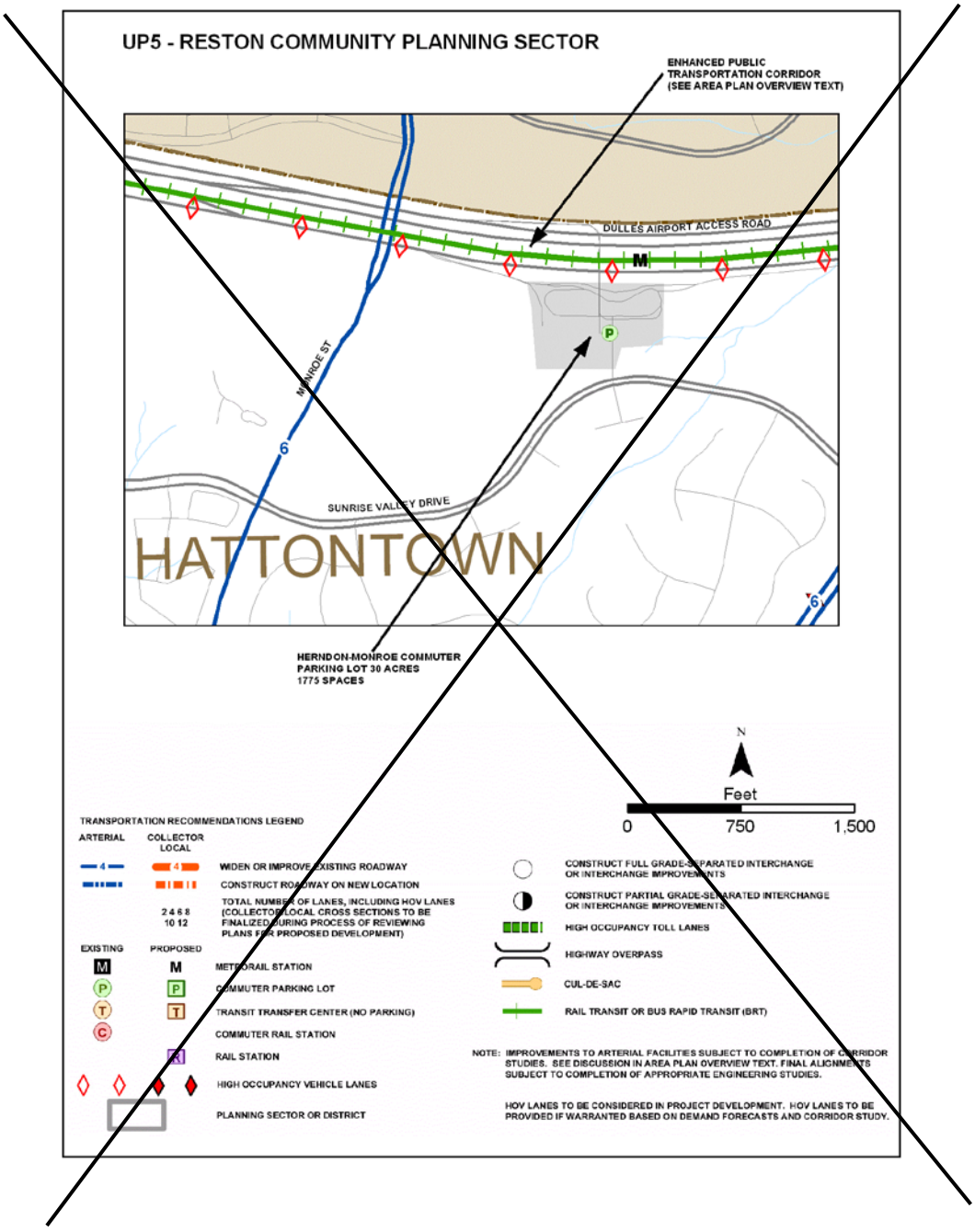
Figure to be referenced in the new Reston Plan.



DELETE

FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Upper Potomac Planning District, as amended through 12-2-2014; UP5-Reston Community Planning Sector, Transportation, Figure 78 "Transit Facility Recommendations," page 230:

Figure to be referenced in the new Reston Plan.



MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Upper Potomac Planning District, as amended through 12-2-2014; UP5-Reston Community Planning Sector, pages 196 to 232:

"UP5 GREATER RESTON COMMUNITY PLANNING SECTOR

CHARACTER

~~Reston has its own Master Plan because the community was planned and developed as one of the nation's landmark new towns, beginning in the 1960s.~~ Greater Reston consists of those areas along the periphery of Reston, forming a discontiguous ring around Reston. The community of Reston is discussed in Area III volume of the Comprehensive Plan, Reston section. Greater Reston is located between Tysons Corner and the Washington Dulles International Airport ~~along~~ both north and south of the Dulles Airport Access Road and Dulles Toll Road (DAAR, Route 267) and extends as far north as Leesburg Pike (Route 7) and as far south as Stuart Mill Road. ~~With its planned development almost complete, Reston is comprised of 7,100 acres and may ultimately be the home of more than 60,000 people. This new town is designed around the concept of clustering the community into five "villages," each with its own village center. These centers provide for neighborhood-serving retail, office, and social needs.~~

~~The community is focused around the town center, an urban concentration of high-density housing, offices and cultural facilities. Substantial office development has occurred in recent years along the DAAR, increasing development pressure both within and adjacent to the community. Plan recommendations for this area can be found in a previous section of the Upper Potomac Planning District text in the Reston Transit Station Areas section. An integral part of the Reston Plan is the~~ Greater Reston is comprised of lower density residential development located on Reston's periphery, buffering adjacent areas from the higher density development in Reston.

~~Reston offers a wide range of housing, including high-rise apartments, garden apartments, townhouses, and single-family detached and semi-detached homes. The majority of dwellings in this sector were built after 1975. There are approximately 1,300 low- and moderate-income units in Reston. This housing includes units for the elderly which are found mostly in the village centers.~~ There is scattered new and older residential development ~~outside Reston~~ throughout Greater Reston. Generally these areas are planned to maintain a low density residential character, including areas along Leesburg Pike. The planning sector also contains Lake Fairfax Park.

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

CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development recommends that the Greater Reston Community Planning Sector be designated as primarily Suburban Neighborhoods. ~~A portion of t~~The Reston Transit Station Areas ~~is~~ are located in the sector and ~~is~~ are discussed in ~~a separate~~ the Reston section of the Upper Potomac Planning District portion of the Area III Plan.

RECOMMENDATIONS

Land Use

The Greater Reston Community Planning Sector is largely developed as stable residential neighborhoods. Infill development in these neighborhoods should be of a compatible use, type and intensity in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

Where substantial parcel consolidation is specified, it is intended that such consolidations will provide for projects that function in a well-defined, efficient manner and provide for the development of unconsolidated parcels in conformance with the Area Plan.

~~Figure 66~~ The Land Use Recommendations General Locator Map below indicates the geographic location of land use recommendations for this sector. Where recommendations are not shown on the General Locator Map, it is so noted.

~~**Land Within the Planned Community of Reston**~~

~~1. Incorporate the Reston Master Plans (Land Use Plan, Community Facilities Plan and Transportation Plan)*, adopted on July 18, 1962, and as subsequently amended, by reference in the Area Plan and on the composite map (See Figures 67, 68 and 69). On the periphery where development is not committed by zoning, land should be developed at a density no greater than one dwelling unit per acre. Density should be tiered so that it decreases from the center toward the boundary (within Reston). [Not shown]~~

~~*NOTE: The Reston Master Plan has its own program of time-phased development, which shall be the guide for development in Reston.~~

~~2. In the northern section of Reston the following policies should apply:~~

~~a. The land located between the planned EQC [Environmental Quality Corridor], Reston Parkway, Wiehle Avenue and the Reston boundary is planned for medium density residential use, as shown on the Reston Master Plan Land Use Plan, with the condition that a vegetated buffer be provided adjacent to low density single-family detached residential uses along Reston Avenue.~~

~~b. It may be appropriate for Tax Map 11-2((1))46, in the northeast quadrant of Wiehle Avenue and Reston Avenue, to be incorporated into the residential planned community of Reston if the following conditions are met:~~

~~• development on this parcel should be limited to single-family detached units at a density range of three to four units per acre;~~

~~• existing mature trees on the site should be preserved to the maximum extent possible;~~

~~• the vegetated buffer called for in (a.) above should remain between the development located on parcel 46 and the medium density residential development to the east; and~~

NOTE: This figure was modified, and replaced with the new "UP5 Land Use Recommendations General Locator Map" on the following page.

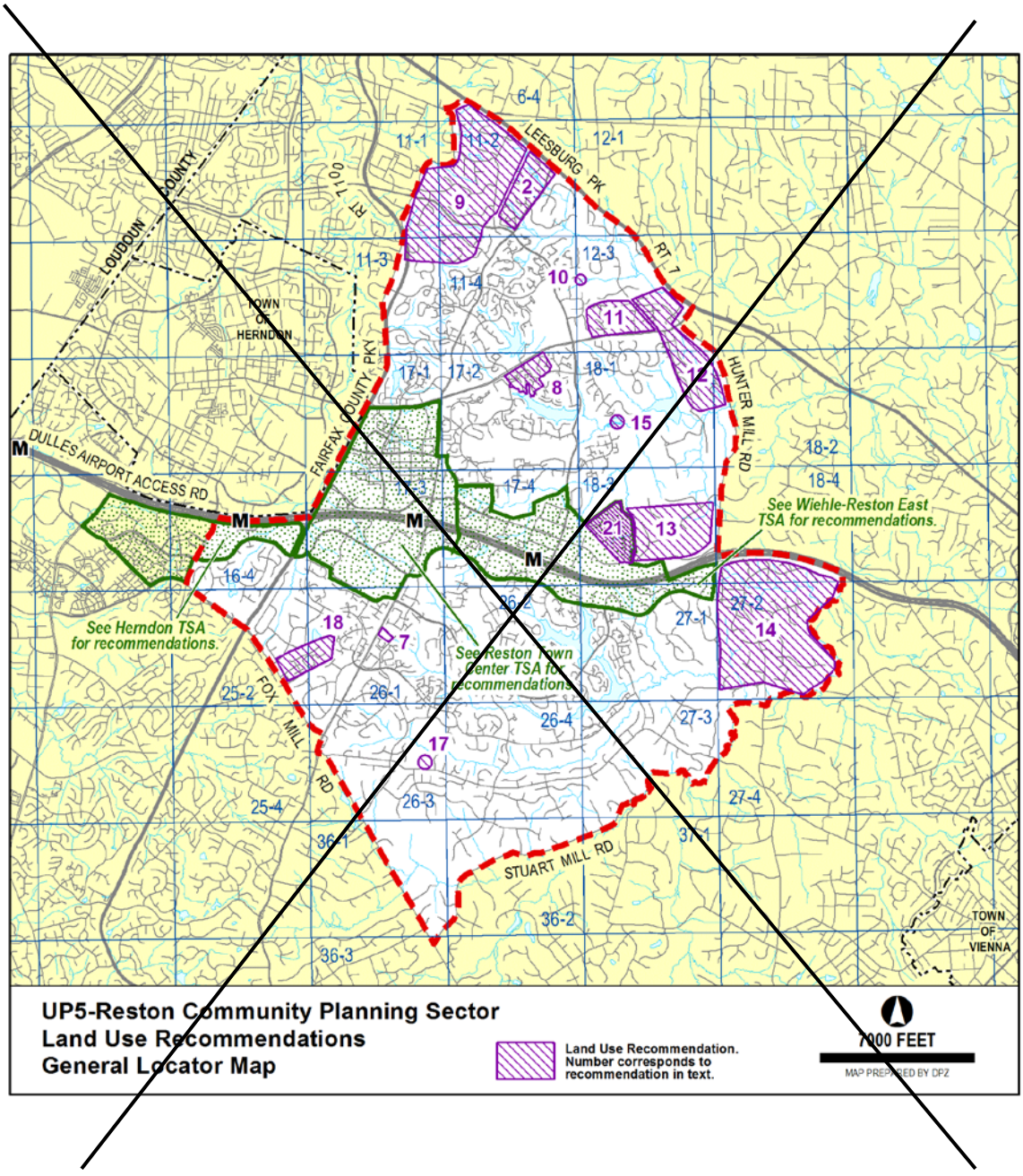
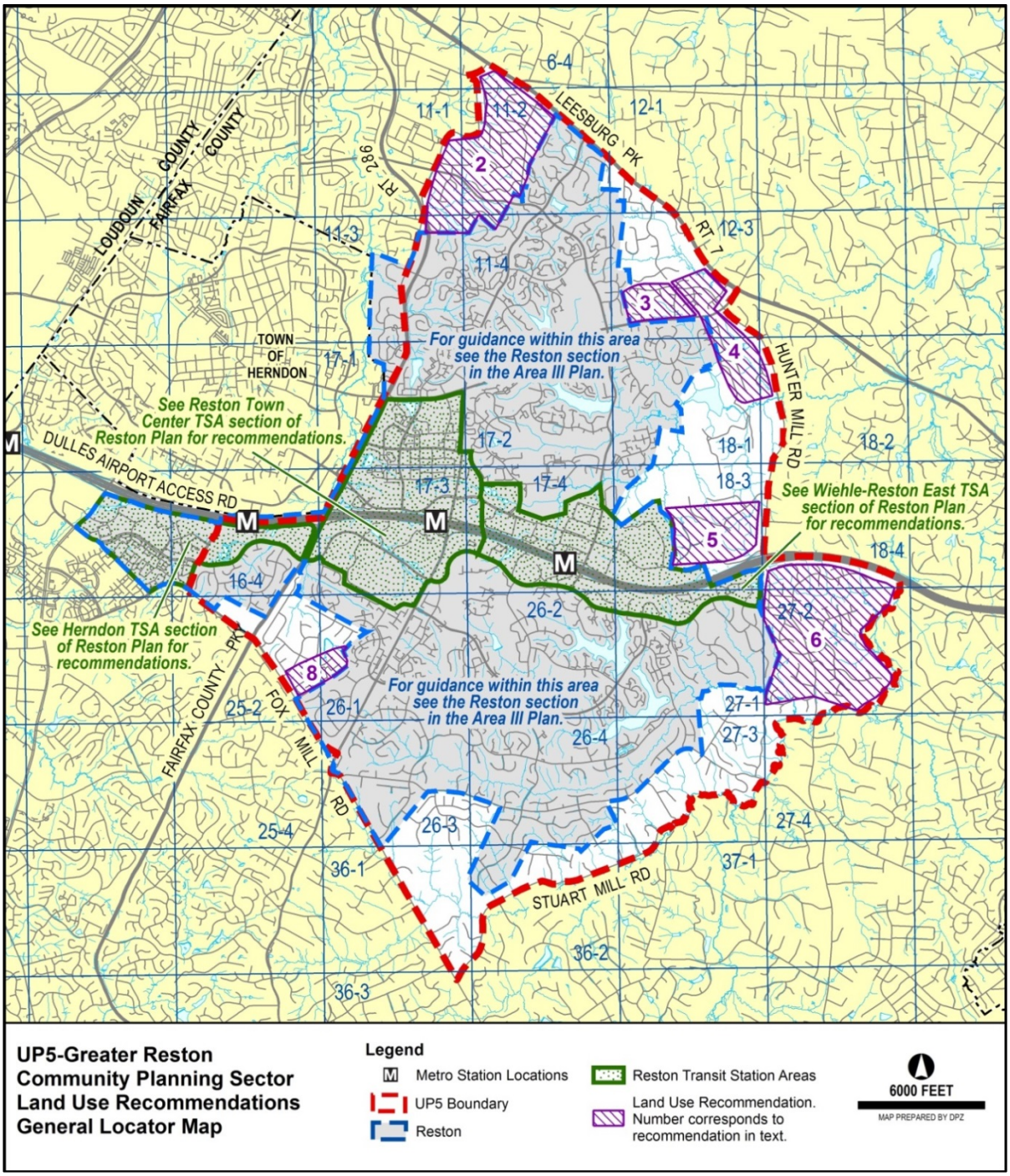
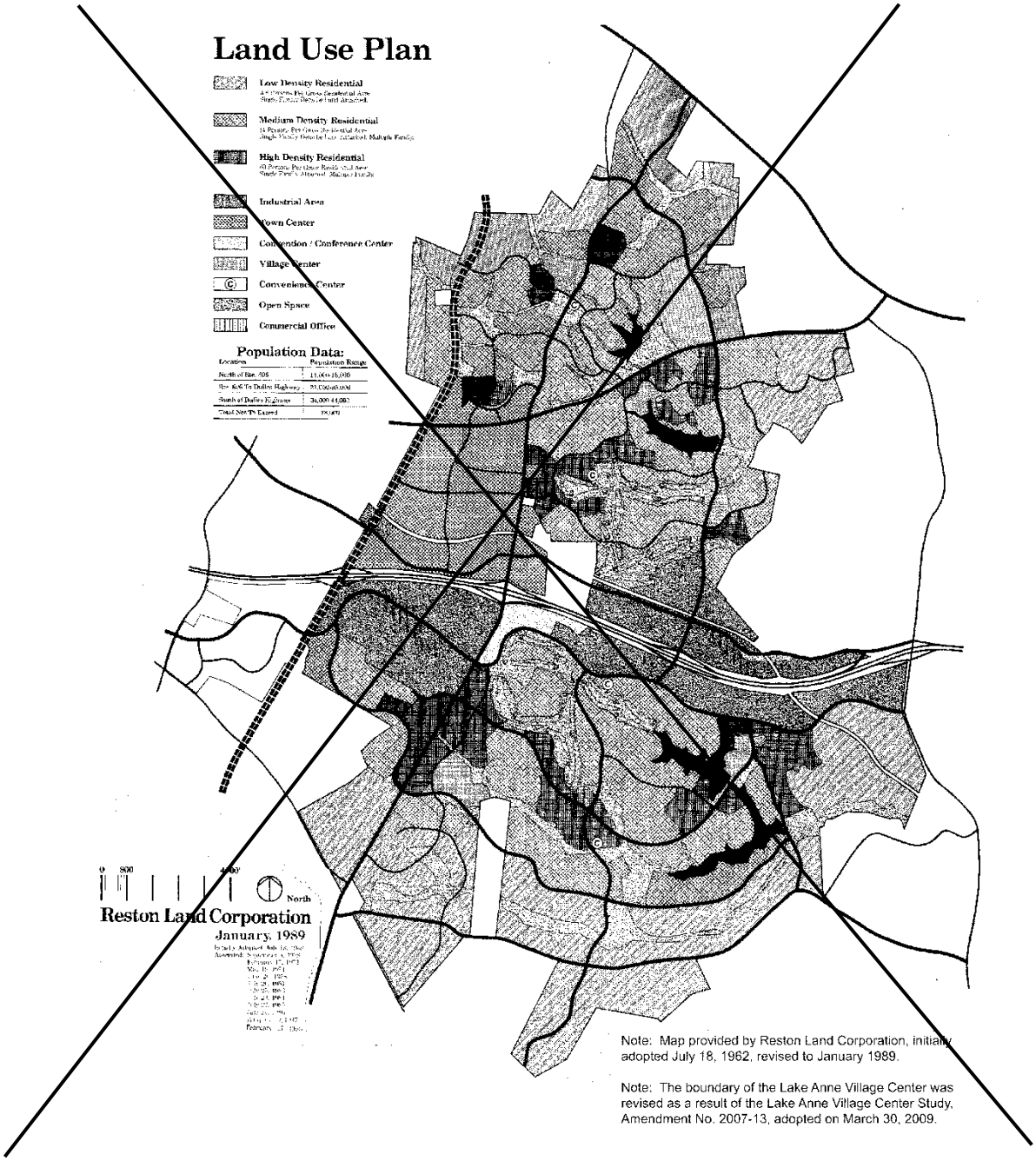


FIGURE 66

NOTE: This figure replaces the old "UP5 Reston Community Planning Sector Land Use Recommendations General Locator Map" shown on the previous page.

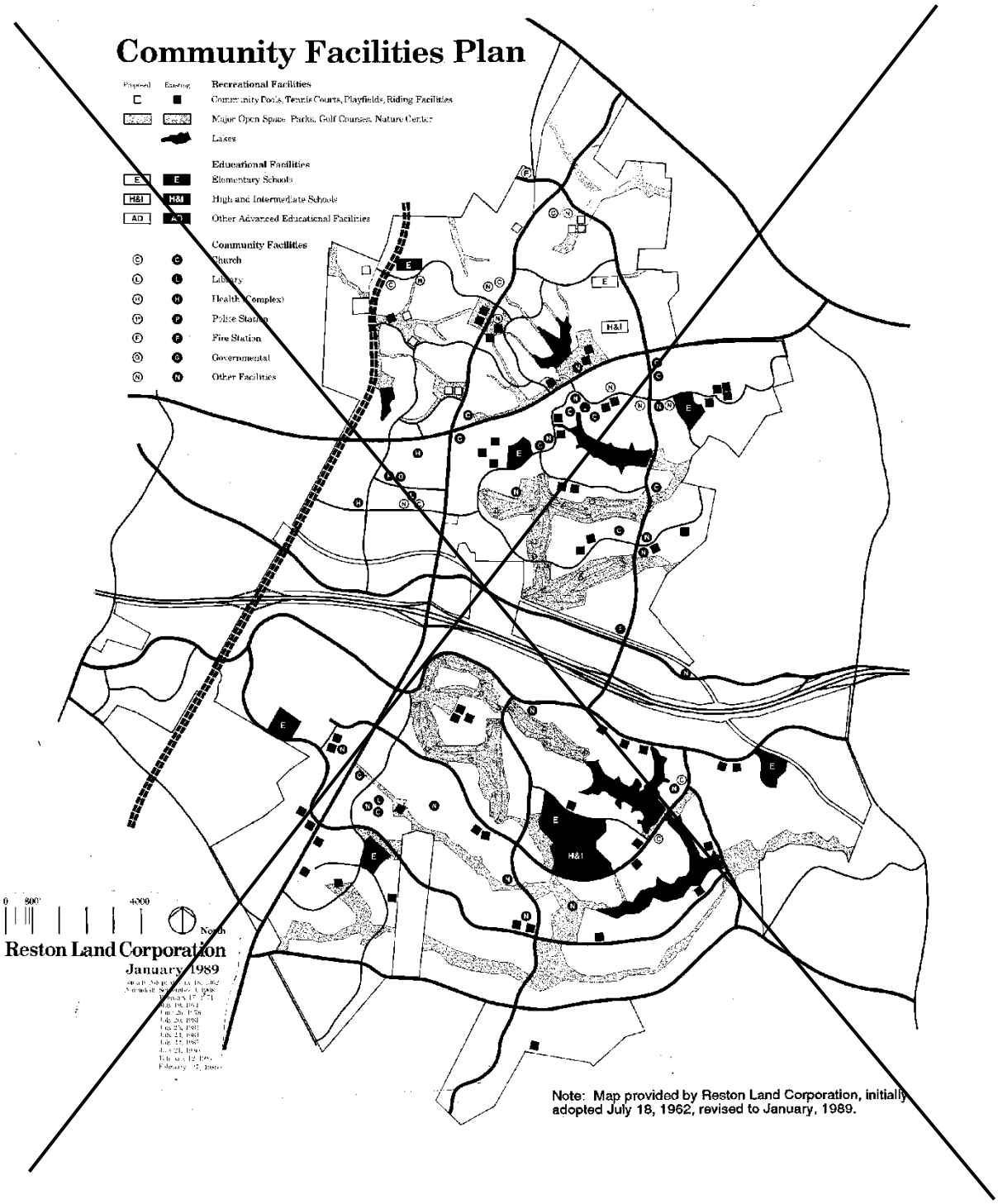


NOTE: This figure was deleted.



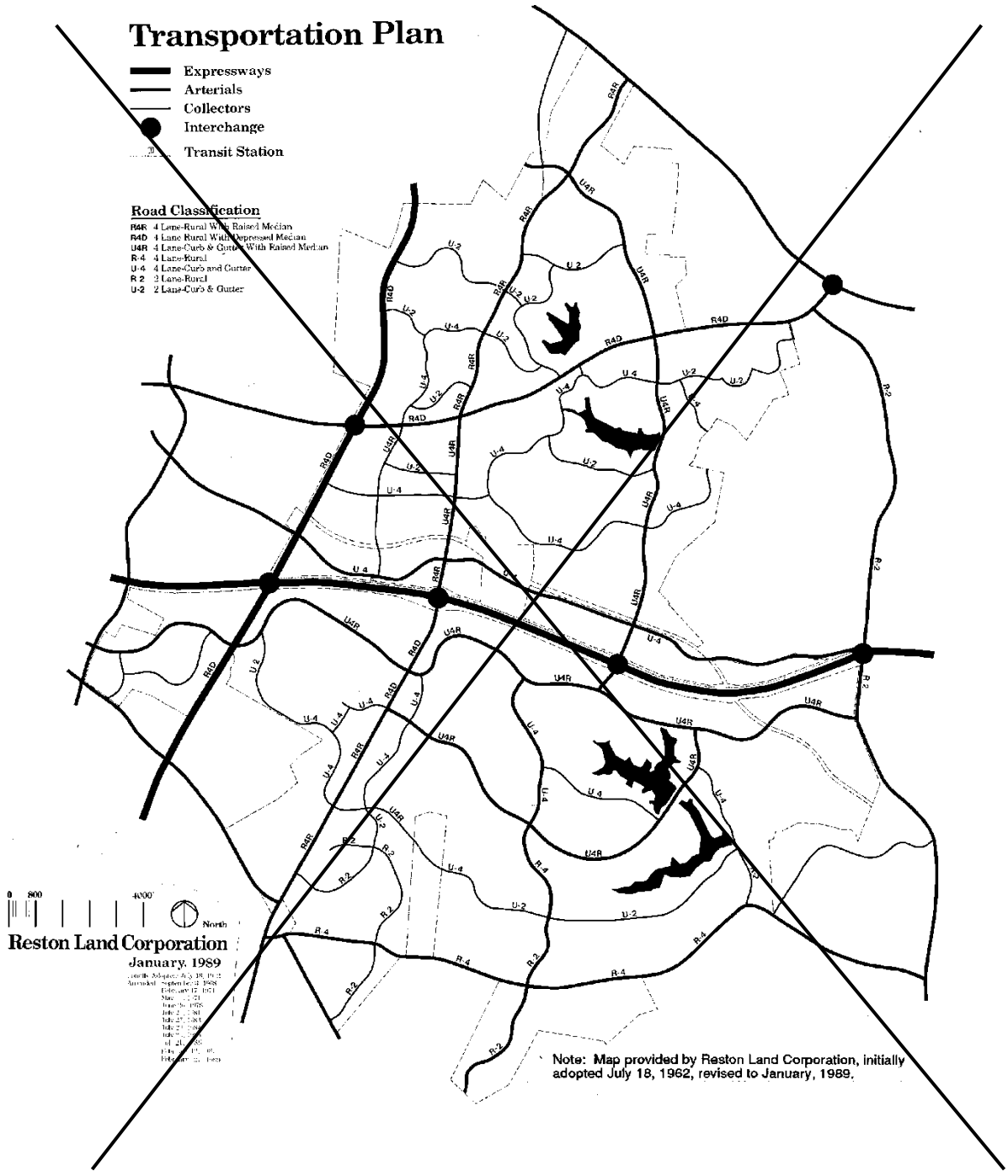
RESTON MASTER PLAN **FIGURE 67**
LAND USE PLAN

NOTE: This figure was deleted.



RESTON MASTER PLAN **FIGURE 68**
COMMUNITY FACILITIES PLAN

NOTE: This figure was deleted.



RESTON MASTER PLAN **FIGURE 69**
TRANSPORTATION PLAN

- the utility easement that abuts parcel 46 to the north should serve as the line of demarcation between Reston and the adjacent low density development.

Finally, if this parcel is not incorporated into Reston, it remains planned for .5 to 1 dwelling unit per acre.

c. On the periphery of North Reston within the areas currently shown on the Reston Land Use Plan for low density residential use, development should occur as single-family detached units at an overall density of one dwelling unit per acre.

3. The Village Centers in Reston should be planned and developed for neighborhood retail use up to .25 FAR, integrated with accessory office uses, community services, and residential development. [Not shown]

4. Well-defined stable residential neighborhoods exist throughout Reston. However, because of nearby commercial and other nonresidential uses, these neighborhoods can be threatened by development or redevelopment, and therefore are particularly in need of protection. The design of all new infill projects or redevelopment projects should be compatible with existing and planned residential neighborhoods. [Not shown]

5. Land within the immediate vicinity of future rail station sites may be suitable for joint development in a phased manner, coordinated with plans for transit development. [Not shown]

6. Recognizing the unique nature of the Reston Association in the development of natural and open areas and recreation amenities within the boundaries of the Reston Master Plan, the county and the Reston Association should work together in a public/private partnership in attaining the goals and objectives outlined in the Comprehensive Plan under Land Use, Goals 14 and 15; Parks and Recreation; Public Facilities; Environment, and Transportation. [Not shown]

7. Parcel 26-1((13))1 is planned and developed as an existing church on the Community Facilities Plan component of the Reston Master Plan. Due in part to the convenient public transportation and nearby community services, as an option, the parcel may be redeveloped as elderly housing, age 62 and over, subject to the following:

- The development should be designed to functionally relate to existing residential uses in the area;

- A minimum 65 foot wide buffer should be provided from existing edge of pavement of Reston Parkway. A substantial vegetated buffer should be provided to serve as a transition to adjacent multifamily residential uses. Existing vegetation should be preserved as deemed appropriate by the Urban Forest Management Division and Reston Association;

- Affordable housing at a minimum of 20 percent of the total number of units should be provided;

- Restoration and enhancement of the impaired Snakeden Stream Valley that is located in the northern portion of the parcel should coincide with redevelopment; and

- Pedestrian access from the site to the Snakeden Stream Valley trail, the abutting multifamily housing development to the south, the Village Center to the east, and Colts Neck Road should be provided.

8. **Lake Anne Village Center** – The Lake Anne Village Center is located in the northeastern quadrant of Reston and is bounded generally by Baron Cameron on the north, Lake Anne on the south, and North Shore Drive to the west. The boundary of the Lake Anne Village Center is shown on Figure 70. The Lake Anne Village Center Commercial Revitalization Area encompasses the entire boundary of the Lake Anne Village Center.

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

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

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

- Bring more residents and day-time employees to Lake Anne to promote a vibrant community where people can live, work and play;

- Encourage development that complements, rather than competes with, existing development on Washington Plaza;

- Encourage high-quality development in terms of site design, building design and materials, and appropriately sited open space amenities;

- Ensure that diverse housing options exist in Lake Anne, including senior, workforce, and affordable housing;

- Enhance pedestrian and bicycle connections throughout the Village Center as redevelopment occurs;

- Improve the visibility of the Lake Anne Village Center and Washington Plaza from Village Road and Baron Cameron Avenue;

NOTE: This figure was deleted and placed within the Reston Plan section of the Area III Volume.

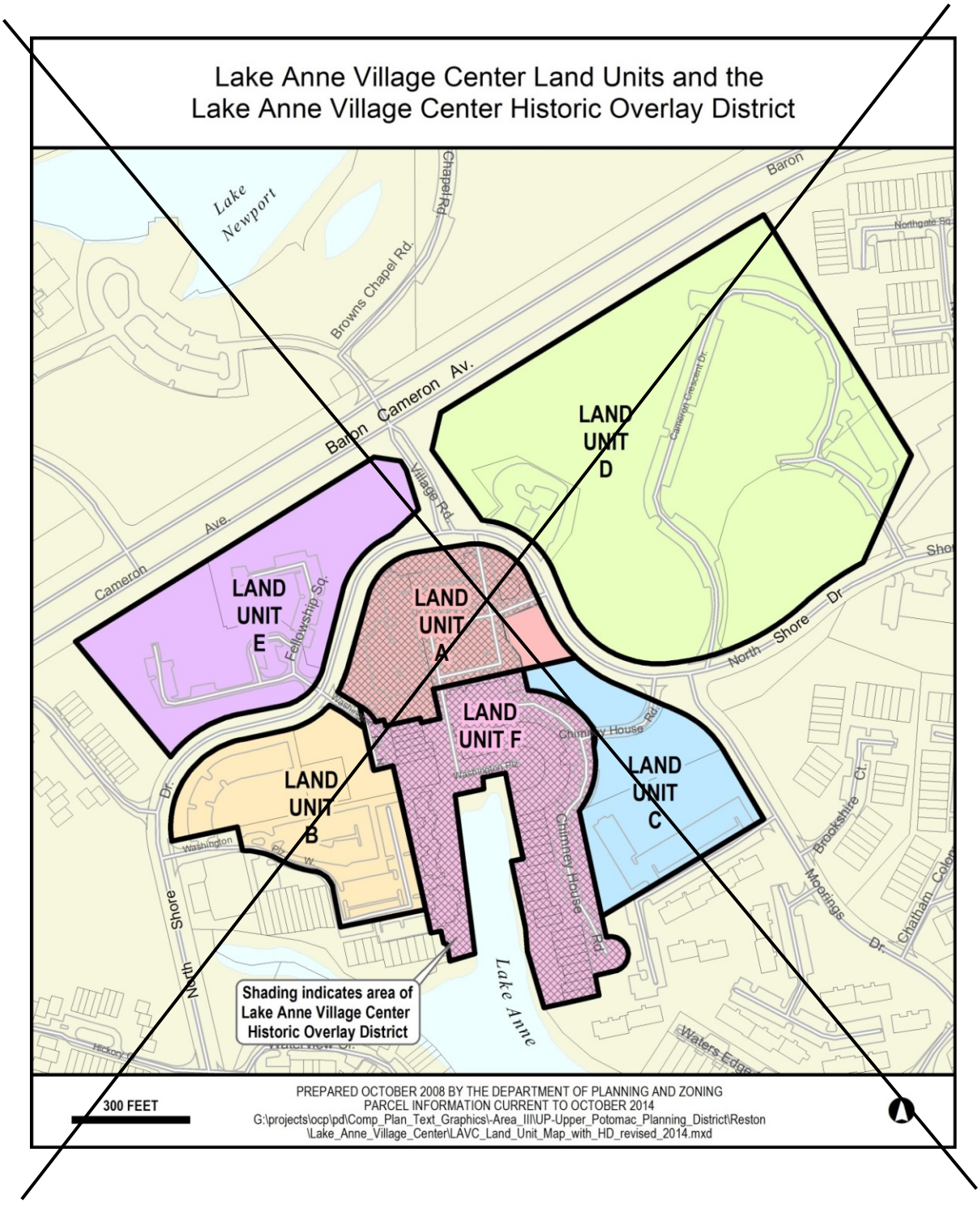


FIGURE 70

- 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 Figure 70). For Land Units A, B, C, D, and E, a description of its location and character is given and recommendations are provided that articulate the development planned, both in terms of density and intensity, under a baseline recommendation, a redevelopment option for individual land units, and a consolidation option for Land Units A 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, should be concentrated in Land Units A and F to help promote the viability of existing and future nonresidential uses in the core area of Lake Anne.

Parcel Consolidation – The preferred approach to redevelopment in the Lake Anne Village Center is through the coordinated redevelopment of Land Units A 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.

Coordinated Development Plans – Coordinated development plans may be an alternative to parcel consolidation. Coordinated development plans refer to two or more concurrent and contiguous development applications that demonstrate coordinated site design, including coordination of building locations, urban design,

~~open space amenities and signage, inter-parcel pedestrian access and vehicular access where appropriate, roadway realignment or improvements, and parking facilities. When coordinated development plans are submitted, the *Full Consolidation Option* recommendations may be considered.~~

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

~~***Heritage Resources*** – The Lake Anne Village Center Historic Overlay District was created to protect against destruction of the historic and architectural quality of the landmark; to encourage uses which will lead to 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 June 2011, Lake Anne Village Center was determined eligible for listing in the National Register of Historic Places.~~

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

- ~~Any new residential development in Lake Anne Village Center should include at a minimum 12 percent of the total number of units as affordable housing pursuant to the Affordable Dwelling Unit (ADU) provisions of the Fairfax County Zoning Ordinance and the county's policy regarding workforce housing;~~

- ~~Any residential redevelopment should replace any affordable housing that currently exists but is lost in redevelopment. This should be viewed as a collective responsibility that can be addressed through parcel consolidation and property owner cooperation;~~

- ~~Redevelopment within Lake Anne should include residential units designed according to Universal Design principles; and~~

- ~~The maximum density specified under these guidelines is the total amount allowed, and the total number of units specified is inclusive of density bonuses provided for affordable housing.~~

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

- ~~Transportation improvements should be appropriately phased with development, and development proposals should only be approved following additional transportation analysis and the provision of appropriate transportation mitigation measures;~~

- ~~Transportation issues associated with any development, particularly those associated with access, will need to be adequately addressed through appropriate traffic impact analyses. Development plans should identify specific improvements needed to support the applications and should include acceptable plans for ingress/egress and vehicular circulation. Parcel and access consolidation, pedestrian circulation, safety, Transportation Demand Management measures, and transit improvements should be addressed. Dedication of right-of-way for trails and roadway improvements and associated easements may be required;~~

- ~~Use of public transportation to serve travel demand should be optimized in order to maximize the reduction in travel by private vehicles. Examples of such measures include:~~

  1) ~~Private subsidization of internal circulating transit services, which may also connect to transit service outside of the Village Center;~~

  2) ~~Construction of bus shelters; and~~

  3) ~~Monetary contributions toward enhancement of existing transit service;~~

- ~~Safe pedestrian circulation should be ensured through an adequate and appropriate sidewalk/trail system, and separate bicycle lanes or trails should be considered and provided where appropriate. A combination of public and private sector funding may be necessary to provide for the larger transportation improvements required to serve the general Lake Anne Village Center area;~~

- ~~An acceptable Level-of-Service (LOS) should be maintained on the roadway system. A LOS D standard should be applied, in general, to determine mitigation needed at critical approach intersections. Development applications should include analyses that demonstrate that the proposals can maintain a LOS D or better standard, and provide commitments to mitigate traffic in instances where they cannot. Future detailed traffic analyses must ensure that traffic queues at Lake Anne Village Center intersections will not adversely affect other nearby intersections;~~

- ~~Adequate funding for necessary transportation improvements to maintain an acceptable LOS should be provided. Roadway and circulation improvements should address needed improvements to the arterial roadway network, collector and local streets, and the pedestrian system. Collector and local street improvements should be provided in conjunction with development proposals;~~

- ~~At a minimum, improvements are necessary at the current intersection of~~

Village Road and North Shore Drive. This intersection has current operational deficiencies that need to be corrected before any density increases in the Washington Plaza area can be accommodated. Other potential improvements to mitigate traffic will need to be analyzed as well, such as additional turning lanes at intersections. For example, while additional right-of-way might be required, adding a turn lane to North Shore Drive at both west and eastbound approaches to Wiehle Avenue could measurably decrease intersection delays;

- The realignment of Village Road to the west to correct operational deficiencies, and to align with and provide a view into an extended Washington Plaza should occur with the redevelopment of Land Units A, D or E; and

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

  1) 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

  2) The construction of a roundabout on North Shore Drive at the intersection of a realigned Village Road and North Shore Drive pending detailed additional analysis that compares the benefits of a roundabout versus other congestion mitigation measures.

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

- Bicycling should be encouraged as an alternative to the use of single occupancy vehicles by providing bicycle storage facilities and bike racks. Showering and changing facilities should be provided in buildings with office uses;

- A direct pedestrian connection between Northgate Square Cluster and Land Unit A through Land Unit D is a high priority. Site designs should ensure that no structures obstruct this direct linkage;

- Pedestrian connectivity and safety is a critical factor in designing pedestrian links. Auto and pedestrian traffic should be separated to the greatest extent possible. In keeping with the original Master Plan concept for Reston regarding the separation of pedestrians and vehicular traffic, the addition of pedestrian bridges and/or underpasses connecting Land Units D and E with Land Unit A should be considered in order to separate pedestrians from automobile traffic on North Shore Drive;

- Pedestrians should be provided with safe and convenient access to bus stops;

- Adequate lighting consistent with Reston standards should be provided. Site design should ensure that landscaping does not impede visibility or create unsafe conditions; and

- Signage should contribute to easy pedestrian way-finding throughout the Village Center. Signage should be compatible with existing signage at Washington Plaza in terms of scale, design, color, materials and placement to create a unified identity for the Village Center.

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

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

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

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

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

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

- *Building/Site Design* – In keeping with Washington Plaza's distinctive site layout and architecture, redevelopment in Lake Anne should demonstrate excellence in design. Architectural designs should be sensitive to and supportive of the architecture in the historic overlay district and site design and

materials should support the design concepts in the historic overlay district.

- *Washington Plaza and Lake Anne Vista* – Currently, the views of Lake Anne and the Heron House from the north are obstructed by the Millennium Bank building at the entrance of Washington Plaza and the Association of School Business Officials building at the intersection of Village Road and North Shore Drive. To create a better view of this area from nearby roadways, the Association of School Business Officials building should be removed and the current bank building should be removed or altered. Redevelopment should be designed in such a way as to create an unobstructed view toward Lake Anne.

- *Green Buildings and Stormwater Management* – In keeping with Reston's original vision of protecting the environment and living in harmony with nature, redevelopment proposals should meet the following conditions:

  1) The incorporation of green building practices sufficient to attain certification through the LEED program or its equivalent is required for the Lake Anne Village Center. In addition, attainment of the Silver rating or better through the LEED program or its equivalent is strongly encouraged;

  2) Encourage the provision of architectural elements that will provide both environmental and aesthetic benefits, such as vegetated roofs and/or rooftop plaza areas in locations that will experience pedestrian or other recreation activity in order to provide a high quality visual character; and

  3) Incorporate Low Impact Development (LID) stormwater management techniques where feasible.

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

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

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

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

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

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

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

- *Retail* – Reinforcing and enhancing the existing retail in Washington Plaza is a high priority in the redevelopment of the Lake Anne Village Center. Careful consideration should be given regarding the size and types of retail establishments in the surrounding land units to avoid potentially weakening the retail environment needed to revitalize Washington Plaza.

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

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

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

A possible boundary shift may be needed to ensure that the new residents in the Village Center would be assigned to the same schools.

Land Unit Recommendations

The Lake Anne Village Center is divided into land units (as shown in Figure 70) for the purpose of organizing site-specific recommendations. For each land unit, a description of its location and character is given and recommendations are provided that articulate the planned use(s) and intensity or density.

Land Unit A

Land Unit A consists of the area north of Washington Plaza (as shown in Figure 74), the majority of which is located within the Lake Anne Village Center Historic Overlay District. It includes the surface parking lot north of Washington Plaza, dedicated open space owned by the Reston Association, the Association of School Building Officials (ASBO) building, the Millennium Bank building, and the 24-7 convenience market.

Baseline Recommendation

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

Redevelopment Option

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

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

- An extension of Washington Plaza along its existing north-south axis should be provided, extending northward from the existing northern entrance to the plaza to North Shore Drive. This plaza extension should be designed to accommodate community events such as the existing Lake Anne Farmers' Market and should provide an unobstructed view toward Lake Anne;

- New development should be oriented along the extended plaza with retail uses that are primarily community-serving in nature on the first or second

level and office and residential uses located above;

- New residential uses should primarily be located in one or more taller buildings at the northern end of the extended plaza;

- In addition to the extension of Washington Plaza, the provision of roof top plazas with well-defined public access is encouraged to provide additional open space in this Land Unit;

- In no instances should pad sites be permitted within Land Unit A; and

- Under this option redevelopment should include the removal of the current Association of School Building Officials building and the convenience market, and the removal or alteration of the Millennium Bank building.

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, 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 to 175 multifamily dwelling units), and the nonresidential component should consist of up to 105,000 square feet, subject to the same conditions provided for the *Redevelopment Option*.

Land Unit B

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

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

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

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

~~complementary nonresidential uses) should consist of up to 130,000 square feet, subject to the following conditions:~~

- ~~Retail and complementary nonresidential uses should be on the ground floor and limited to a maximum of 5,000 square feet;~~

- ~~The full amount of office use specified above can only be achieved if the proposal includes the redevelopment of the existing Lake Anne Professional Building; and~~

- ~~Usable open space in the form of plazas, urban greens, courtyards or parks should be provided to make attractive gathering places for residents. The provision of roof top plazas with well-defined public access is encouraged.~~

~~Land Unit C~~

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

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

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

- ~~Usable open space in the form of plazas, urban greens, courtyards, rooftop plazas and/or parks should be provided to make attractive gathering places; and~~

- ~~Tree preservation and/or tree cover restoration should be a key condition of redevelopment in this Land Unit, in accordance with guidance in the Environmental section of the Fairfax County Policy Plan. The existing tree canopy in this Land Unit should be preserved to the greatest extent possible.~~

~~Land Unit D~~

~~This land unit is located to the northeast of Washington Plaza and is bounded on the south by North Shore Drive, on the north by Baron Cameron Drive, 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 Village Center.

Redevelopment Option

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

- Any redevelopment of this property should replace the loss of any of the existing 181 affordable (workforce) rental units with the same number of affordable housing units;

- Usable open space in the form of plazas, urban greens, courtyards, rooftop plazas and/or parks should be provided to make attractive gathering places;

- Tree preservation and/or tree cover restoration should be a key condition of redevelopment in this Land Unit, in accordance with guidance in the Environmental section of the Fairfax County Policy Plan; and

- Site designs for Land Unit D should ensure a safe, well-lighted walkway to connect the residents in Northgate Square with existing and planned office and retail uses in Land Unit A. New structure(s) should not obstruct direct pedestrian linkages.

Full Consolidation Option

As an option, new development up to the following maximum levels may be achieved if Land Units A 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 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 Drive and on the east by Village Road. The land unit contains the Fellowship House senior housing development, a multi-wing high-rise building containing 240 units.

Baseline Recommendation

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

Redevelopment Option

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

- Any redevelopment of this property should replace the loss of any of the existing affordable rental units among all the Land Units;

- Usable open space in the form of plazas, urban greens, courtyards or parks should be provided to make attractive gathering places for residents. The provision of roof top plazas over structured parking with well-defined public access is encouraged where feasible; and

- Tree preservation and/or tree cover restoration should be a key condition of redevelopment in this Land Unit, in accordance with guidance in the Environmental section of the Fairfax County Policy Plan.

New development up to the following maximum levels may be achieved subject to the following condition if development occurs after the redevelopment of Land Units A and D: 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 Units A and D.

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

Land Unit F

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

Land Unit F makes up the core of the Lake Anne Village Center Historic Overlay District. Since this land unit is not planned to be redeveloped, it is not part of any redevelopment or consolidation options.

~~Land on the Periphery of Reston~~

1. For land use recommendations within Reston, see the Reston section of the Area III volume of the Plan.

~~9.~~2. Land between ~~Stuart~~ Shaker Woods Road, Leesburg Pike, and Reston should be planned for residential use at .5-1 dwelling unit per acre as shown on the Plan map. ~~As an~~ Under a Plan option, Tax Map 11-2((1))~~47A may be~~47B, 47C and 47D were developed at a density of ~~1-2~~ less than 2 dwelling units per acre to provide an appropriate transition between the higher density residential development that exists and is planned for the area to the south and to the east and the low density development to the west. Buffering should be provided to the extent possible along the western boundary to ensure a suitable transition.

~~10. An area located adjacent to the Reston Planned Residential Community near Center Harbor Road is planned for residential use at 1-2 dwelling units per acre as shown on the Plan map. Development at this density should occur if the land is developed as a functionally integral part of Reston.~~

~~11~~3. The area north of Baron Cameron Avenue and east of the Reston boundary (including Tax Map 12-3((1))part of 21, 21D, 22, 23 and 24) is planned for 2-3 dwelling units per acre as shown on the Plan map Development in this area should provide substantial buffers to existing residential development and along Baron Cameron Avenue. (See Land Use Recommendation #~~12~~4 for additional Plan guidance.)

~~12~~4. The area south of Leesburg Pike and north of Baron Cameron Avenue is planned for residential use at .5-1 and 2-3 dwelling units per acre. This includes the area south of the Ascot subdivision. Residential development in this area should help to maintain a low density buffer around Reston. This area is identified in Figure ~~71~~67 as Land Unit A (Tax Map 12-3((1))18A , 19A, and part of 21).

Due to the different Plan density ranges assigned to this area, coordinated development under a unified development plan is encouraged as a way to provide effective transitions between the area planned 2-3 and the area planned .5-1 dwelling units per acre. The overall density will be determined by averaging the Plan ranges, by land area, over the entire site. The high end of the density range can be achieved only if the following conditions are met:

- Complete consolidation of all parcels within Land Unit A and provision of interparcel access, coordination of lot layouts, pathways and circulation system with adjoining properties;
- No roadway connects with Bishopsgate Way;
- The development incorporates substantial open space and facilities for active recreation;
- No commercial development should occur. The Reston Farm Market located on Baron Cameron Avenue is a non-conforming use;

NOTE: This figure was modified to indicate new recommendation number, and replaced with the new figure on the following page.

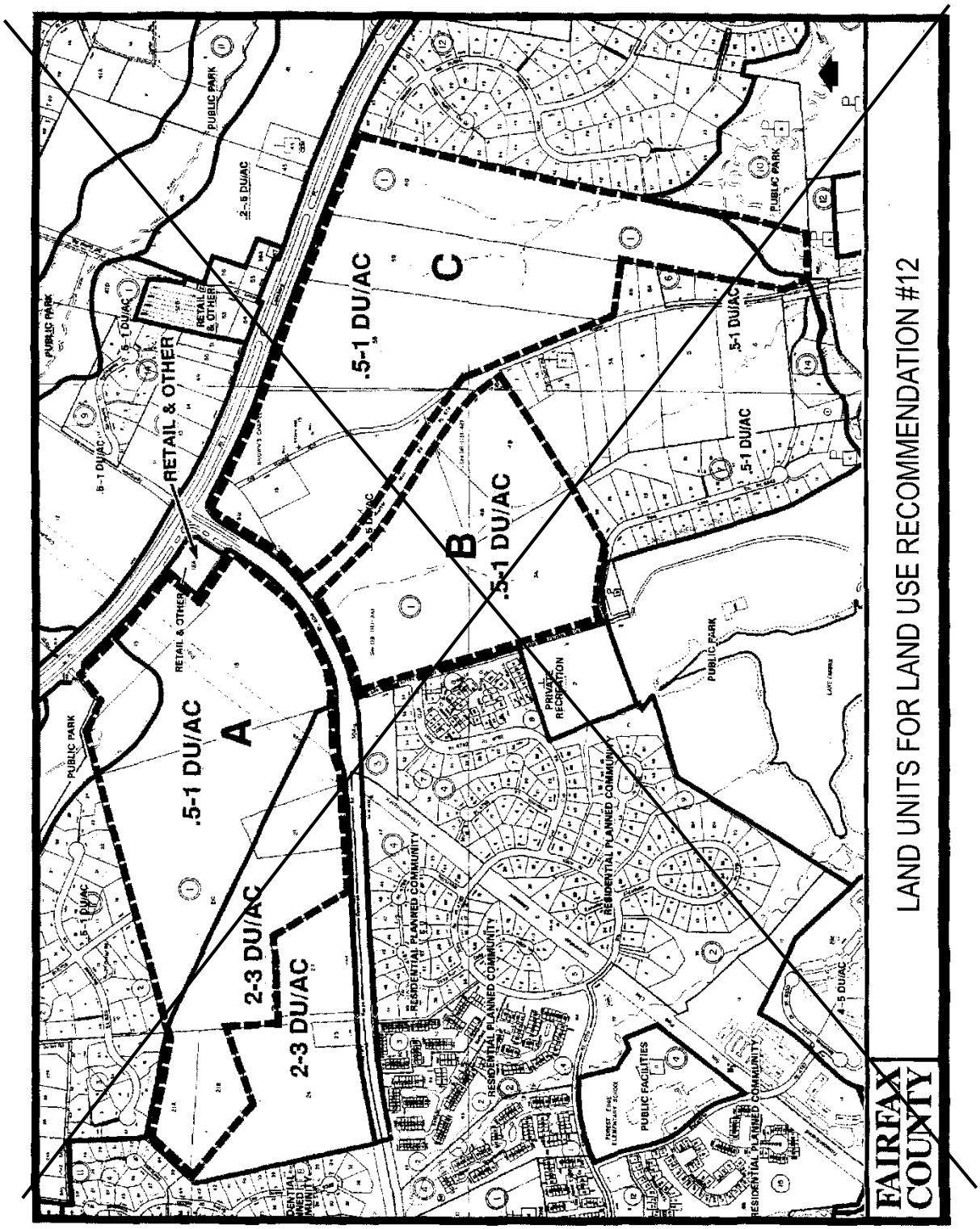
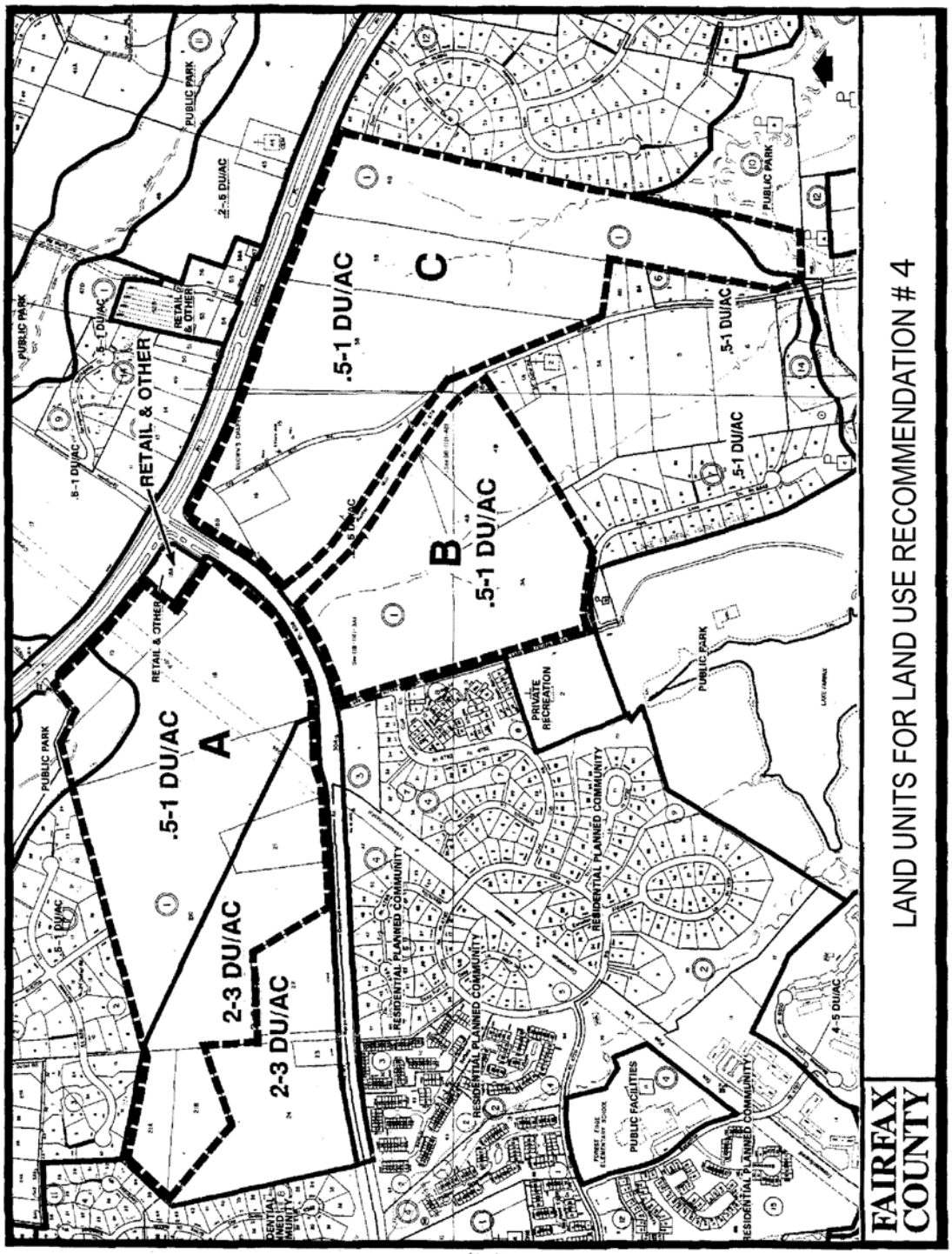


FIGURE 71

NOTE: This figure replaces the old Figure 71 shown on the previous page.



- Substantial buffers are provided along the frontages of Leesburg Pike and Baron Cameron Avenue;

- Lots abutting the Ascot subdivision and the Reston PRC should be developed in a similar size (a minimum of 36,000 square feet) to foster compatibility with these existing communities; and

- Satisfactory transportation improvements as determined by the county.

The area south of Leesburg Pike and south of Baron Cameron Avenue is planned for residential use at .5-1 dwelling unit per acre. This includes the area east of the Reston boundary and Lake Fairfax Park and north of Colvin Run. Development at this density is similar to existing residential development in the area and will help to maintain a low density buffer around Reston. A portion of this area is identified in Figure ~~71~~30 as Land Unit B (Tax Map 18-1((1))B1 and B2) and Land Unit C (Tax Map 12-3((1))15, 16, 18B, 31; and 12-4((1))58, 59 and 60). Additional Plan guidance is included under Land Use Recommendation #10 for the Hickory Community Planning Sector (UP3).

Development within Land Unit B and Land Unit C is appropriate at the high end of the density range only if the following conditions are met:

- Substantial, if not complete, consolidation of all parcels within each land unit as noted above and provision of interparcel access, coordination of lot layouts, pathways and circulation system with adjoining properties;

- Substantial buffers are provided along the frontages of Leesburg Pike, Baron Cameron Avenue, and Hunter Mill Road;

- To maintain the low density residential character of Hunter Mill Road and Leesburg Pike, larger lots should be located near these roadway frontages;

- No commercial development should occur;

- Substantial buffers are provided along Lake Fairfax Drive and Lake Fairfax subdivision, and lots abutting Lake Fairfax Drive and Lake Fairfax subdivision should be at least 25,000 square feet in size to foster compatibility with the surrounding community;

- The approximately 30 acres of the area known as the Reston Pet Farm is an area amenity that should be preserved and incorporated into the development or else maintained as perpetual open space or public parkland, should Pet Farm operations cease; and

- Satisfactory transportation improvements as determined by the county.

~~13~~5. The area bounded by Hunter Mill Road, Lake Fairfax Park, Sunset Hills Road, and Lake Fairfax Business Park is planned for residential development at .2-.5 dwelling units per acre as shown on the Plan map. As an option, the southeastern portion of the area may also be appropriate for institutional or public uses if all adverse impacts are satisfactorily mitigated.

Uses requiring special permit or special exception approval should be rigorously reviewed and permitted only when the use is of a size and scale that will not adversely impact adjacent land uses and the overall low density residential character of the area. The cumulative effect of special permit and special exception uses should be considered prior to allowing additional uses of this type. The expansion of existing special permit and special exception uses should be considered on a case-by-case basis to determine if expanding the existing use will be in keeping with the low density residential character of the area.

Any improvement to Sunset Hills Road must be designed so as to not adversely impact the ability of the private school located on Tax Map 18-3((2))5 (formerly the Tara Reston Christian School) to operate at its authorized capacity (February 1988). Safe and convenient access for ingress and egress should be provided. Noise engineering studies should also accompany the corridor study which will have to be conducted for Sunset Hills Road in accordance with Transportation Policy 1b.

~~14~~6. Tax Map 27-2((1))2, 18-4((1))25 and 29B and 18-4((13))inclusive (approximately 167 acres) are planned for residential use at no more than .5-1 dwelling unit per acre. The site is located in the Difficult Run watershed and is bisected by several small tributaries. These tributaries and their associated Environmental Quality Corridors should be left as open space.

~~15. An area adjacent to the western edge of Lake Fairfax Park on Colvin Run is planned for residential use at 4-5 dwelling units per acre.~~

~~16~~7. It is appropriate that land in this planning sector associated with the Difficult Run watershed be planned as public and private open space and residential use at densities of .1-.2, .2-.5, and .5-1 dwelling unit per acre as shown on the Plan map. Residential development at these densities will serve to maintain the large lot residential character of the area that has been established and afford protection of this environmentally sensitive area.

The Guidelines for Cluster Development contained in the Policy Plan should be strictly adhered to in this area, especially the guideline that no cluster development should be considered when the primary purpose of clustering is to maximize density on the site.

Because of the configuration of several planned density categories on the Plan map for this area, many properties have more than one category assigned. When a site has more than one planned density range assigned, the appropriate overall density and average lot size should be determined by placing a strong emphasis on achieving compatibility with existing development in the vicinity. See the Area Overview in the Area II or Area III Plan for further guidance regarding the Difficult Run watershed. [Not shown]

~~17. The area north of Lawyers Road and south of the Glade Stream Valley that is not zoned as part of Reston is planned for residential use at .1-.2 dwelling unit per acre as shown on the Plan map. It is developed as an institutional use. Any future changes or redevelopment proposed for this area should provide or maintain a substantial buffer to protect the adjacent residential communities and should be sensitive to the environmental constraints of the property.~~

~~1~~8. The area west of the Reston Planned Residential Community in the vicinity of Pinecrest Road is mostly planned for residential use at 1-2 dwelling units per acre as shown on the Plan map. As an option, Parcels 25-2((5))53, 55, 56, 57, 58, and 59 may be appropriate for residential townhouse or patio-style development at 4-5 dwelling units per acre under the following conditions:

- Building heights should not exceed 35 feet;
- Effective visual screening and a substantial buffer is provided to protect adjacent single-family residential uses; and
- Access should be provided from both Pinecrest and Fox Mill Roads, as far from the intersection as possible.

Parcels 26-1((1))5A, 5B, 5C, and 6 are planned for low intensity light industrial/R&D use at a maximum of .25 FAR. This use should be limited to these parcels, designed to minimize visual impacts on adjacent residential parcels, and provide substantial screening and buffering. As an option, if consolidated, parcels 5A and 5C may also be considered for residential use at 4-5 dwelling units per acre provided that:

- Building heights do not exceed 35 feet;
- Effective visual screening and a substantial buffer is provided to protect adjacent existing and planned single-family residential uses; and
- Access is provided through the residentially planned and zoned area to the south and west. Access through the adjacent industrial/R&D use is not appropriate.

~~1~~9. For ~~the~~ Sector UP5 ~~area outside Reston~~, ample local-serving commercial facilities are either available or planned within Reston, at the Village Centers and Town Center, leaving no need for commercial development along either Route 606 or Hunter Mill Road. [Not shown]

~~2~~10. The Route 7 Corridor is planned for and should continue to be reserved for residential development. Industrial, office, research and development (R&D), and retail commercial uses are not appropriate in the Route 7 Corridor. Uses requiring special permits and special exception approval should be rigorously reviewed and permitted only when the use is of a size and scale that will not adversely impact adjacent land uses and the overall low density residential character of the corridor in order to prevent commercial or quasi-commercial encroachment. [Not shown]

~~21. The westerly portion of the approximately 120-acre tract of land north of Sunset Hills Road immediately east of the Reston boundary is considered appropriate for industrial uses provided that:~~

~~a. The industrial portion of the 120-acre tract, which is approximately 55 acres in area and located on the western portion of the tract, is planned for medium intensity industrial research and development and similar uses;~~

~~b. The approximately 65-acre residential area of the tract (Equestrian Park subdivision) has been developed as residential use at .2-.5 dwelling unit per acre. This residential area ensures that low density residential use is maintained to the east of the industrial area located on the western portion of this tract. This line of demarcation establishes~~

~~the boundary between industrial and residential use and the current development on both sides of the line is consistent with this intent;~~

~~c. The dividing line between the industrial and residential uses should accommodate and follow the swale commencing on the northerly side of the property at its boundary with Lake Fairfax Park and running southerly towards Sunset Hills Road, following the tree line as it approaches Tax Map 18-3((1))0 and continuing towards Sunset Hills Road to the northwesterly corner of Tax Map 18-3((1))10. Tax Map 18-3((1))12B and the eastern portion of 18-3((8))2 and 3 should be retained as a buffer to the low density residential area. The above line of demarcation will establish the boundary between industrial and residential uses by relating the transition and land use to physical features of the land, i.e., the tree line and swale;~~

~~d. The applicant should install approved plantings to close the gap, which is approximately 50 feet wide, between the tree line running north from Sunset Hills Road to where it most closely approaches the existing trees and tying into the treed swale running south from Lake Fairfax Park. In the event that such plantings are inconsistent with good site planning and land use as determined in the final site planning of the property, the Reston Community Association and the applicant should work out a suitable compromise;~~

~~e. Stringent environmental controls should be applied to the industrial portion of the tract. These include extensive landscaping on Sunset Hills Road, buffering for the residentially planned area to the east, and sedimentation control measures to assure the environmental integrity of Lake Fairfax.~~

Transportation

Transportation recommendations for this sector are shown in the following figures ~~on Figures 72, 73, 74, 75, 76, 77, and 78~~. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals. Development proposals should also be evaluated against the Hunter Mill Road Traffic Calming Study (Northern Virginia Regional Commission, 2006), which provides both a traffic calming conceptual plan for Hunter Mill Road, as well as context sensitive roadway design techniques.

Development and redevelopment applicants shall be encouraged to establish or participate in transportation management programs to promote alternatives to single occupant vehicle use, particularly during peak commutation hours. Transportation management programs include, but are not limited to: flexible and alternative work schedules, telecommuting, transit pass programs, dedicated bus/van shuttles to designated transit centers, parking management arrangements, promotion of ridesharing, bicycling and walking. Applicants will be encouraged to coordinate with and make appropriate contributions to a Transportation Management Association (TMA) where such a TMA has been established. In addition, applicants will be encouraged to require lessee cooperation with an existing TMA or one established in the future.

Sunset Hills Road as it terminates at Hunter Mill Road provides for the primary access to the Dulles Toll Road for the residential areas and commercial office areas within the eastern

periphery of Reston. This access can be provided for by either option A, B or C below. Option A is the preferred option:

- The preferred option A is to slightly modify the current Sunset Hills Road intersection by moving it opposite the Dulles Toll Road westbound off-ramp and relocate the Toll Road westbound on-ramp to begin at Sunset Hills Road west of Hunter Mill Road and east of the existing VDOT maintenance facility.

- A secondary option B, if option A is not accepted by VDOT, would be to relocate Sunset Hills Road in a configuration that brings the intersection of Sunset Hills Road and Hunter Mill Road as close as possible to the Reston Presbyterian Church (Tax Map 18-3((1))6).

- A third option C is a roundabout as described in the Hunter Mill Road Traffic Calming Study (Northern Virginia Regional Commission, 2006).

Heritage Resources

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

Development in the area of the site of the Battle of Dranesville (in the vicinity of Reston Avenue and Leesburg Pike) should be sensitive to any heritage resources associated with that event.

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

Public Facilities

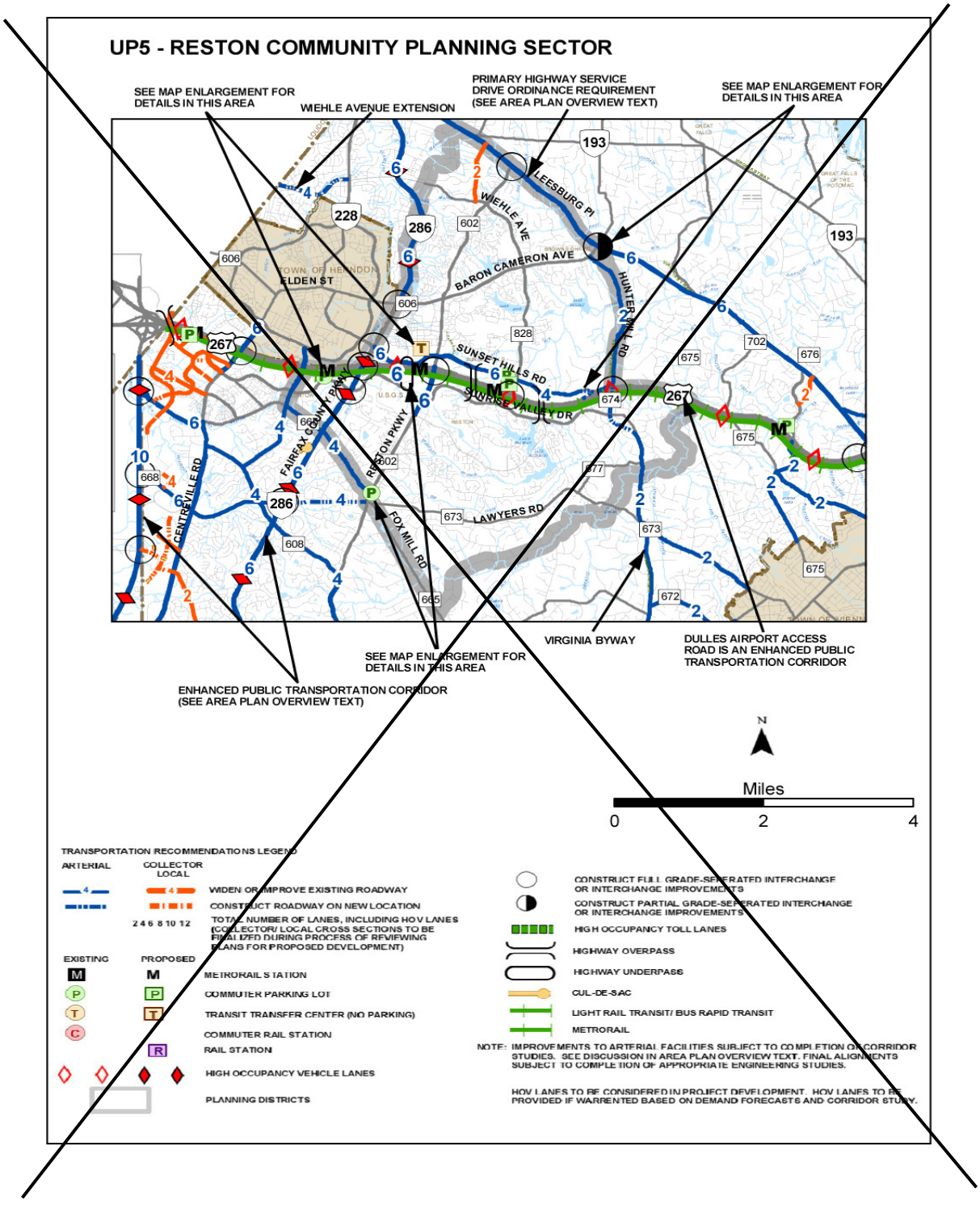
1. Construct a fire and rescue station at the Leesburg Pike/Reston Avenue intersection.

2. Reserve land adjacent to the Dulles Toll Road just west of the Reston Parkway for a potential rail station (no parking).

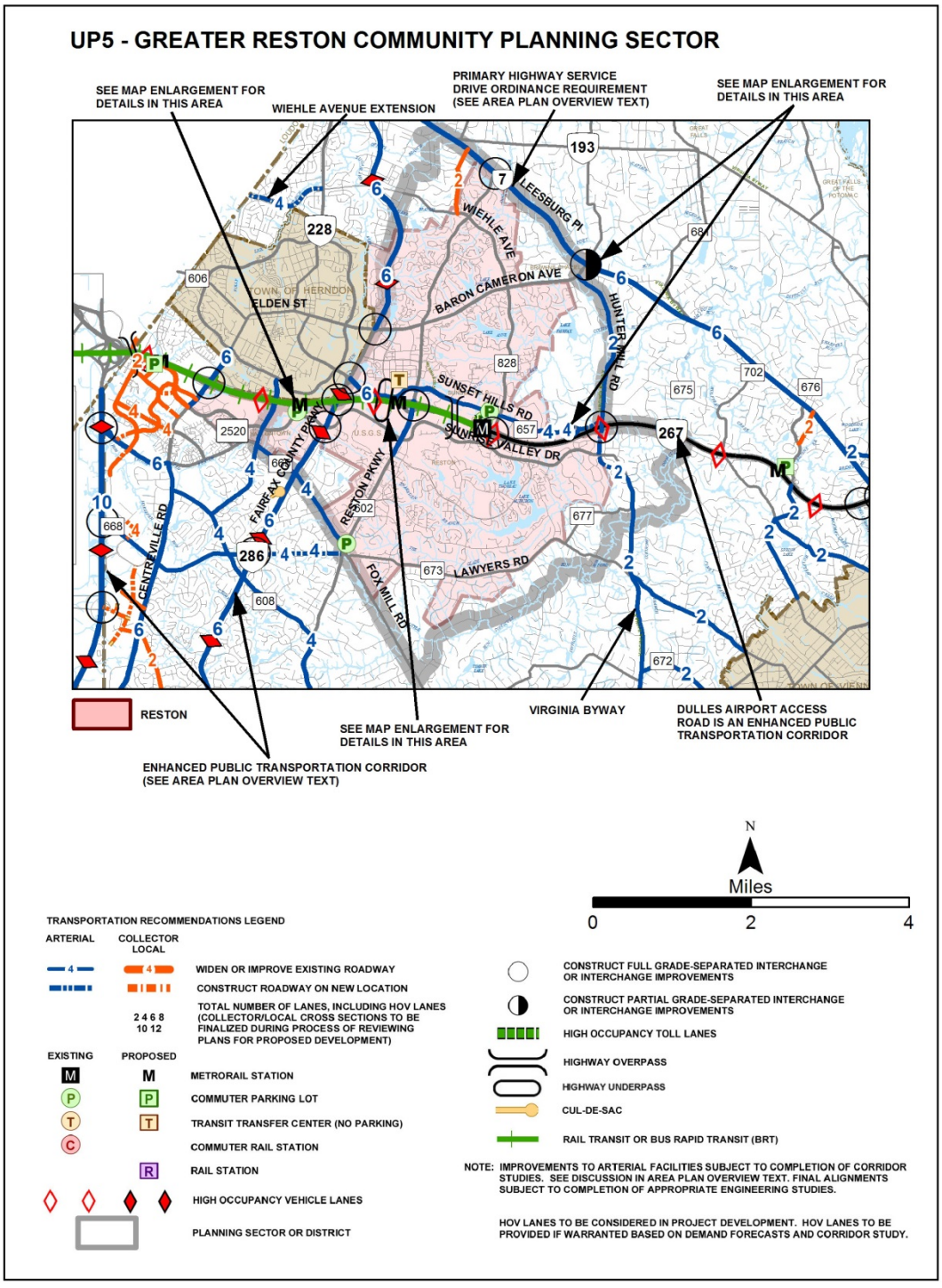
3. Expand the Reston Regional Library consistent with the Policy Plan standards for regional libraries.

4. Provide additional finished water transmission facilities along Fox Mill Road south of Lawyers Road.

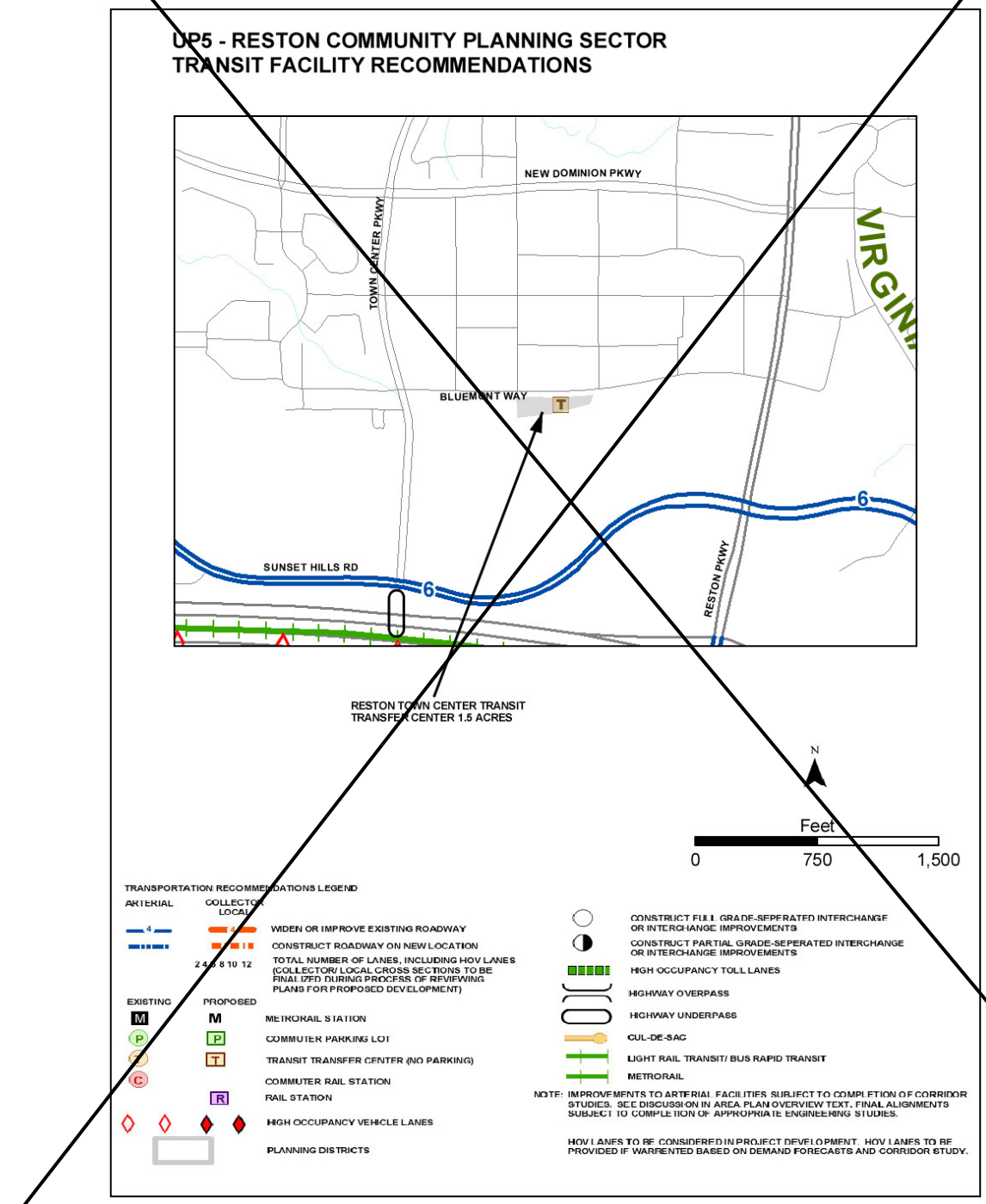
NOTE: This figure was modified to reflect the renaming of UP5 Sector and replaced with the new "Greater Reston Transportation Recommendations" figure on the following page



NOTE: This figure replaces Figure 72 on the previous page.

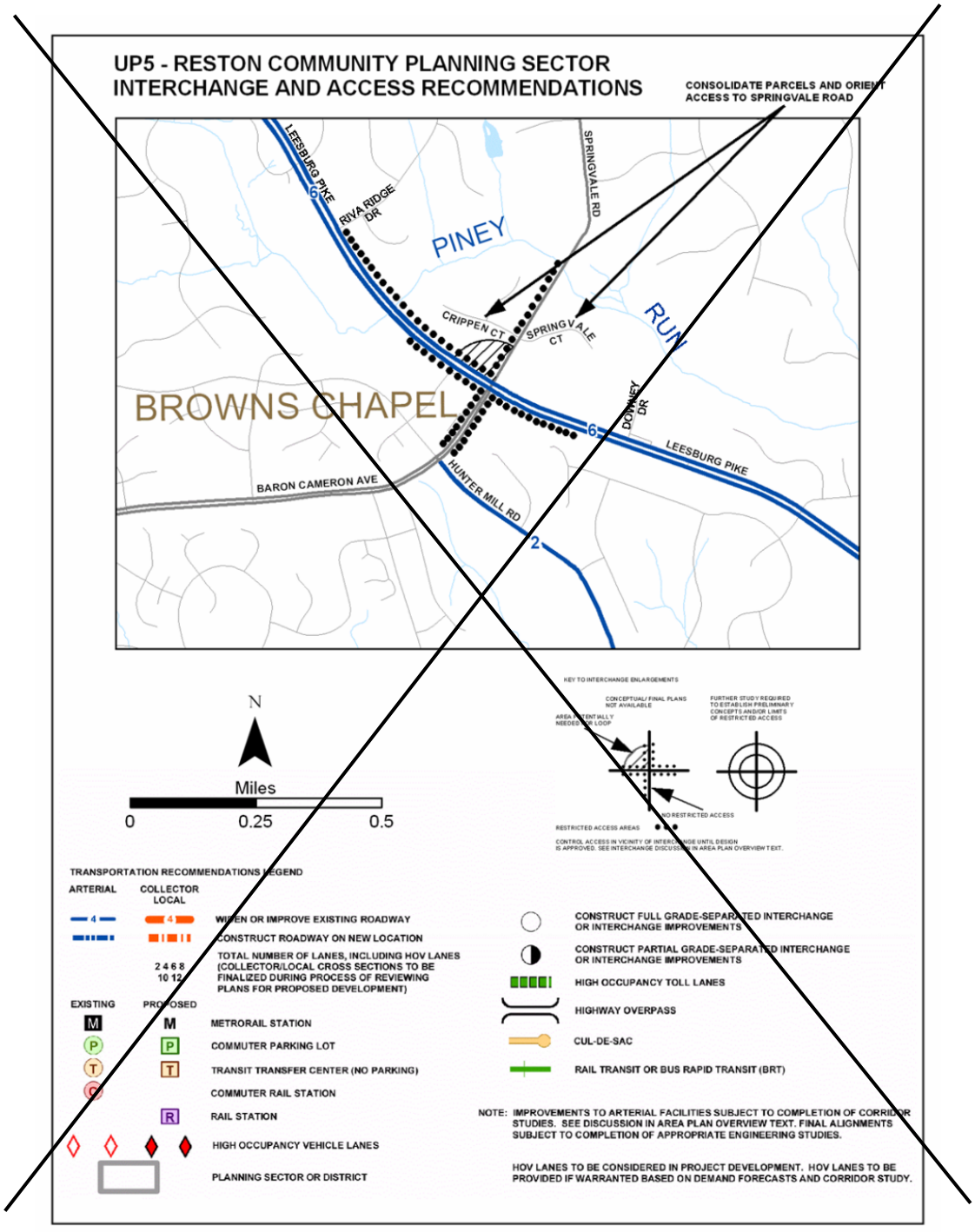


NOTE: This figure was deleted from UP5 and moved to the Reston Plan section of the Area III Volume.



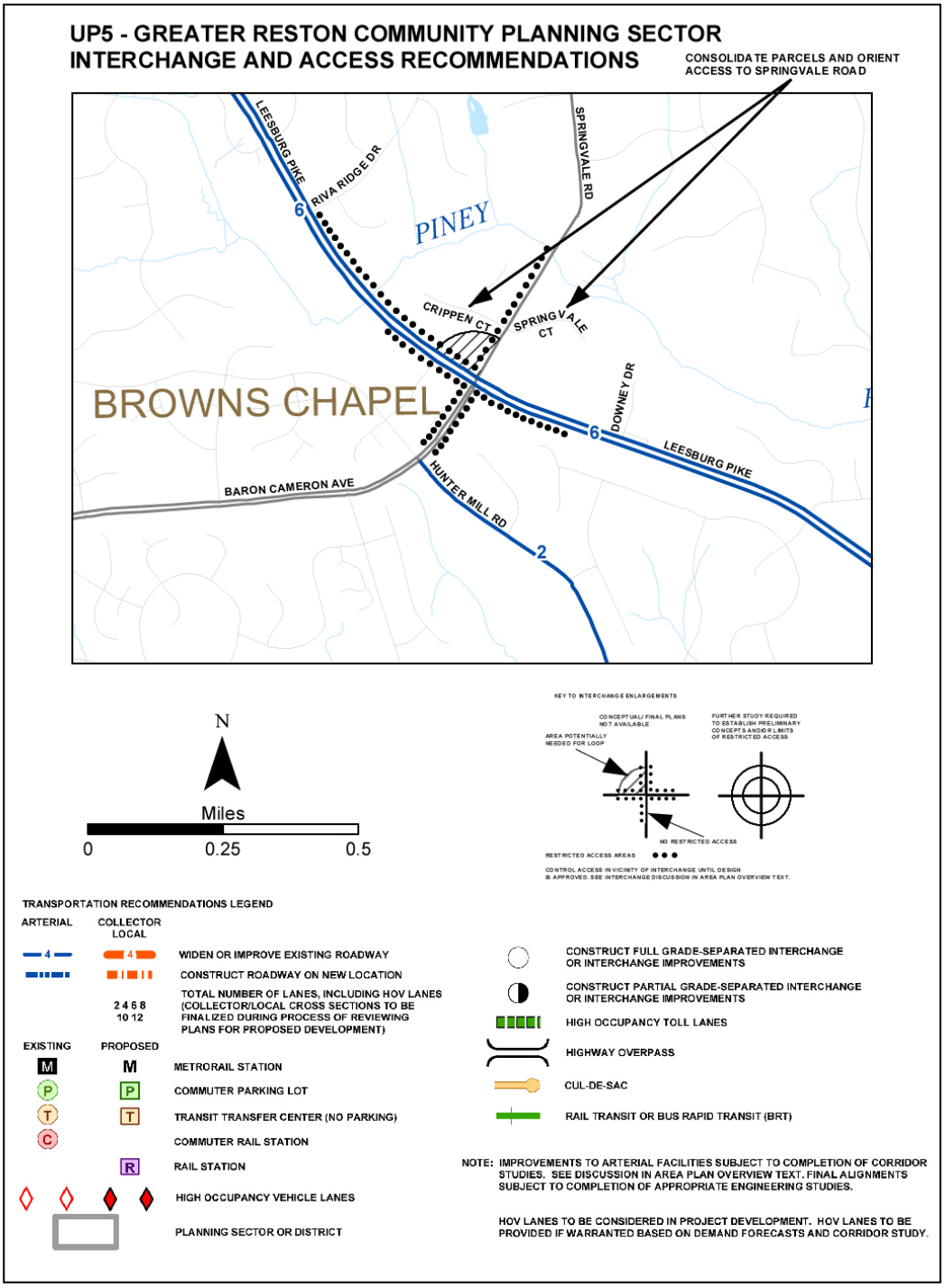
TRANSIT FACILITY RECOMMENDATIONS **FIGURE 73**
UP5 RESTON COMMUNITY PLANNING SECTOR

NOTE: This figure was modified to reflect the new Community Planning Sector name. It is replaced by the figure on the following page.

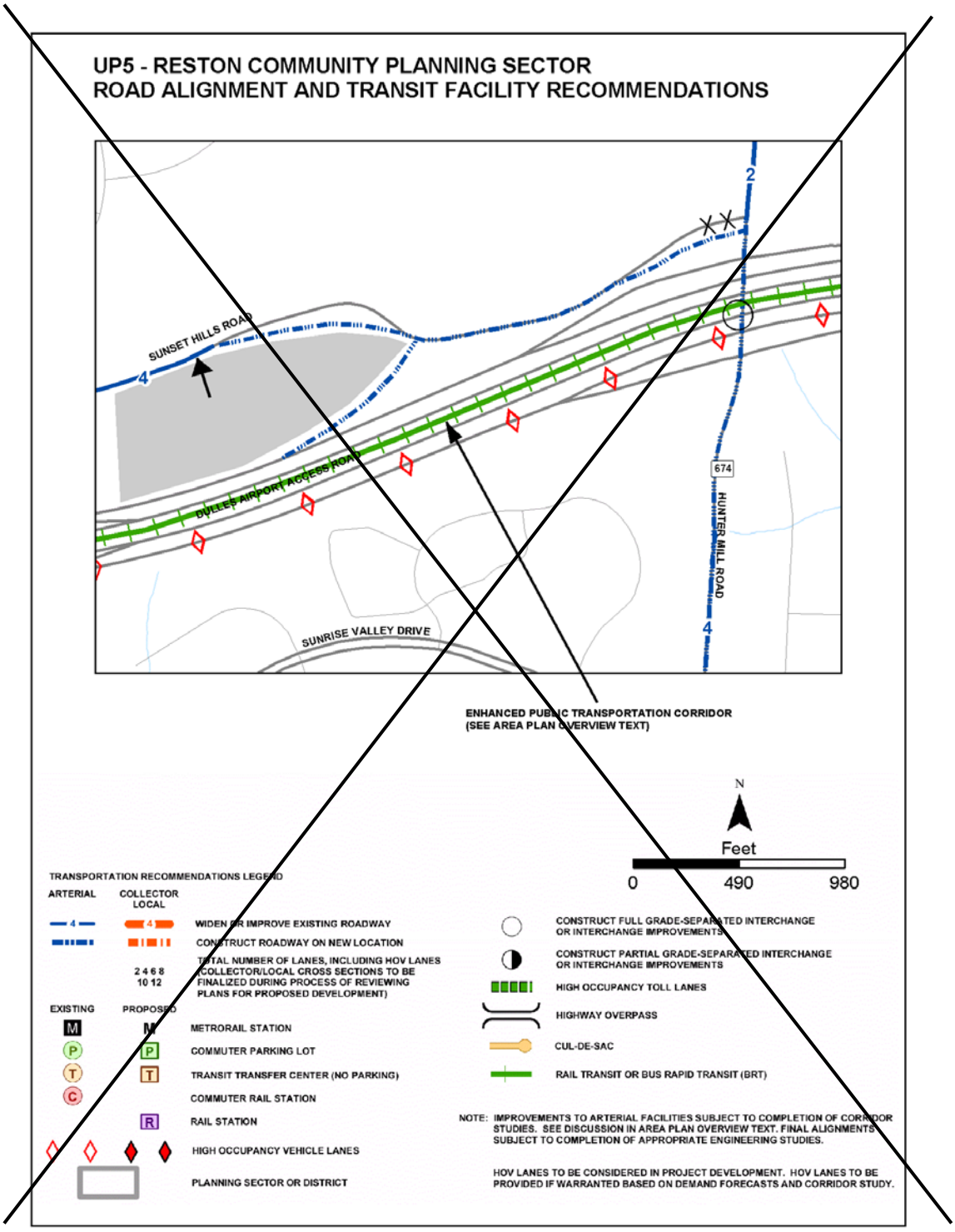


INTERCHANGE AND ACCESS RECOMMENDATIONS **FIGURE 74**
UP5 RESTON COMMUNITY PLANNING SECTOR

NOTE: This figure replaces the figure on the previous page.

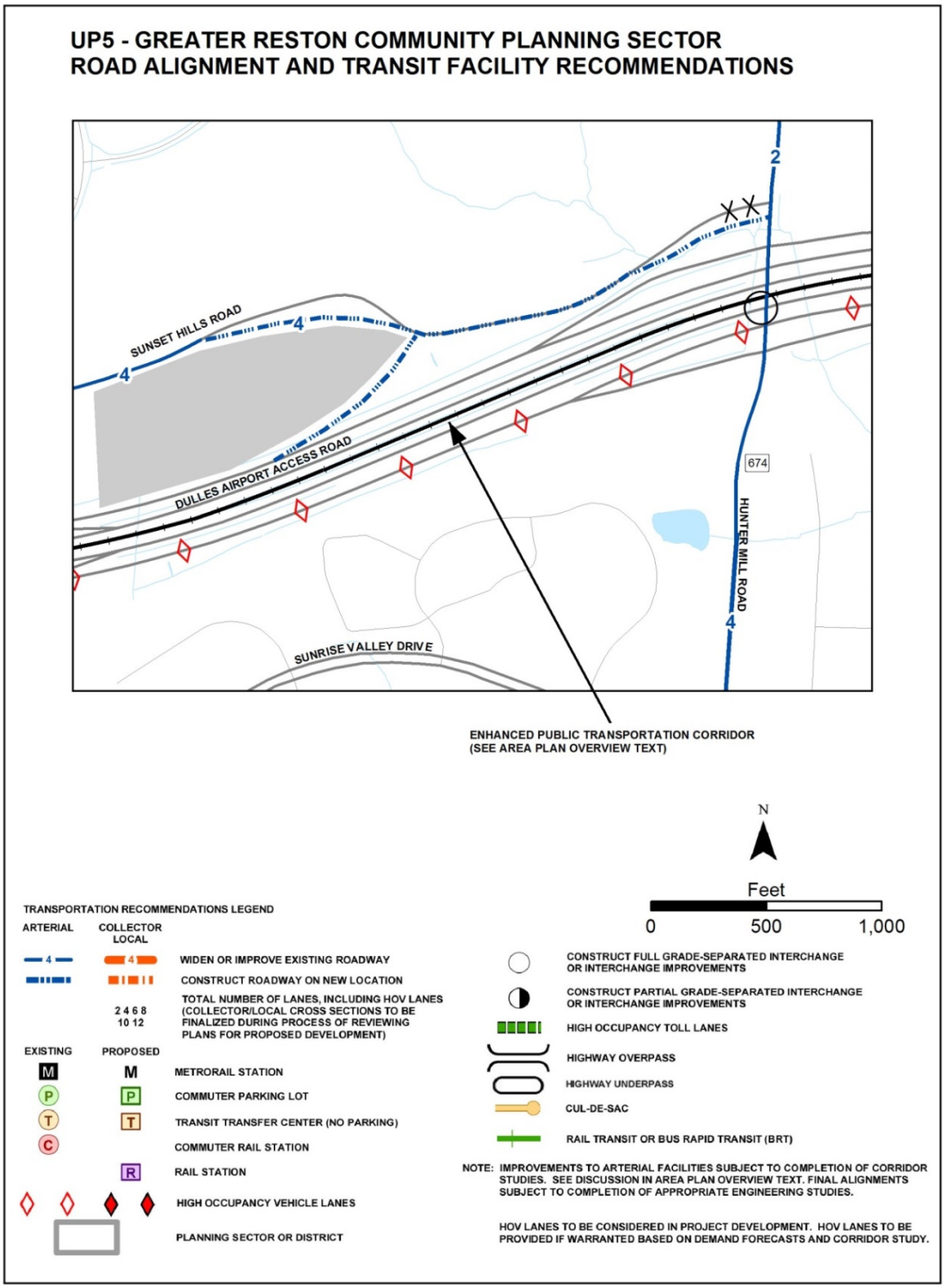


NOTE: This figure was modified to reflect the new Community Planning Sector name. It is replaced by the figure on the following page.

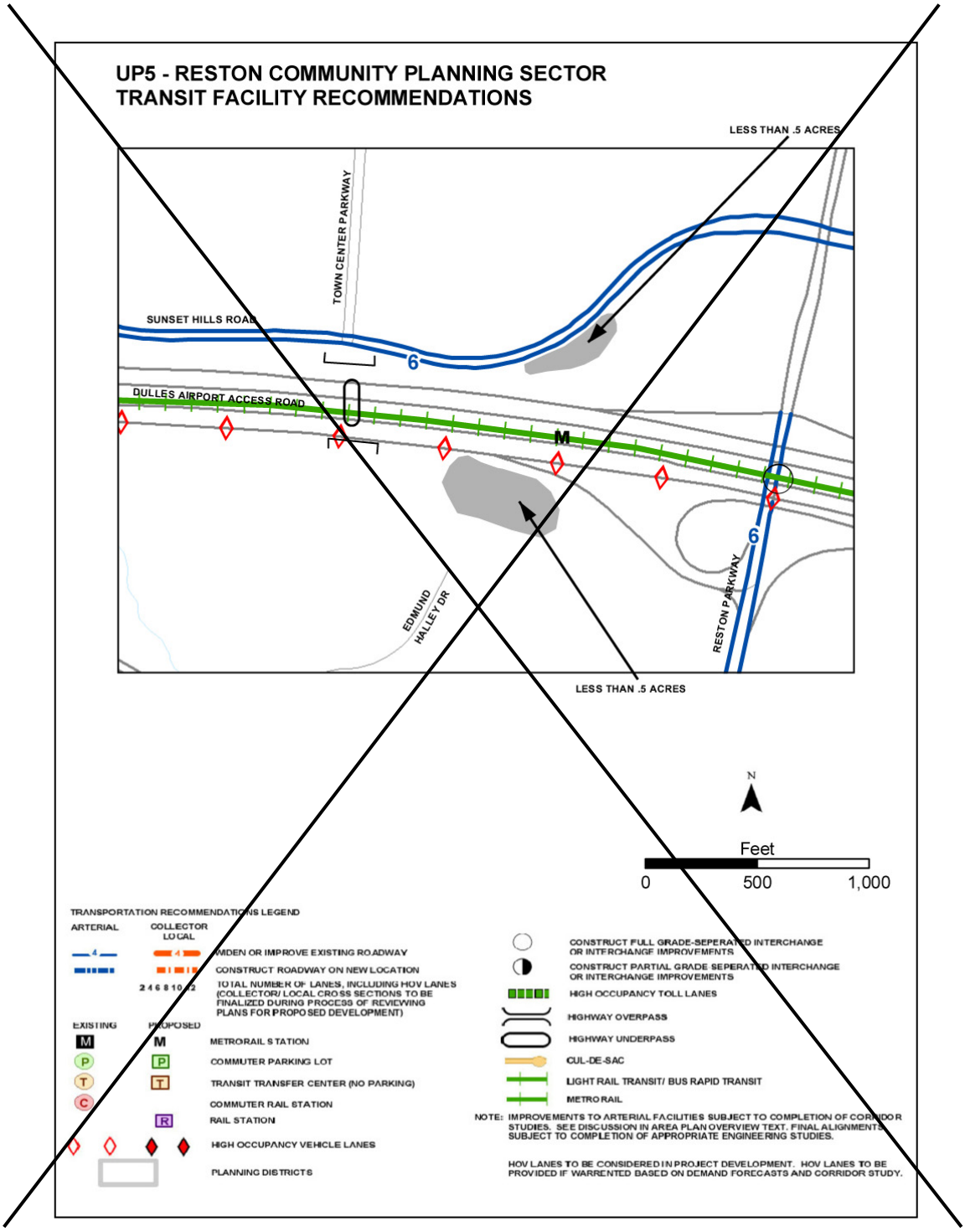


ROAD ALIGNMENT AND TRANSIT FACILITY RECOMMENDATIONS FIGURE 75
UP5 RESTON COMMUNITY PLANNING SECTOR

NOTE: This figure replaces Figure 75, "Road Alignment and Transit Facility Recommendations, UP5-Reston Community Planning Sector," on the previous page.

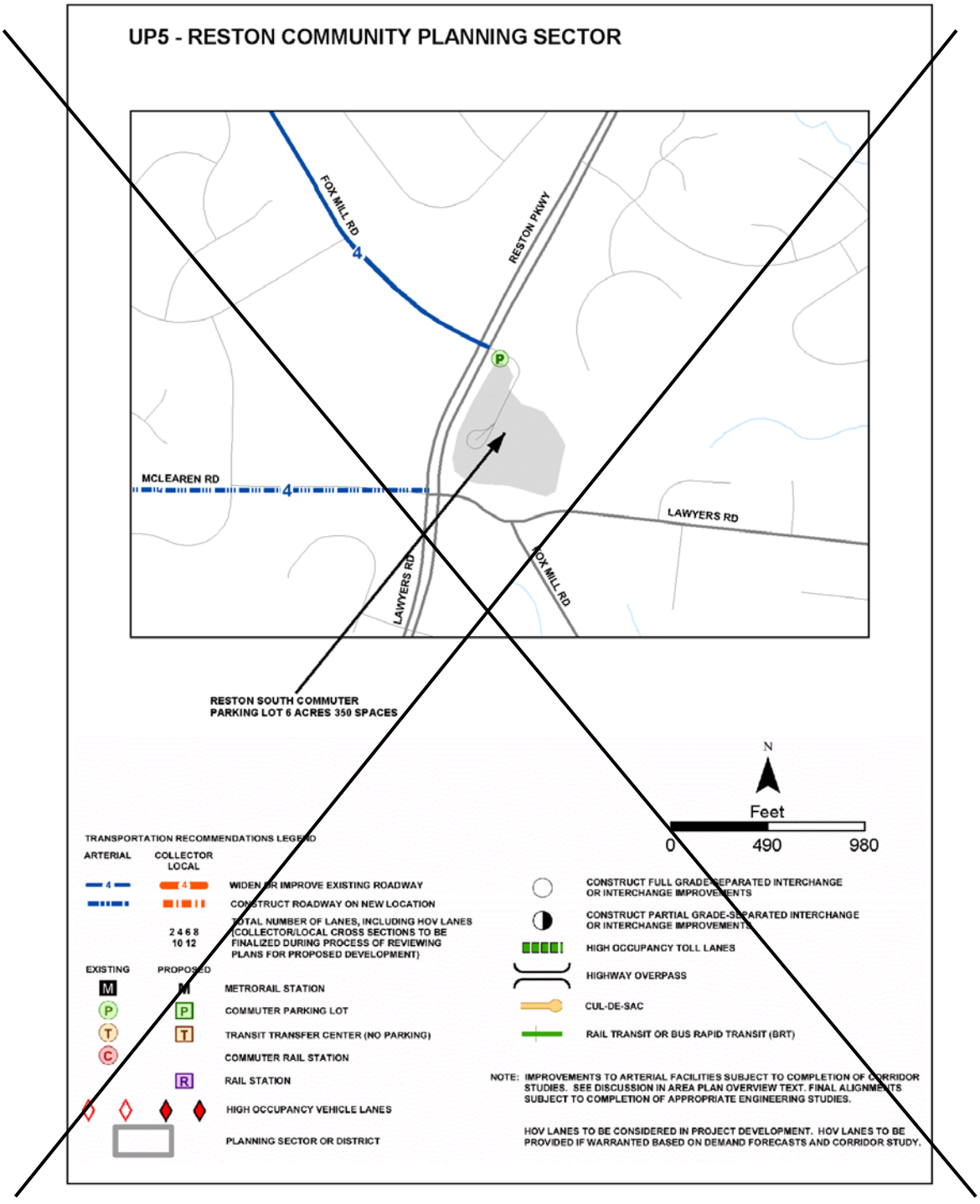


NOTE: This figure was deleted from UP5 and moved to the Reston Plan section of the Area III



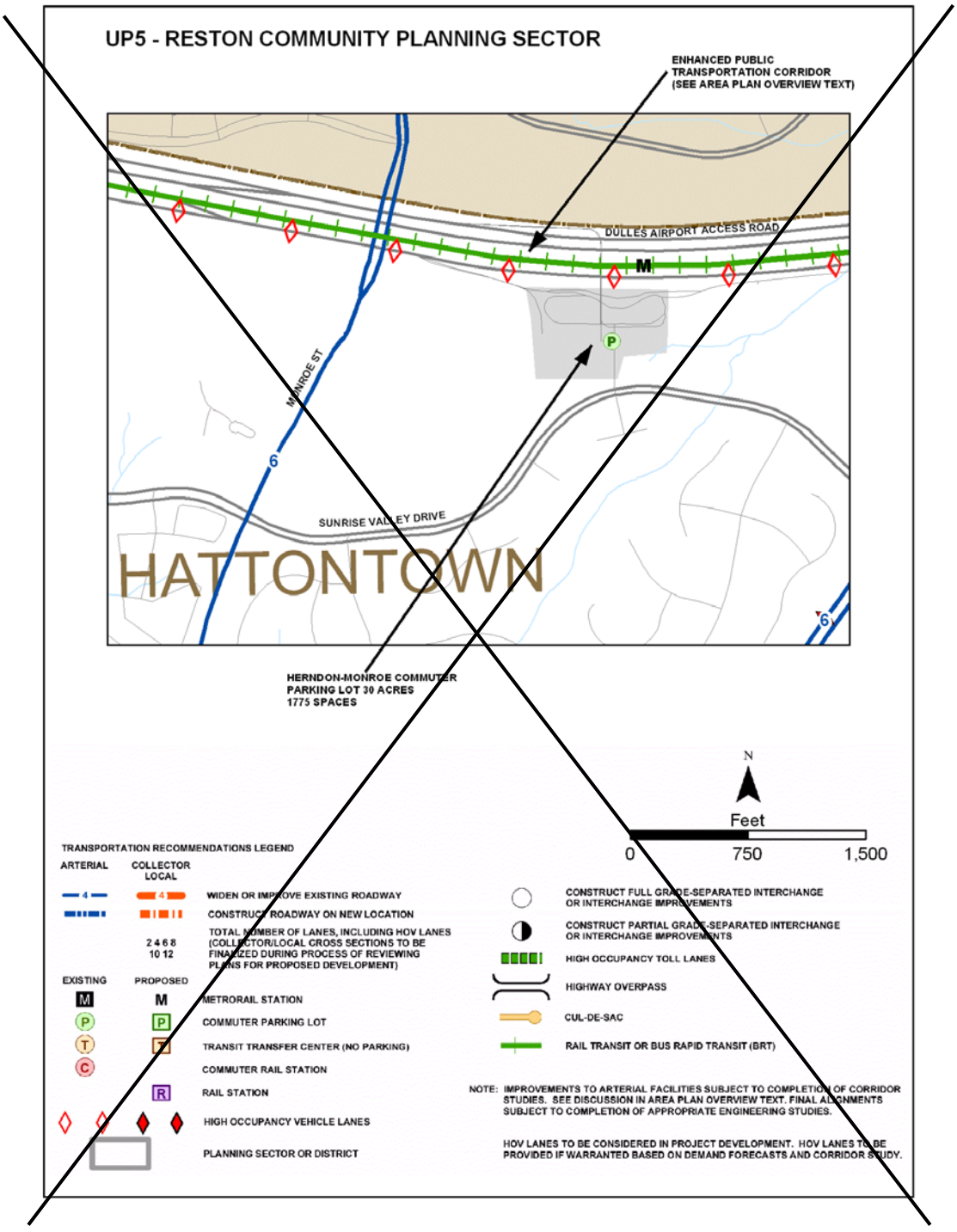
TRANSIT FACILITY RECOMMENDATIONS **FIGURE 76**
UP5 RESTON COMMUNITY PLANNING SECTOR

NOTE: This figure was deleted from UP5 and moved to the Reston Plan section of the Area III.



TRANSIT FACILITY **FIGURE 77**
UP5 RESTON COMMUNITY PLANNING SECTOR

NOTE: This figure was deleted from UP5 and moved to the Reston Plan section of the Area III.



TRANSIT FACILITY RECOMMENDATIONS **FIGURE 78**
UP5 RESTON COMMUNITY PLANNING SECTOR

5. Provide additional finished water transmission facilities along the Fairfax County Parkway, south of New Dominion Parkway.

For additional Public Facilities guidance, see the Community-wide recommendations of the Reston Plan in the Area III volume of the Comprehensive Plan.

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 79. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

~~Public Art~~

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

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

Trails and Bicycle Facilities

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

Bicycle Facilities for this sector are delineated on the 1":4000' Countywide Bicycle Network Map which is referenced as Figure 3 in the Transportation element of the Policy Plan and is available from the Department of Transportation.

"**FIGURE 79**
PARKS AND RECREATION RECOMMENDATIONS
SECTOR UP5

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
Stuart Road	
South Lakes Drive	
(Reston) Town Green	Integrate urban park with Reston Town Center North section of Reston TSA. ~~Develop in accordance with the master plan prepared cooperatively by Reston Community Association and the Fairfax County Park Authority.~~
COMMUNITY PARKS:	
Reston North	Complete development in accordance with approved plan.
Shaker Woods	Initiate a master planning process and develop in accordance with approved plan.
Tamarack	
Stratton Woods	Initiate a master planning process and develop in accordance with an approved plan for active recreation including an athletic field complex to serve projected population for this sector. Acquire an additional Community Park site in the Reston area for development of active recreation facilities.
DISTRICT PARKS:	
Baron Cameron ~~School Site~~	~~Convert interim use agreement to permanent acquisition if this school site is declared surplus.~~ Complete development in accordance with approved park master plan.
~~Fox Mill District~~ Fred Crabtree	Complete development in accordance with approved plan.
COUNTYWIDE PARKS:	
Lake Fairfax (Multiple Resources)	Upgrade and expand facilities at Lake Fairfax Park.
Colvin Run Stream Valley	Acquire land as necessary to complete development of countywide trail.
Difficult Run Stream Valley Little Difficult Run Stream Valley	Difficult Run and Little Difficult Run contain environmentally sensitive natural and cultural resources. Protection of the EQCs should be achieved through dedication, donation and/or acquisition of land and open space easements to the Fairfax County Park Authority. Intrusion of non-recreational development should be restricted and off-site impacts mitigated. Complete development of countywide trails.
REGIONAL PARKS:	
W&OD Trail"	

ADOPTED CHANGES TO UP7-WEST OX COMMUNITY PLANNING SECTOR

MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Upper Potomac Planning District, as amended through 12-2-2014; UP7-West Ox Community Planning Sector, Concept for Future Development, page 234:

"CONCEPT FOR FUTURE DEVELOPMENT

"The Concept for Future Development recommends the areas of the West Ox Community Planning Sector develop as either Suburban Neighborhoods or Low Density Residential Areas except for the area north of Fox Mill Road which is in the Reston Transit Station Areas section of the Reston Plan. The Suburban Neighborhood area is located in the western portion of the sector, generally west of Lawyers Road. The Low Density Residential Area is located in the eastern portion of the sector, generally east of Lawyers Road and east and south of Reston."

MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Upper Potomac Planning District, as amended through 12-2-2014; UP7-West Ox Community Planning Sector, Land Use Recommendation, page 235:

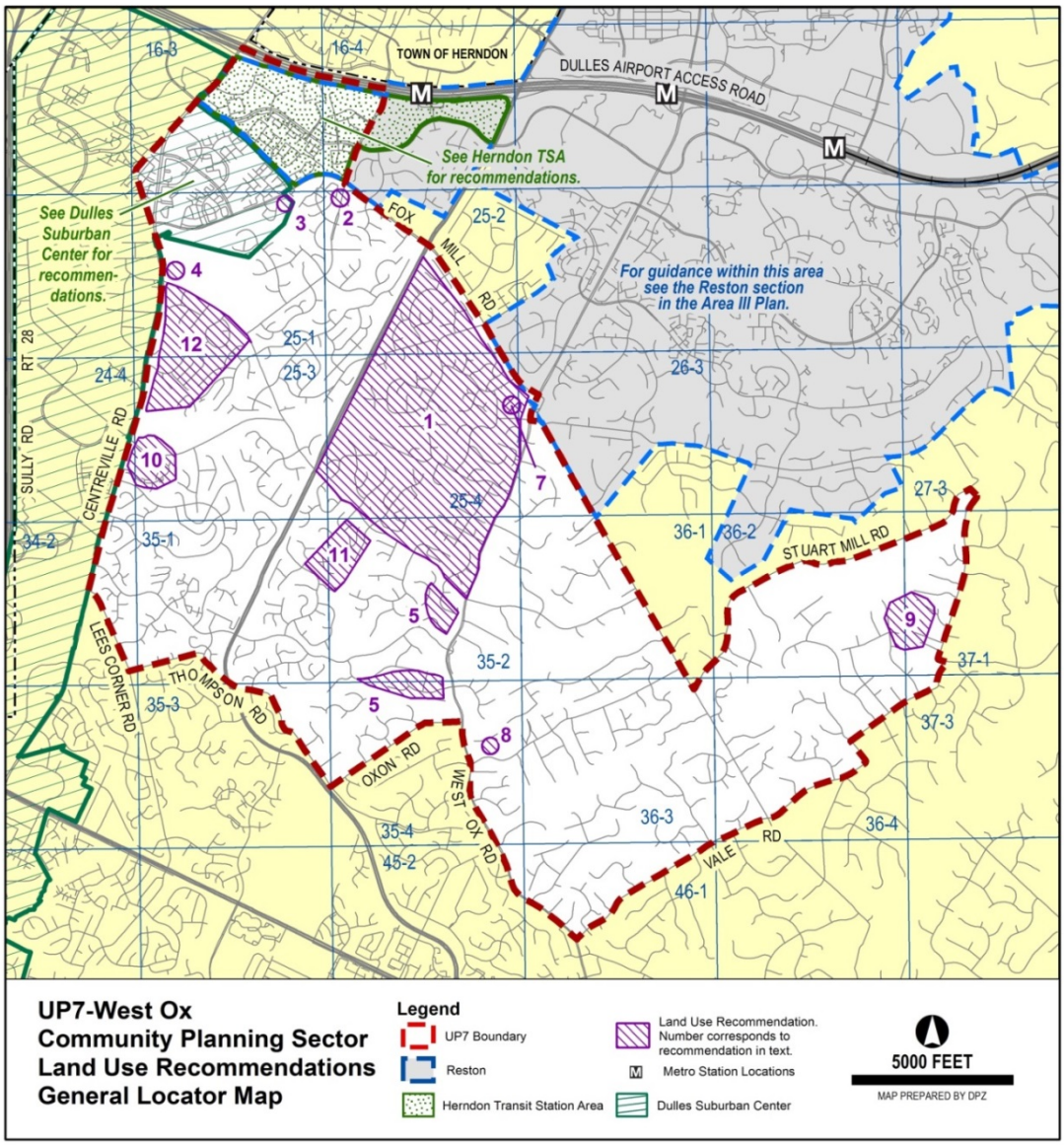
"RECOMMENDATIONS

Land Use

For the area north of Fox Mill Road, between Centreville Road and Monroe Street, refer to Plan text for the Reston Transit Station Areas section of the Reston Plan."

MODIFY FIGURE: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Upper Potomac Planning District, as amended through 12-2-2014; UP7-West Ox Community Planning Sector, Land Use, Figure 80 "UP7-West Ox Community Planning Sector Land Use Recommendations, General Locator Map, page 23:"

Edit note referring readers to the Herndon TSA for recommendations to read, "See Herndon TSA section of the Reston Plan for recommendations." Adjust UP7 sector boundary to now include Tax Map 26-3((1))20, a single county-owned parcel along Reston Parkway, south of Reston South park & ride.



LAND USE PLAN MAP:
The Comprehensive Land Use Plan Map for parcel 17-3((1))1B will change from Public Park to Public Facilities, Governmental and Institutional.

TRANSPORTATION PLAN MAP:
The Countywide Transportation Plan Map would not change.