



2A Reflect the Plan Vision

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**2C Facilitate Movement and
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Chapter 2: Development Framework and Vision

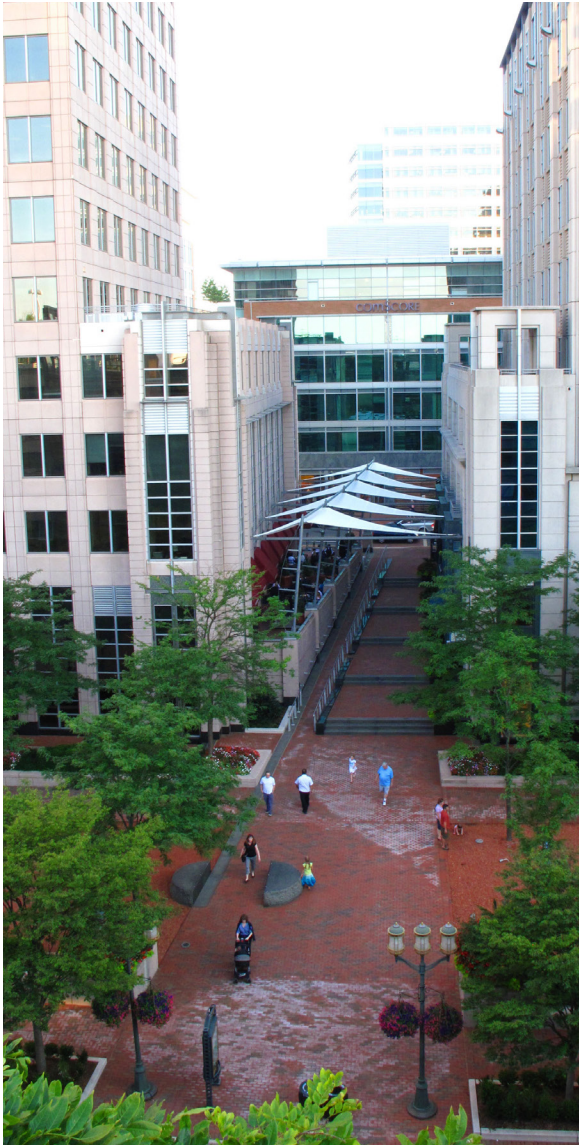
Reston was planned with a focus on integrating the built environment with natural landscapes and on strategies that encourage people to walk and bicycle, as can be seen in mixed use neighborhoods such as Lake Anne and the Reston Town Center. Achieving similar focus in the TSAs requires innovative strategies to encourage the use of public transportation, bicycles, ride sharing, and walking; to create viable and vibrant public streets; to support land and energy conservation; and, to protect natural and cultural resources.

The Development Framework and Vision is the first essential building block of conceptualizing development in the Reston TSAs and should be discussed with staff during the Pre-Application phase. The Framework and Vision function to ensure that ensuing development plans remain consistent with the vision and goals of the Plan, including uses and densities; support of vibrant walkable districts; an emphasis on sustainability; and, an urban design strategy that establishes a character complementary to the Reston community.



Active Park with Fountain | Dallas, TX | Image Credit: Dillion Diers Photography

2A Reflect the Plan Vision



Mid-Block Connection through Plaza | Reston, VA | Image Credit: Fairfax County

INTENT STATEMENTS

The Plan provides both a general Vision for Reston and an Urban Design Vision that should be reflected in proposed developments in the TSAs.

Overall Vision for Reston

Reston's Vision, as articulated in the Plan, is for a community designed for the 21st century, with broad choices in jobs, housing, and lifestyles to support an increasingly diverse population. Achieving the Vision requires:

- Metrorail connectivity complemented by a strong local and regional bus network, complete streets that serve pedestrians, bicyclists and transit users, and a network of trails.
- A concentration of the highest densities at the three Metrorail station areas with a broad mix of regional retail and other attractions to enhance urban centers, Metrorail station areas and village centers.
- An appropriate balance of residential uses and employment opportunities.
- A full range of housing choices for households of all incomes and needs.
- Employment opportunities that build on the existing mix of corporations, professional associations, technology centers, research

and development companies, and local services.

- Strong institutional components.
- Planning efforts that emphasize the protection of natural areas and the environment.
- The development of cultural, educational, and recreational opportunities.

Urban Design Vision and Principles for Reston TSAs

The Task Force articulated the following Urban Design Vision to guide future development in the TSAs:

- Development and redevelopment of the highest caliber in terms of planning, architectural design, compatibility, and livability.
- Redeveloped areas designed as integral parts of the larger Reston community.
- High standards for neighborhood and building practices incorporating best practices in place making, street design, environmental protection and preservation, and energy efficiency and conservation.
- Successful integration of public art to reinvigorate Reston's tradition of significant public art to anchor key community places.

DESIGN STRATEGIES

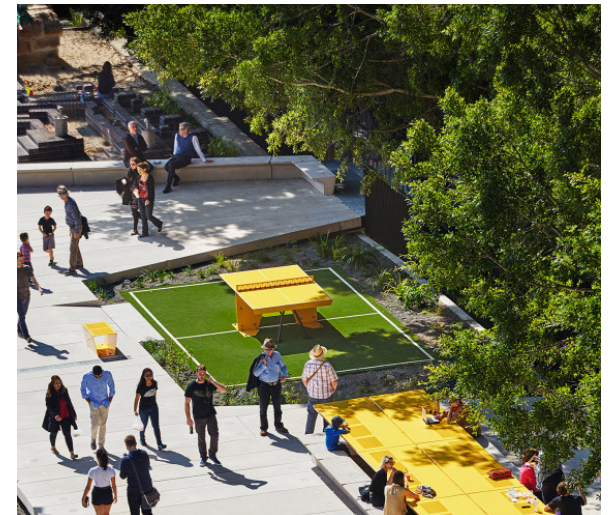
1. Emphasize designs that contribute to a distinctive sense of place and reflect a unique Reston character.
2. Design sites to complement the existing and proposed context both within and in proximity to the site.
3. Develop plans that are coordinated with adjacent sites, demonstrating how adjacent sites, if not already redeveloped, could redevelop in conformance with the Plan.
4. Propose land uses and intensities that are compatible with the site location, size of the parcel, and proximity to the Metrorail station.
5. Locate high intensity, active uses such as retail, hotel and office uses close to the Metrorail stations.
6. Encourage transit use through design of the public realm, direct access to compatible uses, and clear placemaking initiatives.
7. Integrate public spaces, such as parks and plazas, into development.
8. Design sites to contribute to a broader network of open spaces and trails, enhancing the features and activities of existing off-site open spaces to the greatest extent possible.
9. Emphasize site and building sustainability through energy and resource conservation, natural features preservation, and waste reduction.
10. Apply a holistic strategy for public art. Consult with Public Art Reston to assess on-site public art possibilities and integration of public art into projects.



Retail kiosks in plaza near Wiehle-Reston East station | Reston, VA | Image Credit: David Madison Photography



Linear Parks as Open Space Connections | David & Lucile Packard Foundation Building, Los Altos, CA | Image Credit: Jeremy Bittermann/EHDD



Linear Parks as Open Space Connections | The Goods Line, Sydney, Australia | Image Credit: Florian Groehn

2B Organize Around Existing Features



Office development around existing stormwater facility | Reston, VA | Image Credit: Fairfax County

INTENT STATEMENTS

The greater Reston area was planned and developed in a manner that protects and highlights natural features including stream valleys, wetlands and large stands of trees. Features such as lakes, open spaces, and trails were constructed to increase opportunities for residential interaction with, and celebration of, nature. Homes were clustered and shared open spaces were created. Pedestrian and bicycle access was prioritized. Development in the TSAs should honor these traditions through sustainable design strategies, thoughtful building placement, and the protection and enhancement of natural elements that can serve as organizational features for the site. The development pattern of the TSAs should knit together the north and south sides of Reston using its open space and circulation networks. Site design should enhance areas where a strong identity already exists, and create a sense of place where the physical context is less established.

DESIGN STRATEGIES

1. Complement and improve upon the existing context and surrounding area, including both the natural and built environment.
2. Incorporate and highlight natural features such as topography, wetlands, large stands of trees, or streams in open space planning and site design.
3. Identify healthy trees prior to project design to ensure their preservation.
4. Retain native vegetation and protect natural resource areas from construction impacts to the greatest extent possible.
5. Minimize regrading and utilize natural topographic features of the site to determine building and trail placement, and address stormwater.
6. Design with an understanding of all planned or built transit stops, ride and bicycle sharing facilities, and other major transportation features near the site.
7. Expand new parks and open spaces to complement and connect to the planned and existing open space networks.
8. Utilize the adopted park metrics as well as the urban park framework design guidelines, within the county's policy plan, and locational criteria for siting and designing parks and open space.
9. Locate parks, plazas, open spaces, and trails to maximize winter solar exposure.
10. Identify utility corridors early in the design process for coordination with any construction or site disturbance.
11. Consider the impacts of development on important cultural resources and integrate with significant resources where possible.
12. Where appropriate, consider the repurposing of existing structures.



Highlight existing landscape features | Fairfax, VA | Image Credit: Fairfax County



Highlight topography through design | Berlin, Germany | Image Credit: Rehwaldt Landscape Architect

2C Facilitate Movement and Circulation



Pedestrian connections in Town Center | Reston, VA | Image Credit: Fairfax County



Pedestrian connections in Town Center | Reston, VA | Image Credit: Fairfax, County

INTENT STATEMENTS

The integration of all travel modes is a key to the success of TSA development. Walkers and bicyclists create more vibrant and active areas. A human-scale network with a dense pattern of streets and intersections should be created. To achieve this network, new development within the TSAs should create an interconnected network of streets and shorter blocks that support walkable and bikable, transit oriented development.

DESIGN STRATEGIES

1. Prioritize transportation modes beginning with pedestrians, followed by people bicycling, public transit systems, private shuttles, and private vehicles (drivers and carpools).
2. Create blocks that respond to man-made and natural elements and other existing conditions, such as topography, the existing road and trail networks, and building patterns. Avoid the creation or reinforcement of “super-blocks.”
3. Connect all roads into the planned network of streets.
4. Identify the primary circulation routes for each mode of transportation, access to Metrorail stations, and connectivity to adjacent networks.
5. Design areas along building frontages to be accessible, safe, comfortable, and uninterrupted, with particular attention paid to primary pedestrian routes and bicycle facilities.
6. Provide connectivity both on-site and off-site to promote walkability, bikability, and safe, efficient transit access. Develop trails and other recreational routes for walking and biking in coordination with open spaces and environmental features.
7. Make sites more pedestrian-oriented by providing mid-block connections, sidewalks on service streets, and publicly-accessible walkways through buildings.
8. Locate primary loading and service areas away from major pedestrian corridors. Locate these features interior to buildings or sites, whenever possible.
9. Co-locate, minimize and screen entry points to parking, loading and service areas.
10. Locate vehicular parking access from secondary or service streets and not through-corridors, boulevards, or major avenues.
11. Explore opportunities to design enhanced streetscapes that exceed the recommendations in the Plan and Multimodal Street Standards found in Chapter 6, including the use of larger planting areas, larger sidewalks, and protected bicycle lanes.



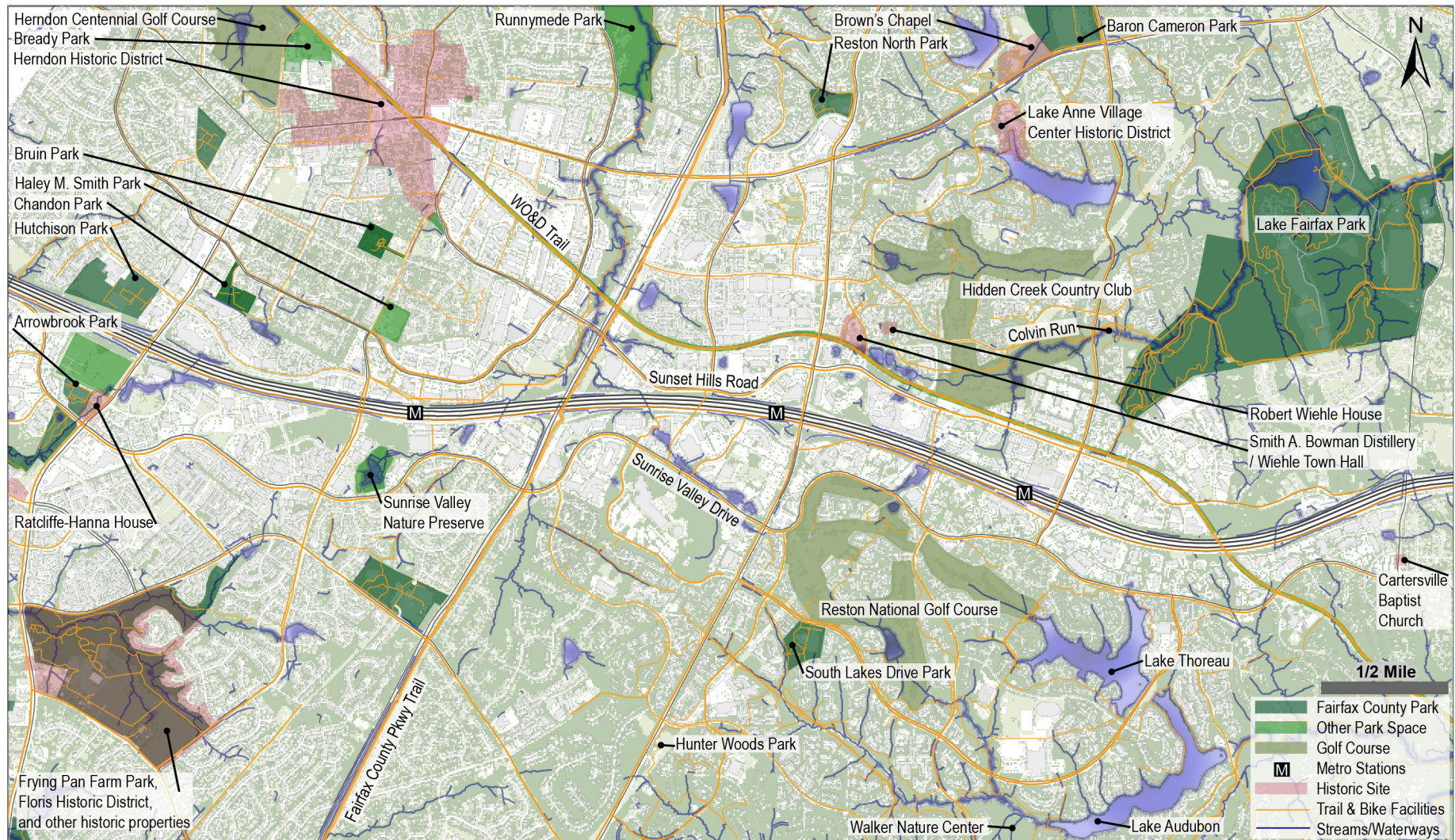
The W&OD Trail is an excellent resource for cyclists, equestrians, and pedestrians in Reston | Image Credit: NOVAParks



Pedestrian connection to Metro | Reston, VA | Image Credit: Fionnuala Quinn

2C

EXISTING FEATURES AND CIRCULATION NETWORK DIAGRAM



COMPREHENSIVE PLAN GUIDANCE

The map on page 2-8 shows some of the streams in Reston and can be referenced to identify areas for enhancing natural drainage systems and making new connections to the system. It also shows existing tree stands and open spaces for extending the open space network into the TSA as development occurs. Sunset Hills Road, Sunrise Valley Drive and the W&OD Trail are identified as locations where development has traditionally been buffered from the road by large, tree-lined planting areas. As development occurs along these corridors, new planting and sustainable design strategies should be utilized to enhance the natural systems and make connections to the circulation network.

DESIGN STRATEGIES

1. Sunset Hills Corridor – Develop a linear park and recreation space between the W&OD Trail and Sunset Hills Road. Developments located along the W&OD Trail are encouraged to provide adjacent open spaces and improved connections to the Trail. This amenity will be a major feature in the network of parks linking the existing office campuses planned to remain with trail connections to Lake Fairfax Park as part of new developments.
2. Sunrise Valley Corridor – Create a key pedestrian and bicycle route on the southern side of the Dulles Toll Road along Sunrise Valley Drive. The corridor should serve as a forested and planted buffer between the TSA and the residential neighborhoods to the south. Developments should take advantage of opportunities to create large and small open spaces and recreational amenities along the corridor.
3. Colvin Run – Protect and enhance the surrounding natural resource areas as development and road connections are made to the Metrorail stations.
4. Trail Network – Build upon existing community trails to key locations and along waterways. Provide amenities and secondary building access points where new development connects to major trails or open spaces; utilize wayfinding techniques to guide site users. Additions to this network should provide links between the existing communities and new development, including Metrorail stations.
5. Consider new pedestrian and bicycle connections that improve access to key sites within the corridor, such as the Metrorail stations. Urban sidewalks along roads should incorporate pedestrian and cyclist waysides that allow users to stop and rest.
6. In addition to sidewalks along streets, develop a broader network of pedestrian and bike paths, bike lanes, and waysides to support walking and biking.

2D Define the Public Realm



Building Fenestration example | Fairfax, VA | Image Credit: Fairfax County

INTENT STATEMENTS

To support a pedestrian environment, development in the TSAs should utilize urban building types, respect their context, and integrate natural forms of their sites that represent Reston's character. The public realm – parks, open space, and streetscapes - merits special attention, including enhanced hardscape and landscape designs, wider sidewalks, additional pedestrian connections, and upgraded bicycle facilities, to create unique community spaces that support the Reston vision.

DESIGN STRATEGIES

1. Place primary building façades along the street to foster a comfortable pedestrian experience and contribute to the vibrancy of transit-oriented developments. (See sections 4G Building Placement and 5E Active Ground Floors for more information.)
2. Organize site features such as open spaces, utility corridors and parking to reduce building and paving footprints.
3. Emphasize the site’s public spaces and landscaped areas to enhance the TSA’s pedestrian character and create opportunities for integrating public art into these sites.
4. Utilize large building zones and/or landscape amenity panels to provide landscape features and additional trees which are consistent with the character of Reston.
5. Orient buildings to take advantage of their solar orientation and to minimize their effects on adjacent buildings, parks, plazas and other public spaces.
6. Consider judicious placement of parking structures and creative treatments of their façades to mitigate adverse impacts on the pedestrian environment.
7. Design parks and open spaces to complement each other and to appeal to users of varying age groups, abilities and activity levels within each TSA.
8. Accomplish noise mitigation through thoughtful building placement and land use planning. Where supplemental mitigation is needed, utilize architectural or artistic methods to blend in with the natural and built environment from all vantage points.



Public art and multiple seating options incorporated into plaza design | Minneapolis, MN | Image Credit: Lauren Haskell



Building to streetscape relationship | Washington, DC | Image Credit: Fairfax County



Building to streetscape relationship | Reston, VA | Image Credit: Fairfax County