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## Chapter 4: Site Design

Site design, including the placement of buildings and the integration of open spaces, is critical to sustaining the Reston “sense of place.” The appropriate arrangement of public spaces and building forms, including siting buildings with a consistent relationship to the right-of-way, creates a comforting sense of enclosure, defines the public space and contributes to a pedestrian-friendly environment. Traditional Reston site design focuses on screening residential and commercial development and parking from the roadway with a combination of large groves of trees and landscape berms. Stormwater facilities are attractively woven into the site design along the parking areas and buildings. Vehicular access is often concentrated into limited points, emphasizing green space areas and stands of trees rather than prioritizing the view to the buildings. This pattern efficiently moves vehicles and separates vehicular and pedestrian traffic, but can challenge people on foot and on bicycle to easily, efficiently, and safely access sites.

Successful site design in the Reston TSA requires planning to create a sustainable, walkable and bikeable urban environment. A network of sidewalks and pathways should link people of all ages and abilities to the Metrorail stations, recreational opportunities and other surrounding uses and amenities. New development patterns should include ample sidewalks and appropriate locations for vehicle parking, drop-off/pick up, and loading, while prioritizing pedestrian, bicycle, and transit mobility. Buildings should support an active, pedestrian focused environment on adjacent streets and public parks and plazas. As with traditional Reston development, opportunities should be



Relationship of streetscape to buildings | Austin, TX | Image Credit: Fairfax County

## 4



Orientation of buildings to streets | Merrifield, VA | Image Credit: Edens

taken to protect, enhance, and highlight the existing natural environment and to introduce sustainable design features into this more urban framework. The interplay between the natural and built elements is essential in sustaining the Reston “character” and “sense of place.” Preserved natural spaces, or new open spaces, can be integrated with these features to form a network of interconnected green spaces.

Parking areas, specifically structured parking, should be incorporated into primary uses, surrounded by active uses, or screened while integrating ecological functions and natural elements such as green roofs. The emphasis on pedestrian and bicycle movement in the TSAs is best achieved if vehicular access into sites is concentrated at key points.

This Site Design section addresses issues related to building placement and orientation, vehicle and pedestrian access and circulation, service areas, parking, open spaces and plazas, fire access, sustainable site design and public art.

The character of the greater Reston area should be reflected in the site design within the TSAs.

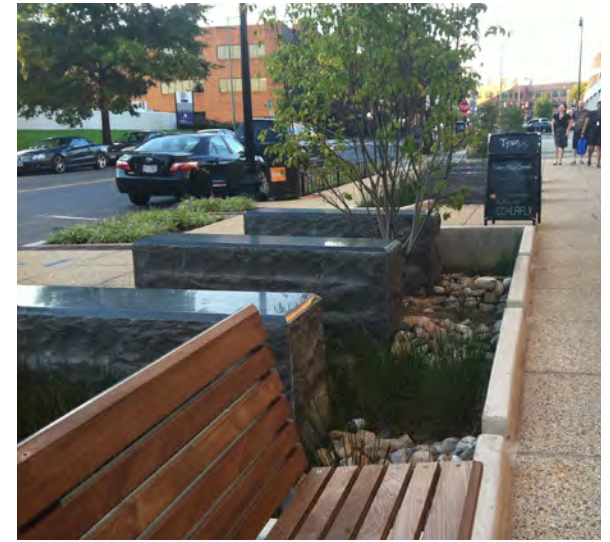
The following Site Design Principles are based on the greater Reston context and provide a foundation for the design suggestions contained in this section:

- Rather than attempting to add nature back into the development as a final consideration, in Reston nature is kept in from the beginning.
- Block layouts and building placement should respond to the natural features of the site and protect ecologically sensitive areas.
- Sites, buildings, and parking areas should be designed to recognize that pedestrian and bicycle movements have priority throughout the TSAs.
- Neighborhood multi-use path and bicycle networks should be integrated into the circulation system of the TSAs.
- Buildings should be oriented to face primary corridors; service entries should be located on the least traveled thoroughfares.
- Public art is a fundamental part of Reston’s character and should be incorporated into all new development in the TSAs.
- Environmentally-friendly stormwater design is essential for all new development in the TSAs.

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Encourage public art as a fundamental part of Reston's character | New York, NY | Image Credit: Fairfax County



Emphasize the environment in site design | Washington, DC | Image Credit: Fairfax County



Prioritize pedestrian and bicycle movement | Reston, VA | Image Credit: Fairfax County



Integrate neighborhood trails into community-wide trails network | Reston, VA | Image Credit: Fairfax County

## 4A Site Context and Organization



Sidewalk to building relationship | Seattle, WA | Image Credit: Fairfax County



Wide streetscape flows seamlessly into plaza space | Reston, VA | Image Credit: Fairfax County

### INTENT STATEMENTS

Sites were planned and developed in the greater Reston area to protect and highlight natural features such as stream valleys, wetlands and large stands of trees. Features such as Lake Anne were constructed to increase opportunities to interact with and celebrate nature. Homes were clustered, creating shared open spaces. Access by foot and bicycle was prioritized. Development in the TSAs should continue to prioritize these active travel modes as fundamental design elements.

Reston TSA development should:

- A. Utilize sustainable site planning techniques.
- B. Enhance areas where a strong identity already exists, and create a sense of place where the physical context is less established.
- C. Integrate the natural and built environments to the greatest extent possible.
- D. Limit site disturbance to the minimum area necessary.
- E. Utilize the environment, including site features, wind, and solar access, to benefit the overall development.

DESIGN STRATEGIES

1. Organize sites in a manner that respects and responds to existing on and off site attributes. Attributes to consider include:
  - Patterns of streets or blocks;
  - Sites with prominent visibility;
  - Relationships to bodies of water or significant tree stands;
  - Topography;
  - Publicly accessible urban parks;
  - Natural habitat areas;
  - Drainage patterns;
  - Iconic buildings;
  - Transportation junctions or nodes;
  - Gateways to the community;
  - Public art;
  - Solar orientation and natural ventilation
2. Concentrate activity areas in places with sunny exposure, views across spaces, and in locations served by pedestrian routes.
3. Retain existing native vegetation and protect natural resource areas from construction impacts to the greatest extent possible.
4. Preserve trees that are well-adapted for the post development environment and creatively integrate them into landscape amenity areas and open spaces. Confer with staff from the Urban Forestry Management Division early in the design process to identify trees for preservation.



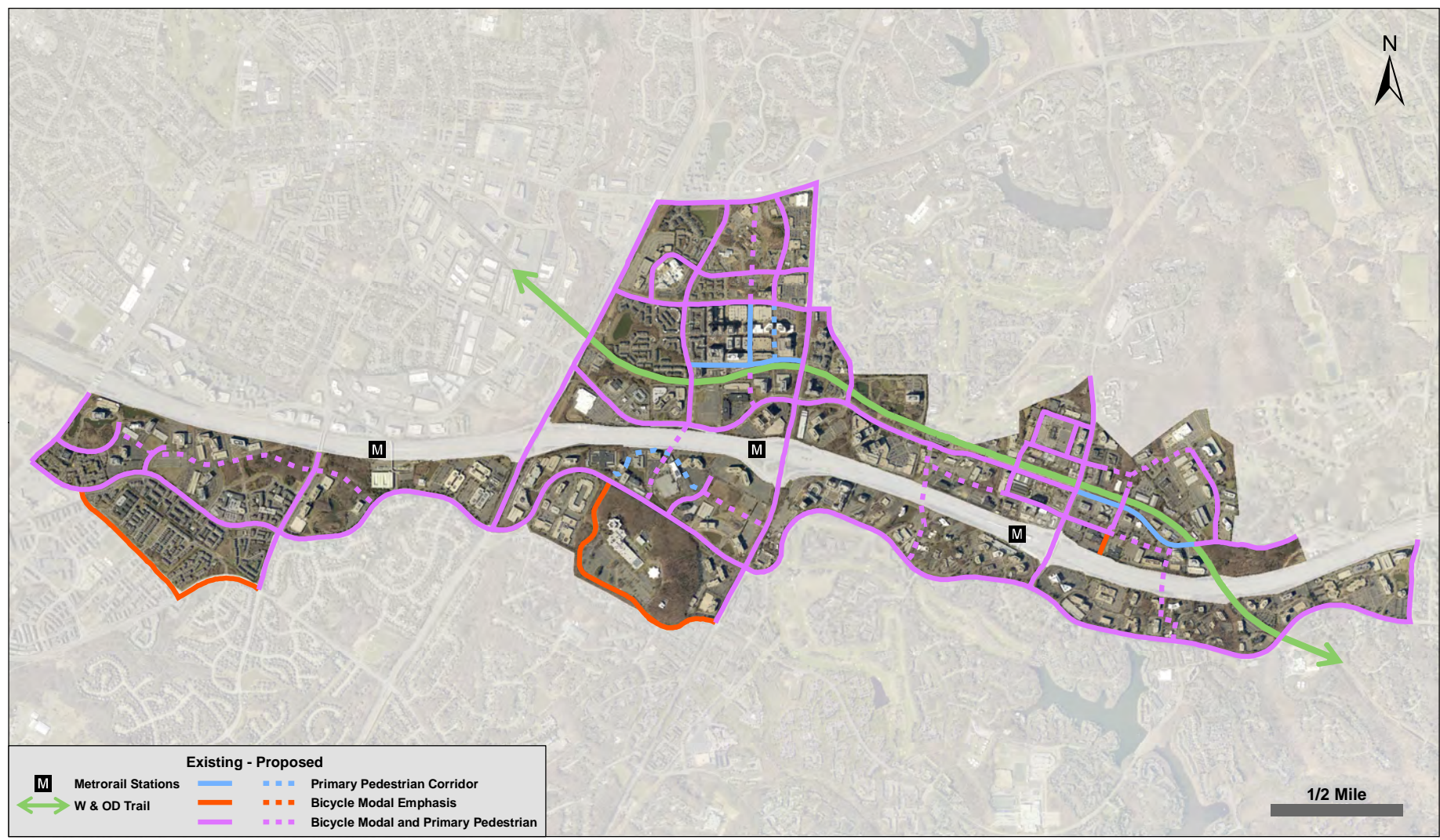
Plaza to building relationship | Reston, VA | Image Credit: Fairfax County



High-rise buildings oriented around a common green | Chicago, IL | Image Credit: Fairfax County

# 4B Primary Pedestrian Corridors & Bicycle Modal Emphasis

## PRIMARY PEDESTRIAN AND BICYCLE MODAL EMPHASIS CORRIDORS



**COMPREHENSIVE PLAN GUIDANCE**

**Each proposal should provide a Pedestrian Hierarchy Plan which identifies the locations, and defines the character, of priority pedestrian corridors. The map on the opposite page provides a foundation for that plan by identifying primary pedestrian corridors and bicycle routes. However, each development should consider the site-specific pedestrian hierarchy for major routes to and through the individual site as well as the district or Sub-district. This information should provide guidance on the placement of pedestrian amenities and pedestrian-focused streets in a development.**

- A. Embody the community and recreational emphasis found within Reston Town Center and include a network of pedestrian-oriented local-serving amenities that expand upon those already found in Reston.
- B. Prioritize pedestrian connections to Metrorail stations, the Reston Town Center, the W&OD Trail, and other community destinations.
- C. Preserve and expand upon the Reston Town Center pedestrian network. Pedestrian-only connections within larger developments are encouraged.

**DESIGN STRATEGIES: ALL DISTRICTS**

- 1. Utilize wider sidewalks, pedestrian scale lighting, comfortable landscaping, and activated building zones to link together the network of open spaces and urban parks and plazas already found in Reston, particularly along the primary pedestrian corridors (both those shown here and those internal to an individual development).
- 2. Consider pedestrian bridges or underpasses when at-grade pedestrian crossings are not feasible along primary pedestrian routes, particularly within the Transit Station Mixed Use areas.
- 3. Utilize on-street parking, bulb-outs and other traffic calming measures where appropriate within the TSAs to encourage pedestrian activity and transit use.
- 4. Ensure that streetscapes along Sunrise Valley Drive, Sunset Hills Road, New Dominion Parkway and Town Center Parkway embody the Reston emphasis on the pedestrian and consider these streets for the Reston Specific Streetscape treatment. [See Reston-Specific Streetscape Ch. 6]

**WIEHLE RESTON EAST TSA SPECIFIC**

- 1. Transition Reston Station Boulevard from a retail-focused street near the station to a primary pedestrian corridor adjacent to Plaza America and beyond to Michael Faraday Drive. Wider sidewalks are appropriate for the entirety of Reston Station Boulevard, with wider building zones and additional landscaping provided in the residentially focused areas.
- 2. Design the Soapstone and South Lakes Connectors to function as primary pedestrian corridors with enhanced sidewalks, plantings and stormwater management facilities in the streetscape and prioritized bike lanes.

**RESTON TOWN CENTER TSA SPECIFIC**

- 1. Ensure that Library Street extended is a complete street with bike and pedestrian accommodations in addition to a through-connection for vehicles.
- 2. Ensure that redevelopment along Old Reston Avenue (a scenic byway) improves the pedestrian experience while retaining the scenic character of the roadway.
- 3. Design the planned Town Center Parkway with a bicycle, pedestrian, and transit focus.



## 4C Pedestrian Access and Circulation



Pedestrian Connections - Sidewalk | Washington, DC | Image Credit: Fairfax County



Pedestrian Connections - ADA accessible | Miami, FL | Image Credit: Fairfax County

### INTENT STATEMENTS

**Pedestrians have always been a priority in the design and planning of Reston. A separate system of paths and trails, in addition to the sidewalk network, supports walking throughout the community. This emphasis on active living and pedestrian access should be built upon in the TSAs.**

Reston TSA development should:

- A. Provide safe, accessible, direct and comfortable pedestrian connections between transit, primary uses, and publicly accessible open space and plazas.
- B. Emphasize preferred locations for retail and other land uses that require or are supportive of pedestrian traffic.
- C. Identify recreational routes connecting to key parks, recreational facilities, and trails to guide building placement and orientation.
- D. Provide sidewalks and walkways that are comfortable and of adequate width to meet pedestrian demands.
- E. Reduce pedestrian conflicts with bicycles and vehicles.

### DESIGN STRATEGIES

1. Design a prioritized system of pedestrian sidewalks and walkways to provide direct access and convenient connections between the following:
  - Transit facilities;
  - Entrances to each building;
  - All vehicular and bicycle parking areas;
  - All publicly accessible open spaces, parks, and plazas and other site amenities;
  - New development and the W&OD Trail;
  - Sidewalks on adjacent properties that extend to adjoining land uses, developments, parks, and public facilities.
2. When determining pedestrian circulation, give consideration to primary pedestrian routes, bike parking, bus stops, building entries, and pedestrian entrances to parking areas.
3. Provide pedestrian circulation at the ground level to the greatest extent possible. Avoid above-grade sky bridges or below-grade pedestrian tunnels, unless safe at-grade connections are not possible.

DESIGN STRATEGIES

4. Provide off-street pathways, such as trails or intra-block connections, where additional street connections cannot be made or where an enhanced pedestrian network is desirable.
5. Prioritize pedestrian circulation on primary and secondary pedestrian corridors. Restrict outdoor dining, sale racks, sandwich board signage, menu boards, and other intrusions to the building zone (outside of the public right-of-way) to preserve sidewalks for pedestrian movement. Ensure that building zones are large enough to accommodate these uses without encroaching on the sidewalk area.
6. Encourage additional and expanded access points for sites adjacent to the W&OD Trail in coordination with NOVA Parks.
7. Incorporate exterior stairs into overall building and site design where public parks or plazas are located above the ground floor; avoid long runs of stairs or provide landings for respite. Provide bicycle channels along exterior stairs.
8. Incorporate lighting into landscaped areas, seating areas, and along the street to encourage pedestrian activity and promote safety, particularly along primary pedestrian corridors. Additional lighting guidance is provided in section 6H.
9. Coordinate wayfinding signage with the pedestrian and bicycle circulation strategy.
10. Design streetscapes to prioritize the pedestrian experience. Consolidate vehicular entrances to the extent feasible and continue pedestrian paving treatments across all garage and loading accesses.



Mid-block pedestrian corridor | Arlington, VA | Image Credit: Fairfax County



Incorporate lighting and seating along sidewalks | Bethesda, MD | Image Credit: John Carter

## 4D Bicycle Access and Circulation



Indoor Bicycle Parking Facility | Reston, VA | Image Credit: Fairfax County



Protected bike lane | Arlington, VA | Image Credit: Fairfax County

### INTENT STATEMENTS

**Many people use bicycles to travel within or to and from Reston. With the introduction of Metrorail, bicycles will play an important role in access to and from the stations, providing an option for the first or last mile of a trip. An emphasis on convenient and safe bicycle circulation into and within the TSAs is important to support high levels of bicycle use. Reston is designated as a Bicycle Friendly Community by the League of American Bicyclists. The standards represented by that award should guide the design of bicycle-related facilities and infrastructure.**

Reston TSA development should:

- A. Encourage bicycling through design.
- B. Provide access to and expand the bicycle network.
- C. Create a logical flow of bicycle traffic into and around the site.
- D. Limit conflicts between vehicles and bicyclists.
- E. Limit conflicts between bicyclists and pedestrians.



Coordinated wayfinding signage for vehicles, bicycles, and pedestrians | Washington, DC | Image Credit: Fairfax County

All bicycle improvements should follow the [Fairfax County Bicycle Master Plan](#), which can be found online.

[Reston on Foot and Bicycle](#) (produced by the Reston Association Pedestrian and Bicycle Advisory Committee), is an informative reference for pedestrian and bicycle circulation.

DESIGN STRATEGIES

1. Utilize the guidelines for multimodal streets (found in Chapter 6) and the Fairfax County Bicycle Master Plan to locate and design bicycle lanes and facilities.
2. Consult with FCDOT for appropriate additional bicycle facilities to ensure robust connections to the bicycle network.
3. Develop streetscape plans with appropriate space and amenities to support bicycle use. Place bike racks at appropriate locations within the streetscape so that bicycles will not interrupt the flow of pedestrian traffic on the sidewalk.
4. Early in the design process, identify locations for both short-term and long-term bicycle parking.
5. Develop locations for bikeshare stations in collaboration with county transportation staff.
6. Consider passive bicycle detection at traffic signals.
7. Encourage commercial tenants to provide showers and changing rooms for people who commute by bicycle.
8. Coordinate wayfinding signage with the pedestrian and bicycle circulation strategy.



Cycletrack along street with buffering and access to bike share | Washington, DC | Image Credit: Fairfax County



Bike share near bus stop | Reston, VA | Image Credit: Fairfax County



Bicycle parking area | Fairfax, VA | Image Credit: Fionnuala Quinn

## 4E Vehicular Access and Circulation



Street with parallel parking | National Harbor, MD | Image Credit: Fairfax County



Street relationship to townhouses | Reston, VA | Image Credit: Fairfax County



Co-located fire access with hardscape | Image Credit: Fairfax County

### INTENT STATEMENTS

**Vehicle access into and through Reston is, and will remain, an important component in the success of development.**

Reston TSA development should:

- A. Create a logical, efficient flow of vehicular traffic into and around the site.
- B. Encourage moderate to slow speeds on collector and local streets to foster a safe, comfortable pedestrian environment.
- C. Limit conflicts between vehicles and pedestrians or bicyclists traveling into and through the site.

DESIGN STRATEGIES

1. Implement the street network established by the County through the Comprehensive Plan to ensure connectivity and support the establishment of walkable blocks and continuity across development projects.
2. Utilize the Guidelines for multimodal streets (found in Chapter 6) to identify appropriate street types and the related dimensions.
3. Create a hierarchy of streets to provide structure for the streetscape and address a variety of needs including efficient traffic flow, safe and comfortable pedestrian and bicycle access, and service and loading.
4. Locate drop-off areas and short-term retail loading curb-side or entirely within parking structures to reduce conflicts with pedestrians.
5. On primary and secondary pedestrian routes, provide a continuous pedestrian pavement treatment across all vehicular access points into garages or loading areas.
6. Minimize pavement for vehicular access and incorporate landscaped pedestrian refuges where possible.
7. Consolidate vehicular access into a site whenever possible (including access to service and loading areas) to minimize curb cuts and conflicts with pedestrians. Where curb cuts are necessary, ensure pedestrian facilities are continuous across entry points.
8. Limit access to vehicular parking to Service and Local Streets, and locate them to maximize continuity of active street frontages. Access to parking from Major Avenues, Boulevards, and Through Corridors is discouraged.
9. Co-locate fire access with drive aisles and other hardscapes, to the extent possible, to minimize visual and physical impacts.
10. Locate individual garage accesses for single family attached units on the rear of the structure and away from primary pedestrian corridors.



Service street | Reston, VA | Image Credit: Fairfax County



Street with bicycle lanes and on-street parking | Washington, DC | Image Credit: Fairfax County

## 4F Urban Parks and Open Space | Urban Parks Framework

### INTENT STATEMENTS

**Public parks and community gathering spaces have always been an integral part of Reston. An emphasis on urban parks is essential to the continuation of Reston character in the TSAs.**

Reston TSA development should:

Provide parks and open spaces in a manner that reflects the Urban Parks Framework; refer to [Appendix 2 of the Parks and Recreation Section of the Policy Plan](#) for more information on the Urban Park Types and the Design Elements, found in the Comprehensive Plan. A summary of each recommended Urban Park type follows and includes the context, access, function, ownership, and amenities which should be considered.



Active urban park | Yards Park, Washington DC | Image Credit: Fairfax County

### CIVIC PLAZA

Civic Plazas should be located at highly visible locations with heavy pedestrian traffic and include public gathering spaces generally made of primarily hardscape materials set aside for civic purposes and supporting commercial activities. The size will generally depend on the context, function and area, but should be a minimum of one acre.



Civic Plaza during an event | Tysons, Virginia

### POCKET PARK

Pocket Parks are small-scale open spaces incorporated into developments and designed for casual use by people working and living in the immediate area. A pocket park is usually less than one-half acre in size.



Pocket Park | San Francisco, CA | Image Credit: Fairfax County

**COMMON GREEN**

Common Greens include flexible open spaces with open lawn areas, and are generally heavily vegetated; serving as the recreation and social focus of a neighborhood or larger area. Size will generally depend on the context, function and area, but should be a minimum of one acre. Common greens should include recreational facilities to serve local residents such as dog parks, play equipment, sport courts, and fitness stations.



Common Green | Union Square Park, New York, NY | Image Credit: Fairfax County

**RECREATION-FOCUSED PARK**

Recreation-Focused Parks are distinguished by their primary function to provide recreation facilities for nearby residents and workers, either through scheduled or casual use. The size of the park should be appropriate to accommodate the facilities located therein. Facilities such as athletic fields, sport courts, and skate parks should be included. The Comprehensive Plan anticipates three athletic fields within the Reston TSAs. Support facilities and amenities such as trails, shade structures, picnic areas, and restrooms should also be considered. Small footprint active recreational activities that complement the primary uses of recreation-focused parks such as outdoor games or fitness stations are also desirable.



Recreation-Focused Park | Herndon, VA | Image Credit: Fairfax County

**LINEAR PARK**

Linear Parks can serve many different purposes, but are long and narrow and usually occur between destinations or points of interest, along streams, transportation features, or power line easements. These parks create connectivity within an area, provide respite seating, and enhance the experience for pedestrians. They may include benches, wayfinding signage, or smaller active elements such as fitness stations.



Linear Park | Seattle, WA | Image Credit: Fairfax County



## 4F Urban Parks and Open Space | General



Outdoor games in park setting | Yards Park, Washington DC | Image Credit: Fairfax County



Public sculpture doubles as active recreation | Seattle, WA | Image Credit: David Whyte

### INTENT STATEMENTS

**The robust park and open space network in Reston provides connections among neighborhoods and places for active recreation. It is also the framework for the network of pedestrian and bicycle paths that link the entire community. This open space network often responds to the natural terrain and features of the Reston landscape.**

Reston TSA development should:

- A. Integrate active and passive recreational space and natural resource areas into the overall design of a project in a manner that protects, enhances, and highlights the natural features and supports the character of the development.
- B. Ensure safe, attractive and publicly accessible urban parks that provide recreational opportunities and support for outdoor public events.
- C. Activate areas by attracting people and providing opportunities for community interaction and gathering.
- D. Support active lifestyles in close proximity to where people live, work, and visit.
- E. Provide for the development of a park network as designated in the Comprehensive Plan.

### DESIGN STRATEGIES

1. Fully integrate open spaces and recreational uses into the site and building design in a meaningful way; do not site in leftover spaces.
2. Utilize strategies provided in the Fairfax County Urban Parks Framework (see page 4-14).
3. Highlight natural features such as topography, wetlands, large stands of trees, or streams in open space and urban park planning and site design.
4. Include small footprint features and facilities for active recreation which encourage active recreation for all ages and abilities such as fitness stations, fitness courses, outdoor games, climbing walls, climbable public art, play equipment and open use lawns.
5. Integrate public art in key spaces. Public art that also provides opportunities for active play is encouraged.
6. Where appropriate, include features for activities beyond daylight hours and throughout the seasons of the year, particularly in areas where active spaces will contribute to the vibrancy, economic vitality, and public safety in the community.

DESIGN STRATEGIES (CONT.)

7. Ensure that all parks and features meet ADA standards, provide adequate seating and resting points, and be barrier-free and accessible to all persons. Consider the impact on marginalized populations to ensure equitable access.
8. Create well-lit parks, plazas, and other open spaces. Use full cut-off optics to direct lighting downward. Refer to section 6.8 for guidance on lighting.
9. Design urban parks that are free of vehicular traffic. Where emergency access is necessary, provide breakaway or retractable bollards. If dedicated emergency access beyond walkways is needed, provide soil stabilization methods to provide an adequate sub-base covered with turf or permeable pavers.
10. Provide adequate parking on street or in nearby garages. Provide bike parking within the park. Consider shared parking that serves park spaces and adjacent uses.
11. Include adequate receptacles for trash and recycling in Urban Parks (where pickup is available) and ensure that adjacent developments provide for trash pickup and other maintenance.
12. Utilize non-invasive, drought tolerant or native plant species to the extent feasible.
13. Include an automated irrigation system for all open space landscaping, using collected rainwater or recycled grey water to the fullest extent possible to maintain the health and vigor of the landscape plantings.



Recreation within an active plaza | Atlanta, GA | Image Credit: Stephanie Pankiewicz



Compact Playground Structure | Teardrop Park, New York City  
Image Credit: Michael Van Valkenburgh & Associates



Playground designed for multiple ages and abilities | McLean, VA | Image Credit: Fairfax County Park Authority

## 4F Urban Parks and Open Space | Interim Design



Temporary park space with food trucks | Tysons, Virginia | Image Credit: Fairfax County



Temporary park on undeveloped block | New York City, NY | Image Credit: Michael Falco

### INTENT STATEMENTS

**Parks may evolve over time as new development is phased and as collective efforts to create the park network are implemented. Some parks will be built on structures and could be phased with the associated structures. Interim public parks and amenities spaces will be necessary with each phase of development (if the ultimate park condition is not in place). In addition, opportunities for interim parks may exist on sites where future buildings or streets are planned at a later phase.**

Reston TSA development should:

- A. Provide outdoor active and passive recreational opportunities for neighborhood residents and employees in all phases of development.
- B. Provide flexibility in programming to support placemaking while acknowledging the temporary nature of the interim park spaces.
- C. Include fundamental elements of the intent statements for all urban parks in the TSAs (see page 4-16).
- D. Provide interim pedestrian and bicycle connections that may be relocated to their ultimate location in later phases.

DESIGN STRATEGIES

1. Include design concepts for any interim park elements in the phasing plans.
2. Whenever possible, locate interim park spaces near the earliest constructed buildings to encourage use of the interim spaces. Ensure safe pedestrian access to all interim parks.
3. Include design for planted and hardscape elements as appropriate for the site.
4. Provide economical, yet high-quality and safe amenities such as benches, trash receptacles, lighting and play equipment.
5. Achieve ADA accessibility into and through the park through site grading.
6. Incorporate low-cost, interim planting strategies such as perennial and shrub plantings to create visual interest.
7. Consider planting and maintaining trees in a manner that facilitates relocation for use in an ultimate park design or other appropriate locations.
8. Consider the use of movable pots and planters that may be relocated for use in an ultimate park design or other appropriate locations.
9. Consider economical structures in lieu of trees to provide shade and shelter.
10. Consider signage regarding the interim nature of the facility, as applicable.
11. Consider activation of the site through food trucks, farmers markets and other organized events.



Temporary swing offers shade and recreation | Philadelphia, PA  
Image Credit: Fairfax County



Temporary park with metro access | Reston, Virginia | Image Credit: David Madison Photography

## 4G Building Placement



Buildings frame an active public plaza | Arlington, VA | Image Credit: Fairfax County

### INTENT STATEMENTS

**Building placement in Reston is often characterized by a suburban orientation with deep setbacks from streets. Many sites also have large berms, landscaped areas, or both, that buffer the buildings from the roadways. Development in the TSAs is expected to be more urban, but should incorporate the character of Reston through enhanced landscaping along the street frontage.**

Reston TSA development should:

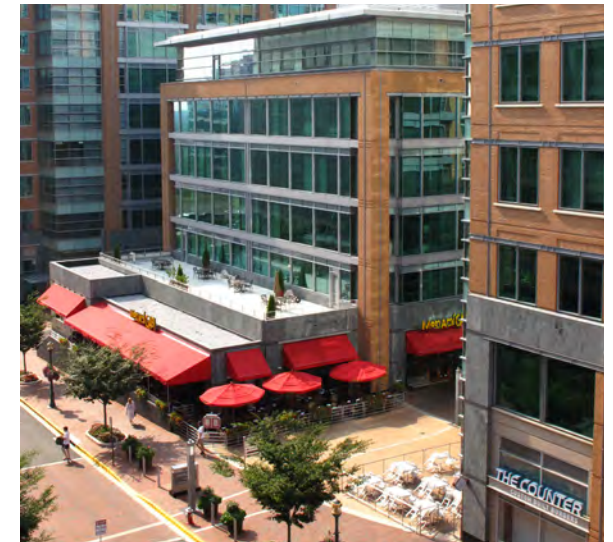
- A. Develop consistent building placement within a block to establish a street wall to help create a comfortable pedestrian experience.
- B. Site buildings in a manner to promote pedestrian activity and transit use.
- C. Place buildings to provide edges to streets and open spaces, create linkages, and terminate views.
- D. Emphasize landscaped areas within the streetscape and place buildings to highlight landscape features, including the application of the Reston Specific Streetscape (see section 6F).
- E. Ensure that the location of parking areas and parking access points relate to the street hierarchy and are consistent with the guidelines in section 4H.

DESIGN STRATEGIES

1. Site new buildings in a manner that respects the placement of existing buildings and builds upon existing infrastructure, while supporting the phased transformation of suburban office parks into walkable urban environments.
2. Locate the build-to line (the line along which a majority of a building's façade is located) at the back of the building zone, as defined in Chapter 6: Streetscape. Indicate the build-to-line on all development plans.
3. Create landscape features that serve as focal points or soft buffers, where appropriate, without excessively screening the development. Highlight existing natural features and place buildings to encourage enjoyment of landscaped areas.
4. Consider recessed entries for primary building entrances. Recesses should not dominate the streetscape.
5. Building orientation should optimize daylighting and reduce interior glare.



Residential buildings front on a shared meadow with heavy landscaping | Clarendon, VA | Image Credit: Fairfax County



Active ground floor building relationship with street | Reston, VA | Image Credit: Fairfax County



Retail buildings fronting a heavily vegetated pedestrian connection | Reston, VA | Image Credit: Fairfax County

## 4H Parking | General



Express parking in garage | Annapolis, MD | Image Credit: Fairfax County



Below grade parking entrance co-located with loading | Reston, VA | Image Credit: Fairfax County

### INTENT STATEMENTS

**Parking areas in Reston are traditionally screened from the roadway and include trees and plantings that create a “park-like” setting.**

Reston TSA development should:

- A. Balance parking needs with that of creating walkable places.
- B. Design parking access to minimize conflicts between vehicles, bicycles, and pedestrians.
- C. Support strategies that reduce the need for parking spaces.



Short term on-street parking | Fairfax, VA | Image Credit: Fairfax County

### DESIGN STRATEGIES

1. Locate, design, and manage parking facilities to support shared users within a development or district.
2. Encourage walking, biking, and the use of transit by providing appropriately sized parking facilities. Seek reductions in parking supply to reduce parking impact and encourage non-automobile modes of transportation. Implement the parking maximum recommendations in the Comprehensive Plan.
3. Wherever possible, bury parking structures to fully screen them from the street.
4. Integrate parking structures and wrap them with active uses. Avoid stand alone parking garages and surface parking (except on-street parking).
5. Where possible, locate any screened but unwrapped parking facilities away from prominent locations within a district.
6. Incorporate sustainable design recommendations for parking structures, for example: provide parking for car shares, scooters, electric vehicles, and car pools.

## 4H Parking | Sustainability

### INTENT STATEMENTS

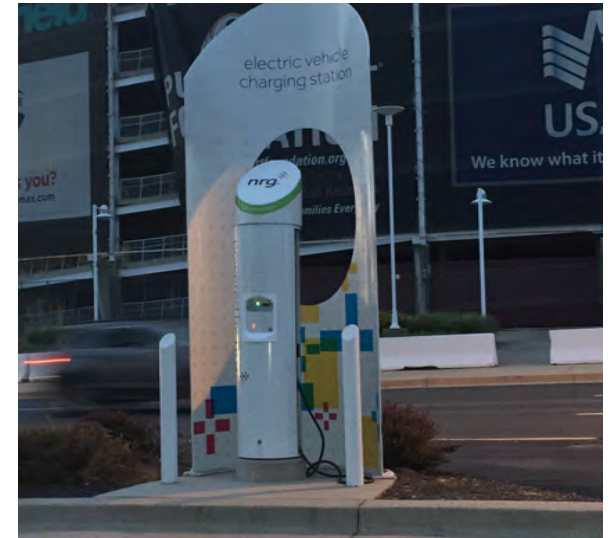
The communities in Reston were designed utilizing cutting-edge planning strategies related to design and the environmental and social sciences. In keeping with this spirit of innovation, the exploration of advanced approaches to support the reduction of carbon emissions is appropriate. Sustainable vehicles include carpool, car share, low-emission (such as [EPA SmartWay](#)), and electric vehicles, motorcycles and electric scooters.

Reston TSA development should:

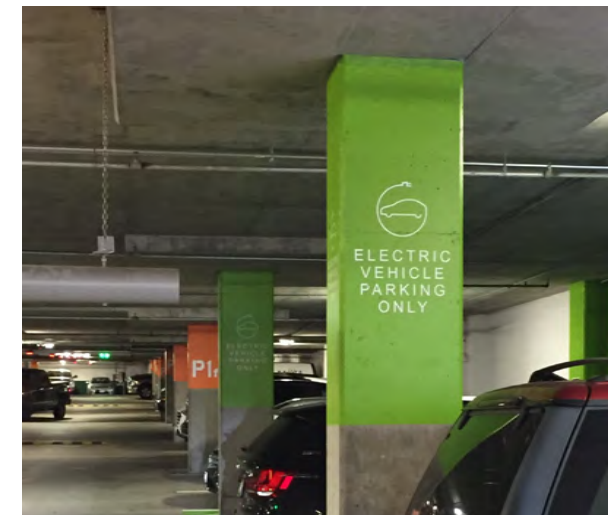
- A. Use physical design to encourage modes of transportation that save energy and have less impact on the environment than single occupant, gasoline-powered vehicles.
- B. Employ shared parking and parking reduction strategies.

### DESIGN STRATEGIES

1. Consider opportunities and strategies for district or shared parking.
2. Implement paid parking to encourage non-vehicular modes of transportation.
3. Provide automated, out-of-car payment systems and technology, such as notices for available space and location, to increase efficiency in parking garages.
4. Provide priority parking spaces for energy-efficient, car share, and carpool vehicles in highly visible, accessible places to promote and facilitate their use.
5. Include electric vehicle charging stations in parking garage design.
6. Provide ample parking for motorcycles and electronic scooters (in addition to parking for bicycles) in secure, highly visible areas.
7. Provide highly visible signage to identify locations of and direction to sustainable vehicle parking.
8. Utilize permeable paving and other sustainable design techniques where appropriate.
9. Consider opportunities to utilize garages for solar collection.



Electric Vehicle Charging Station | Landover, MD | Image Credit: Fairfax County



Priority parking for electric vehicles | Reston, VA | Image Credit: Fairfax County



## 4H Parking | Parking Structures

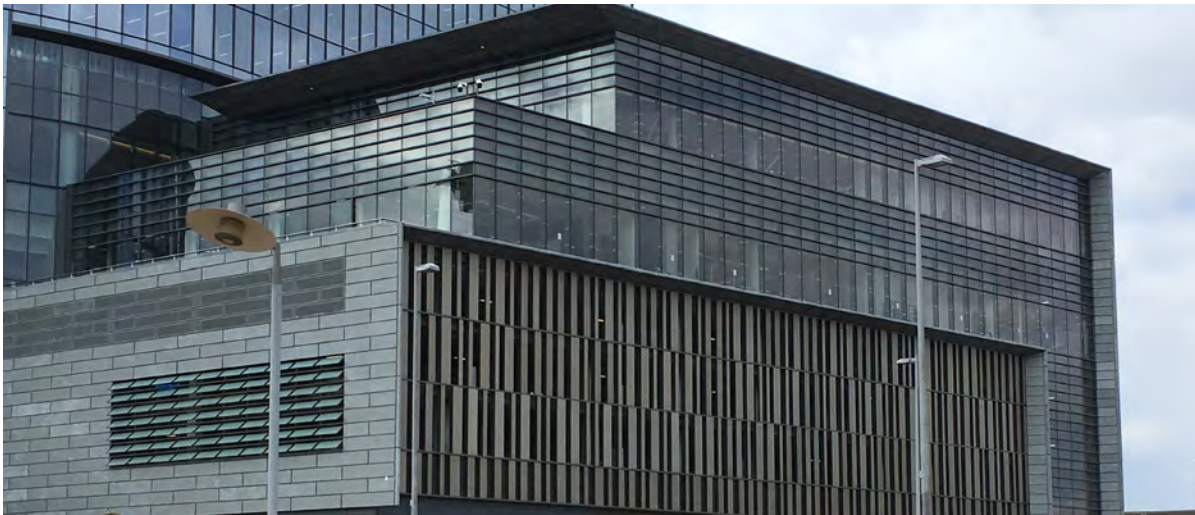


Parking garage with successful pedestrian accommodations | Tysons, VA | Image Credit: Fairfax County

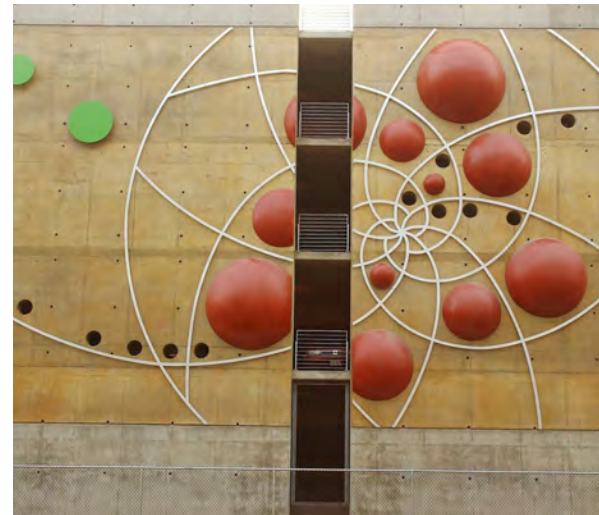
### INTENT STATEMENTS

Reston TSA development should:

- A. Design parking structures to have a minimal impact on the public realm. Surface parking and free-standing above-grade parking structures are discouraged.
- B. Encourage efficient and safe access to parking structures for all users.
- C. Encourage energy-efficient design of parking structures.



Architectural garage screening treatment | Tysons, VA | Image Credit: Fairfax County



Art screening on parking garage | "Bloom" Seattle, WA | Image Credit: Susan Zoccola

DESIGN STRATEGIES

1. Integrate parking facilities into site design and building architecture to limit impact on the public realm. Potential treatments are listed below in order of preference:
  - Bury parking structures to fully screen them from the street.
  - Wrap parking structures with active uses.
  - Orient any visible edges to the least significant pedestrian corridor, and provide architectural treatment to screen the garage exterior from view using public art installations, architectural features or other creative treatments.
2. Design parking podiums to follow the massing and articulation guidelines described in the Building Design section.
3. Design the ground floor of parking structures with 16 to 20 foot ceiling heights for safety and adaptability to other future uses.
4. Ensure that parking structures are architecturally compatible with surrounding development.
5. Provide loading, trash, and recycling areas within the garage. Ensure adequate headroom for collection of refuse.
6. Wrap above-ground parking facilities with active uses so parking is not visible from the street. If wrapping with active uses isn't possible, enhance above-ground parking facilities using architectural treatments or integrating public art.
7. Consider the use of two-story townhouses or other active uses to line parking garages on secondary streets. Provide an architectural treatment of the garage above the townhouse liner.
8. Consider green roofs, park space, or recreational amenities for the top floor of parking structures to maximize space and screen parking from adjacent streets.
9. Screen from view any parking structure mechanical and ventilation systems using creative façade treatments and architectural forms.
10. Clearly sign access to all public parking areas.
11. Continue the sidewalk across all vehicular access points to provide a continuous and safe pedestrian walkway. Provide a landscaped pedestrian refuge for wider vehicular entrances.
12. Ventilate parking structures using energy-efficient methods.



Parking garage with active retail ground floor and screening on the upper floors | Clarendon, VA | Image Credit: Fairfax County



Parking garage screening option - Staircase access | Reston, VA | Image Credit: Fairfax County

## 4H Parking | On-Street Parking



Street parking relationship to streetscape | Bethesda, MD



On-street parking with pedestrian refuge and paid parking | Reston, VA | Image Credit: Fairfax County

### INTENT STATEMENTS

Reston TSA development should:

- A. Provide highly visible, convenient parking for certain uses such as retail, civic or entertainment.
- B. Provide accessible short-term residential and retail parking, which contributes to the activity on the street.
- C. Provide on-street parking as a buffer for pedestrians on most local streets, and in other locations as appropriate.

### DESIGN STRATEGIES

1. Encourage on-street parking in areas with high pedestrian activity such as retail areas and residential neighborhoods.
2. Provide a 2 foot paved step out area (including the curb) in the landscape amenity panel adjacent to on-street parking areas without reducing the plantable area to less than 6 feet.
3. Minimize conflicts with cyclists.
4. Maintain sight lines for people walking, biking, and driving.
5. Where on-street parking is provided, minimize curb cuts for vehicular access to increase pedestrian safety and maximize the number of on-street parking spaces.
6. Provide parallel spaces for on-street parking; perpendicular or angled parking is not appropriate.
7. The use of permeable paving in parking stalls is encouraged.
8. Where feasible, travel lanes should be considered for on-street parking, outside peak travel times.
9. Provide streetscape design that anticipates the use of paid parking by incorporating space for facilities such as meters or payment kiosks.



On-street parking located adjacent to a retail street | North Bethesda, MD | Image Credit: Fairfax County

## 4H Parking | Surface Parking Lots

### INTENT STATEMENTS

**Surface parking areas, if deemed appropriate in the TSAs, should reflect the Reston parking character previously described through the use of screening and sustainable design techniques.**

Reston TSA development should:

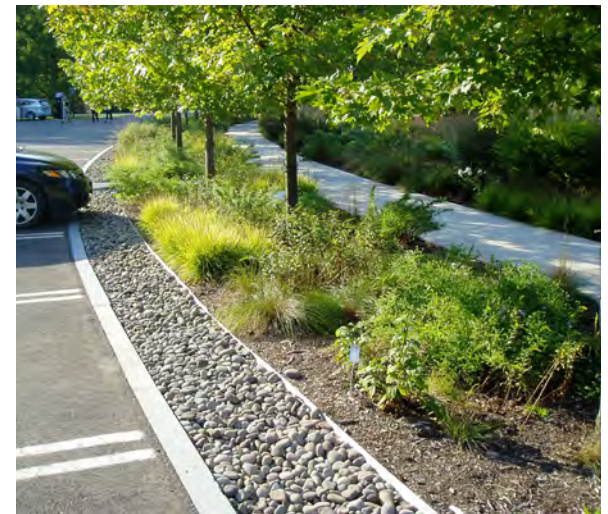
- A. Discourage new surface parking lots. Provide new parking areas on-street and in parking garages as described in section 4H.
- B. Enhance existing lots by providing efficient and safe access to and through parking areas for all users.
- C. Ensure that surface parking lots are integrated into the overall development and enhanced with sustainable design features, where feasible.
- D. Encourage the retention of natural soils, existing trees and natural areas.

### DESIGN STRATEGIES

1. Any surface parking lots should:
  - Limit the amount of impervious surface and utilize permeable paving.
  - Utilize large planting areas to manage stormwater, reduce the heat island effect, and separate parking from the pedestrian realm.
  - Be located to the rear of the primary use or to the side of a primary use on a secondary street.
  - Contain pedestrian connections between parking aisles, perimeter sidewalks and main building entrances.
  - Consider solar panel carports as a strategy to provide shade and increase energy self-sufficiency on the site.
2. Provide on-street parking versus surface lots to support specific land uses, such as townhouses. Small groupings of surface parking may be considered in limited circumstances.
3. Provide loading areas (including refuse and recycling) within parking garages, not in off-street surface lots.



Solar panels over surface parking | Landover, MD | Image Credit: Fairfax County



Stormwater management in surface parking at Cornell Plantations | Ithaca, NY

## 4H Parking | Bicycles



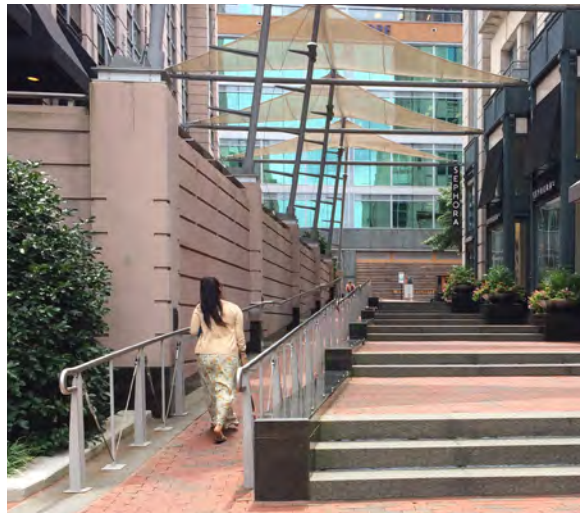
Bicycle parking in garage | Image Credit: Fionnuala Quinn



Covered bike parking in building zone | Arlington, VA | Image Credit: Fairfax County



Bicycle Sharing Station | Reston, VA | Image Credit: Fairfax County



Ramp adjacent to stairs | Reston, VA | Image Credit: Fairfax County

### INTENT STATEMENTS

Reston TSA development should:

- A. Encourage bicycling in the TSAs by providing safe, and convenient bike parking for both short-term and long-term users.
- B. Encourage efficient and safe access to parking areas for all users.
- C. Support the growth of a bikeshare system in Reston.

All bicycle improvements should follow the Fairfax County Bicycle Master Plan and Bicycle Parking Guidelines, found on the [Fairfax County Department of Transportation Bike & Walk Fairfax](#) website.

DESIGN STRATEGIES

1. Provide bicycle parking in accordance with the Fairfax County Bicycle Parking Guidelines.
2. Provide both short-term and long-term bicycle parking.
3. Locate bicycle parking in highly visible locations at street level.
4. Consider bicycle channels on staircases if access for bicycles is necessary beyond the ground floor of the building.
5. Design bicycle parking to compliment, and not conflict with, the sidewalk and other streetscape amenities.
6. Provide signage to direct users to public bicycle parking.
7. Encourage covered bicycle parking especially for long term parking.
8. Create short term bicycle parking that is well-lit and visible in close proximity to highly-trafficked locations and primary building entries. Locate short term parking 50 feet or less from the building entrance it serves.
9. Consider on-street parking facilities for short-term bicycle parking in high volume areas. Ensure that these are clearly delineated and protected from vehicles.
10. Provide well-lit, visible and secure access for long-term bicycle parking. Locate long term parking within 100-300 feet of the building entrance.
11. Where possible, locate long-term bicycle parking near parking payment stations or parking attendant stations for increased visibility and user safety.
12. Provide bike racks that allow a bicycle to be secured in two places, and consider racks that support alternative design bikes.
13. Identify locations for bikeshare stations in consultation with FCDOT. Opportunities occur near major transit stations, building entry points, intersections, or other bicycle parking areas.



Bicycle channel along stairs | Silver Spring, MD | Image Credit: Plan It Metro



Bicycle rack example | Tysons, VA | Image Credit: Fairfax County

## 41 Loading and Service Areas



Hidden service entrance

### INTENT STATEMENTS

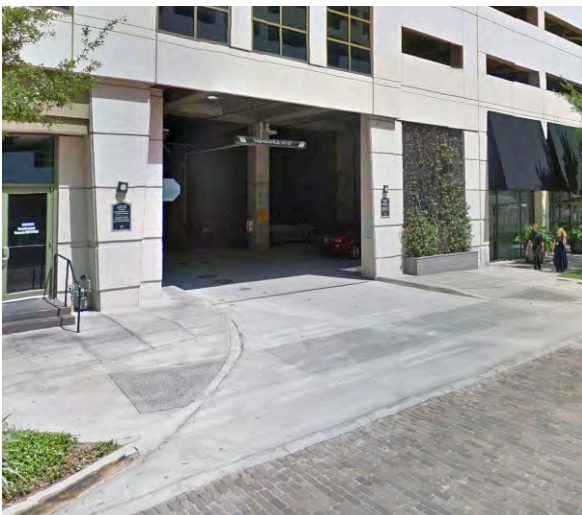
**In Reston, loading and service areas are located to keep an emphasis on the pedestrian experience.**

Reston TSA development should:

- A. Create uninterrupted pedestrian areas along primary building edges, especially those with activated elevations.
- B. Locate loading and service areas away from primary site access.
- C. Minimize visibility and impact of service and loading areas.

### DESIGN STRATEGIES

1. Ensure that all service and loading areas are clean, safe and functional.
2. Locate long term and primary loading areas internally to a building or block, below grade or on service streets.
3. Provide short-term retail loading on the street if necessary.
4. Minimize the size of, and co-locate, entry points for loading and service areas. Continue the sidewalk treatment across all loading and service areas to ensure a safe and continuous pedestrian path.
5. Screen loading and service areas and ensure that screening elements complement the building design and character.
6. Locate garages for single family attached units on the rear of the structure and away from primary pedestrian corridors.



Consolidate loading and provide continuous pedestrian treatment | Orlando, FL | Image Credit: Knight Dermatology Institute



Landscaped service street with a sidewalk and garage screening | Tysons, VA | Image Credit: Fairfax County

## 4J Utilities

### INTENT STATEMENTS

**The pedestrian and visual environments are enhanced when utilities, maintenance equipment, and telecommunication equipment are located in a manner that minimizes their visual impact. The early planning of utility needs and locational requirements save times and contributes to high-quality development.**

Reston TSA development should:

- A. Develop a thorough understanding of the location and potential impact of existing utilities early in the planning process.
- B. Consider strategies that place utilities and facilities underground, as appropriate.
- C. Design utilities and supporting infrastructure to avoid pedestrian and sight distance conflicts, while safely providing maintenance access.

### DESIGN STRATEGIES

1. Identify the location of existing utilities and the placement of future utilities early in the development process and provide conceptual utility plans.
2. Bury (underground) all utility lines to the extent feasible.
3. Co-locate utility lines in common trenches to the extent feasible.
4. Locate dry utilities (electrical and communications lines) to the rear of the building, under the sidewalk, or in the building zone.
5. Locate utility equipment within the building or the parking garage, near loading and service areas.
6. Make at-grade utility equipment and vaults unobtrusive and place in the building zone, ideally at the rear of the building. If placed adjacent to the sidewalk, finish vault covers and access points with ADA accessible surfaces that are attractively incorporated into the streetscape.
7. Do not place at-grade equipment on the sidewalk. Vaults and electric transformers may be located below the sidewalk. Locating utility infrastructure under the sidewalk will require a maintenance agreement with VDOT. Vault covers and access points to utility equipment

should have ADA accessible surfaces that are attractively incorporated into the streetscape.

8. Avoid placing building-serving utility infrastructure within or below the landscape panel.
9. Mitigate the visual impact of antennas and telecommunications equipment by flush-mounting or placing behind screen walls, parapets or other building features.



Utilities within building zone, service street | Fairfax, VA | Image Credit: Fairfax County



## 4K Signs | General



Building signage | Silver Spring, MD | Image Credit: Fairfax County



Wayfinding signage | Reston, VA | Image Credit: Fairfax County



Building identification sign | Reston, VA | Image Credit: Fairfax County

### INTENT STATEMENTS

**Signage is key to the success and economic viability of projects within the TSAs. The simple, efficient and contemporary design aesthetic of Reston is complemented by simple, well-organized signage that is used sparingly throughout the community.**

Reston TSA development should:

- A. Ensure that signage is appropriately sized, well-organized, concise and legible.
- B. Utilize a coordinated system of signage that complements the individual project and the district as a whole.
- C. Limit unnecessary signage to prevent visual clutter.
- D. Support wayfinding and movement throughout the district for both pedestrians and motorists.
- E. Ensure that signs do not impede pedestrian movement or the sight lines of drivers.
- F. Support the development and use of a standardized wayfinding system and signage standards for each Metrorail station area.

DESIGN STRATEGIES

1. Design all signage as part of a comprehensive signage strategy.
2. Limit the total number of signs to those necessary to convey a clear message. On individual signs, limit the number of words to increase visibility.
3. Do not use pole signs or stand-alone cabinet signs.
4. Do not use monument signs, especially where the building can accommodate signage. Monument signs interrupt the pedestrian pathways and detract from the urban character desired for the TSAs. When a monument sign is necessary, locate the sign in the building zone or within plazas or open spaces which form building entry features. Consider integrating signage into planters or seat walls or designed as art pieces.
5. Encourage the use of streetlight banners that advertise public events, seasonal attractions or other attractions.
6. Construct signs of durable materials. Ensure that they are weather proof and well-designed. Replace signs as needed to maintain a high quality appearance.
7. Design the structural components of all signage to complement the color and finish of streetscape furnishings in Chapter 6.
8. Consider the placement of wayfinding signs in high-volume pedestrian areas, including trails. Consolidate wayfinding signs with other signage and coordinate the design of wayfinding signage with adjacent developments.
9. Utilize wayfinding systems that are accessible to a wide variety of users, including the visually and hearing impaired, and that comply with accessibility requirements are encouraged.
10. Coordinate wayfinding programs with online and interactive websites to provide up-to-date information on travel, events and other relevant information.



Building signage | Bethesda, MD | Image Credit: KGD Architecture



Pedestrian aimed blade sign | Austin, TX | Image Credit: Fairfax County

## 4K Signs | Building Signs



Tenant Signage | Annapolis, MD | Image Credit: Fairfax County



Signs on buildings at night | Illustrative | Image Credit: Streetsense

### INTENT STATEMENTS

**Effective building signs reflect the simple, contemporary style of Reston buildings while also adding visual interest and contributing to community identity.**

Reston TSA development should:

- A. Ensure that the signage reflects the character of the district and building while enhancing the pedestrian experience.
- B. Plan for signage that addresses the needs of drivers and pedestrians with each phase of construction.
- C. Prevent visual clutter due to excessive or overly lit signage.

### DESIGN STRATEGIES

1. Design all signage to fit with the architectural style and scale of the building; use complementary materials and colors; and, incorporate signage into the architectural elements of the structure.
2. Consider the appropriate number, placement, size, and design of building signage as building façades are designed.
3. Scale the typeface, characters and graphics of storefront signage to pedestrians or motorists, as applicable.
4. Size building identity signs for legibility, at the top half of the building and appropriate to the scale of larger urban buildings. Awning, or canopy signage, in lieu of building-mounted signage, may be considered.
5. Ensure that address signs are clear, unobstructed and legible for both pedestrians and drivers to support public safety.
6. Provide pedestrian-oriented signs which are generally located within the first two stories of a building. Appropriate types include blade signs, awning signage, and sign bands. These signs are typically for retail, services or other businesses which are accessed from street level.

DESIGN STRATEGIES

7. Mount pedestrian blade signs projecting from buildings a minimum of 10 feet above the sidewalk; blade signs should project no more than 4 feet from the building façade.
8. Design vertical building signs to be flush with, or projecting from, a building façade, and to be mounted above the first floor. Generally, signs should project no more than 4 feet from the building façade.
9. Consider the use of permanent or temporary window signs for a portion of the glazed area of the storefront.
10. Do not unreasonably obstruct interior views from the street with signage.
11. Organize and locate signs in architecturally defined areas on the façade.
12. For multiple businesses located in one building, use compatible design characteristics for individual signs, including scale, alignment, and placement to avoid visual clutter. Variation reflective of the nature of the individual businesses may be considered.
13. Consider the use of building-mounted cabinet signs and display windows in areas where functional storefronts are not possible or where blank walls exist.
14. Size building-mounted cabinet signs and display windows proportionally to the scale of the storefront, and locate them within the first floor of a building.
15. Ensure that signage on buildings that face the Dulles Toll Road is designed as an iconic branding element that speaks to the Reston character; and limit the number and size of these signs.



Highlight ground floor retail with eye catching signage | New York, NY | Image Credit: Jordan Parnass Digital Architecture



Signage in architecturally defined area | Amsterdam, Netherlands | Image Credit: Fairfax County

## 4L Public Art



Public art garage screening treatment | Olympia, WA | Image Credit: Christian Moeller, "Buttons" (2018)



Fountain sculpture in park | Reston, VA | Image Credit: Public Art Reston | Valerie Theberge, "Flux" (2013)



Sculpture in building zone | Reston, VA | Image Credit: Fairfax County | Zachary Oxman, "Convergence" (2017)

### INTENT STATEMENTS

The integration of the arts into everyday life and the prominence of public art are central to the identity of Reston. The Reston community, under the leadership of Public Art Reston, developed the [Public Art Master Plan](#) for Reston which establishes a process for planning and commissioning public art including community roles as well as collection management. The Plan also suggests working zones within which to focus efforts. The Public Art Master Plan for Reston 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.

Reston TSA development should:

- A. Include public art, in a variety of forms, in all developments throughout the TSAs as appropriate.
- B. Encourage public art that celebrates Reston and the new transit corridor. Public art is not only a stand alone sculpture. Professional artists work with developers, architects, engineers, landscape architects, and the community to create public art integrated into sites such as fences, paving, walls, playgrounds, lighting, seating, bus shelters, bike racks, manholes, and more.

## DESIGN STRATEGIES

1. Collaborate with Public Art Reston in the location, artist selection and design concept of artwork. Review the Public Art Reston Developer's Checklist (see Appendix) for information on the review process with Public Art Reston's Public Art Committee.
2. Explore opportunities to express local identity through functional infrastructure that doubles as art, as well as through stand alone public artworks.
3. Locate art where it will enhance the meaning of a place and relate to its surroundings.
4. Give priority to locations for art along primary pedestrian corridors, in major open spaces, in parks, and at building entrances.
5. Encourage the use of interactive art that engages users or celebrates building, mechanical, or natural functions.
6. Encourage artwork that reuses existing materials.
7. Integrate art into planting design, building structure, or paving patterns.
8. Provide art at a variety of scales, to be experienced by both pedestrians and drivers.
9. Consider public art on loading doors to improve the pedestrian experience along service streets.
10. Incorporate public art as a means of articulating blank walls façades and parking structures.



Art along pedestrian access bridge | Pittsburgh, PA | Image Credit: Anne Delaney | Sheila Klein, "Shady Liberty" (2012)



Art screening along a sidewalk | Kansas City, MO | Image Credit: RDG | David B. Dahlquist, "WE ARE A BOWL: EMPTY EARTHEN VESSELS WAITING TO BE FILLED" (2015)

## 4M Stormwater Management



Storm water management feature incorporated into entrance plaza water feature at The Avenue | Washington, DC | Image Credit: Craig Kuhner



Vegetated wall on retail building | Venice, CA | Image Credit: Suite Plants



Vegetated stormwater management with tree/plant wells and swales | Portland, OR | Image Credit: City of Portland

### INTENT STATEMENTS

**Reston was planned with a focus on integrating the built environment and the natural landscape. Innovative strategies were used to support land and energy conservation and the protection of natural resources. Future development offers considerable opportunities to protect and restore headwaters, local streams and other environmentally sensitive areas to reduce pollutant loads entering the Potomac River and Chesapeake Bay.**

Reston TSA development should:

- A. Integrate environmentally conscious stormwater design beginning with the conceptual stage of site development.
- B. Utilize the environment, including site features and stormwater management, to benefit the overall development.
- C. Incorporate Low Impact Development (LID) techniques of stormwater management where feasible.
- D. Coordinate stormwater management controls among multiple development sites to achieve stormwater management goals in an efficient manner.
- E. Utilize parks and other open spaces areas to manage stormwater while providing recreational and other amenities.

DESIGN STRATEGIES

1. Employ a tiered strategy for stormwater management as follows: (1) minimize impervious cover and maximize vegetation to reduce stormwater runoff, (2) employ designs and techniques for stormwater reuse, and (3) utilize other retention, detention, extended filtration or infiltration techniques.
2. Emphasize LID techniques where applicable such as rain gardens, vegetated swales, pervious pavement, or naturalized infiltration basins that filter water through vegetation or soil, return water into the ground, or reuse water.
3. Organize site features such as open spaces, utility corridors and parking to reduce the building and paving footprints.
4. Use streetscape features as a means to manage stormwater.
5. Utilize porous materials to increase the amount of pervious surface on the site.
6. Consider incorporating stormwater features into the design of public spaces.
7. Pursue collaborative opportunities to manage stormwater with adjacent properties.
8. Utilize drought-tolerant or native plant species to reduce watering needs.
9. Consider vegetated roofs and terraces to capture and possibly retain stormwater. In some cases, “green walls” on buildings may be appropriate. However, careful maintenance and replanting of these walls is required to ensure their success.
10. Explore opportunities to cluster amenities in nodes along existing natural and stormwater features.
11. Explore opportunities to provide enhanced stormwater parks in the Old Reston Avenue and Sunset Hills districts by clustering amenities around stormwater features to create a valued recreational or cultural asset.



Green roof | Reston, VA | Image Credit: David Madison Photography



Permeable pavement installation in streetscape | Washington, DC | Image Credit: Fairfax County



## 4N Low Walls



Low wall within streetscape | Reston, VA | Image Credit: Fairfax County



Low wall in plaza | Seattle, WA | Image Credit: Fairfax County

### INTENT STATEMENTS

**Given the varied topography in Reston, grade changes within the streetscape are an important and common consideration. Low masonry walls can serve several purposes: they create transitions between elevations mark entrances, highlight architectural elements, serve as raised planters, and create the walls of water features. Walls can also serve as seating, provided that they are at a comfortable seat height. Low walls can create an edge to a gathering space or performance space, and can act as landmarks in the streetscape.**

Reston TSA development should:

- A. Incorporate grade transitions into the site design while preserving pedestrian visibility and accessibility.
- B. Utilize retaining walls and seating walls purposefully and sparingly by considering the existing topography as part of initial site layout.

### DESIGN STRATEGIES

1. Locate and design walls that are integrated into the architecture of the building façade or urban park spaces. Do not locate walls in the sidewalk or landscape amenity panel zones of the streetscape or impede pedestrian traffic in any way.
2. Avoid large (tall or long) retaining walls.
3. Use high-quality materials that complement adjacent architecture.
4. Construct seat walls 18–22 inches high and a minimum of 12 inches deep to provide a comfortable seating area. Such seating should be pitched slightly to prevent the accumulation of water and designed to be easily maintained.
5. Use innovative design elements such as raised decorative features to discourage damage from skateboards, bicycles or maintenance equipment.

## 40 Water Features

### INTENT STATEMENTS

**Water features are an important element of the pedestrian realm because they provide places to play, attenuate street noise, provide visual interest, and serve as landmarks and focal points. Water features are often used to mark places such as civic centers and cultural institutions and distinguish these places from other building entrances along the streetscape.**

Reston TSA development should:

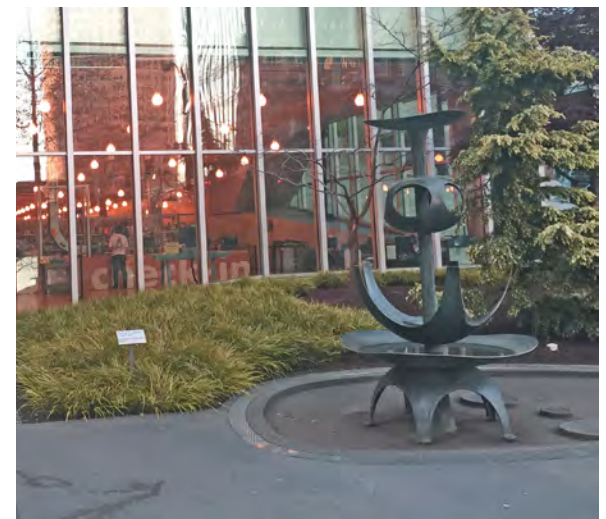
- A. Creatively integrate water features into the urban landscape.
- B. Encourage Low Impact Development (LID) techniques such as stormwater collection, storage, and circulation.

### DESIGN STRATEGIES

1. Use high-quality materials and applications that complement adjacent architecture.
2. Locate water features in the building zone, landscape amenity panel or urban park spaces. Water features should not be located in the sidewalk zone of the streetscape or impede pedestrian traffic in any way.
3. Consider how the water feature will appear and affect the function of the space when turned off, such as during the winter months or during periods of drought.
4. Use water features to augment recycling, storage and recirculation of stormwater and HVAC condensate.
5. Consider the use of unobtrusive and well-integrated water features as barrier elements for sites which have additional security requirements.



Water feature incorporated into plaza | Winchester, VA | Image Credit: Fairfax County



Sculptural fountain provides artistic focal point during winter months | Seattle, WA | Image Credit: Fairfax County