

RESTON

INTRODUCTION

Robert Simon's 1961 purchase of 6,750 rural acres in Virginia has little resemblance to the Reston of 2023. As expected, Reston in 2023 consists of both urban and suburban sections known cumulatively as One Reston. To maintain and realize the successful community vision requires both fidelity to Reston's original vision while meeting new challenges including the arrival of Metrorail, new businesses, societal changes necessitated by Covid 19, climate change and rapid technological changes.

The high density and intense development planned for in the existing Comprehensive Plan and subsequent approved, have made the Reston Transit Station Areas (TSAs) the "urbanized core" of One Reston.

Reston's integration of natural areas into everyday life, and its strong community spirit are hallmarks of its unusual heritage. Most of the area outside of the TSAs is governed by one of the larger homeowners' associations in the United States, Reston Association (RA). Most of the open spaces and recreational amenities in this area are privately owned and maintained by RA and its members.

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

Reston, a proud and active biophilic community, has neighborhoods and transit station areas, each with a different design, mix of uses and density. They are dependent on one another, and on dedicated open space for nature. The interconnection of trails and transportation throughout Reston is essential.

Culturally, Reston has always demonstrated a strong community spirit of healthy living, social cohesiveness and unity. These bonds make Reston the place where people of all ages want to live, and a variety of businesses want to locate.

The recommendations in the 2023 Reston Comprehensive Plan are designed to recognize, protect, and guide this harmony-in-the-making as Reston moves toward build-out.

PLANNING HISTORY

The Reston community was planned and has developed as one of the nation's landmark new towns. The Reston Master Plan was initially adopted in July 1962, and specified locations for residential, recreational, and civic uses as well as an employment center along the Dulles Airport Access Road and Dulles Toll Road (DAAR, Route 267). The Reston Master Plan included a Land Use Map, Community Facilities Map and a Transportation Map incorporated by reference into the Fairfax County Comprehensive Plan. This Master Plan served as a general guide for development within Reston beginning in 1962.

In 1991, the Reston-Herndon Suburban Center was established as part of the Fairfax Planning Horizons process, a major revision of the policy and land use recommendations of the Fairfax County Comprehensive Plan. Suburban centers were designed as employment centers along major arterial roads to encourage a mix of office, hotel, and support retail uses in a low to medium intensity setting with designated core areas of higher intensity. The Reston-Herndon Suburban Center developed over time with primarily office uses in traditional suburban office parks along the length of the DAAR and

west of Hunter Mill Road. These office parks include both low-density buildings with surface parking and moderate-density areas with a mix of commercial uses, including community-serving uses such as restaurants and childcare facilities, with structured parking. The highest density area was the mixed-use core successfully developed at the Reston Town Center. It includes office, retail, hotel and residences, a grid of streets, and ground level retail to promote activity at the street level and public gathering spaces that serve local employees and residents as well as the broader community. The area previously designated as the Reston-Herndon Suburban Center was changed to refer specifically to the three TSAs located within Reston. This change was an effort to foster transit-oriented development at the three Metrorail stations.

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 of developments 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 its associations.

PLANNING PRINCIPLES

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

- 1. Public participation in planning and zoning will continue to be the community's foundation.**
Local community participation remains a hallmark of the planning and zoning processes. It is expected that community participation will include the engagement of diverse stakeholders, including historically underrepresented and underserved communities, during the planning and development process from vision to implementation to ensure that development and redevelopment reflects community values and address community priorities and needs. The cumulative impacts of development and redevelopment should be continually assessed and evaluated.
- 2. Excellence in planning, urban design, and architecture will be community hallmarks.**
The community will strive to achieve excellence in planning, urban design, and architecture. Distinguishing features of the Reston community include gathering places such as plazas, connection with the natural environment, compatibility of uses, livability, and the integration of high-quality public art. Planning and design should embrace appropriate cutting-edge technologies and preserve heritage resources.
- 3. Planning will provide for environmental sustainability and green technology.**
Natural resources and ecosystems, including natural areas, and specifically the headwaters of streams and their tributaries, should be protected and restored. Adverse impacts on the environment (climate, land, water, and air) should be minimized, and best practices used to protect environmentally sensitive areas. Green neighborhood and building practices, including biophilic design techniques, will increase the value of the natural environment. Tree canopy will continue to be a critically important component of the Reston environmental and visual experience.
- 4. Development will be phased with infrastructure.**
The funding and expansion, modification, and operations of adequate transportation infrastructure and programs, and other infrastructure components – such as schools, parks, and other public facilities – should be operational in time to meet the demands generated by new development.

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

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

- **The Metro Station areas** should be livable, walkable urban places, with sufficient open space, recreation facilities, infrastructure, and healthy food options that encourage a less automobile-dependent lifestyle. The TSAs will be the places of highest commercial and residential density in the community, with building heights that step down with distance from the Stations. Housing should be provided for all income levels and family sizes.
- **The Village Centers** are a unique aspect of Reston. They serve as important community gathering places and include a mix of locally serving retail, residential components, and employment opportunities. Any modification to the village centers should be pedestrian-oriented, include a plaza as a central element, and provide adequate transition to surrounding neighborhoods. Convenient public transportation options should further enhance the links among the village centers, and transit stations.
- **Residential neighborhoods** continue to provide a variety of housing types and sizes serving all income levels. Appropriate transitions should be provided between new development and residential neighborhoods. The stability of existing residential areas should be preserved.
- **Industrial Properties** continue to provide flexible options for industrial and creative uses, and adequate locational opportunities for existing and new industrial uses and opportunities should be maintained.

6. The Metrorail corridor will be transformed.

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

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

To maximize the use of rail, the highest planned densities are concentrated within one-quarter mile of the rail stations and taper down within one-half mile. Residential and non-residential populations in each transit station area are planned to be balanced to further maximize rail use and reduce dependence on automobiles. Future air rights over the DAAR should be pursued to enhance development opportunities, encourage transit use, and improve north-south connections across the DAAR.

7. Reston will become a more vibrant employment center.

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

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

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

9. Connectivity and mobility will be strengthened.

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

10. High quality recreation and public open space is needed to foster healthy lifestyles for all.

Abundant active and passive open space, and a range of recreational and cultural opportunities are essential components of a high quality, healthy life in Reston. The transit station areas and village centers are planned to include a variety of public spaces such as a large urban central park, recreational facilities, village greens, urban plazas, playgrounds, and other public amenities within easy walking distance for area residents, workers, and visitors. Larger active recreation areas appropriate to Reston's residential and commercial populations should be provided outside the transit corridor.

11. Health and wellness for all are high priorities for the Reston community.

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

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

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

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

LAND USE AND DESIGN

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

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

The Land Use and Design chapter is used in tandem with the other chapters in the Reston Comprehensive Plan without duplicating recommendations. The highlights of the Land Use and Design Chapter include:

Residential

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

- Preservation of the existing residential neighborhoods,
- Retention of modest single-family homes, townhouses, and multifamily homes in the Reston neighborhoods,
- Preservation of the existing supply of market affordable housing in older low-rise, multifamily and townhouse developments, single family detached homes and in the village centers,
- Establishment of new opportunities for the creation and expansion of affordable housing on sites owned by Fairfax County and on other non-County owned sites, for example with public/private partnerships, especially in the mixed-use areas of the TSAs, and
- Construction of new affordable housing including WDUs and ADUs pursuant to inclusionary zoning and County policies (see Affordable Housing Chapter).

Non-Residential

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

- A new civic center with the new library, elementary school, Fairfax County Government Center, police station, recreation center, other public facilities, and a large public open space in the Reston Town Center North (RTCN) Area,
- Significant new “Class A” office and retail development in a mixed-use setting within ½ mile of each of the Metro stations,
- Enhanced Village Centers with opportunities for smaller offices, local retail and public uses that serve as a focus of community life,
- Designated commercial areas for larger retail stores and destination retail uses,
- Industrial, retail, offices, medical, and hotel uses along the DAAR and beyond ½ mile of the Metro stations, and
- Opportunities to expand the existing hospital and medical uses.

Design

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

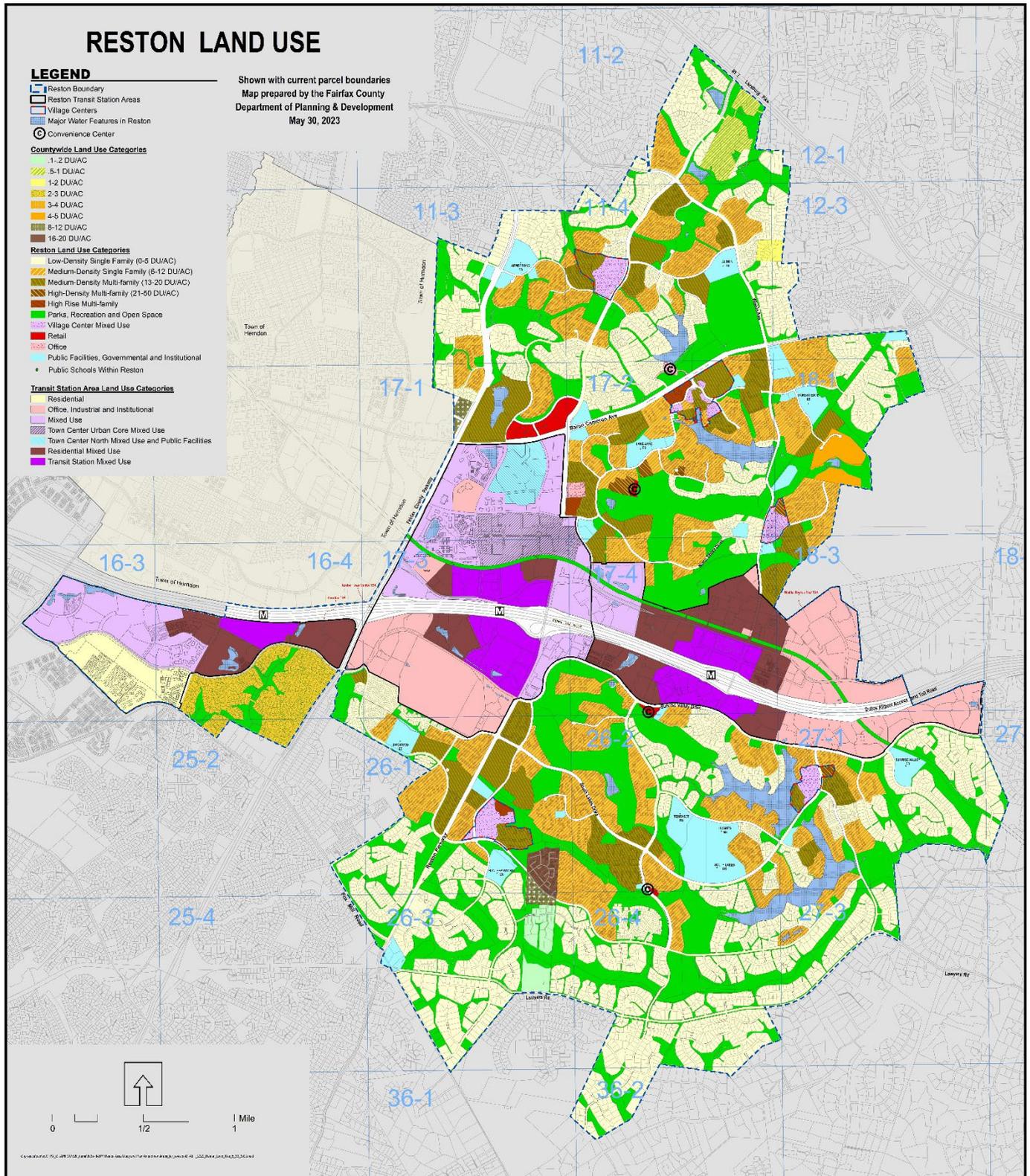
AREA-WIDE APPROACH TO LAND USE AND DESIGN

Definitions of the land use categories for the neighborhoods and other areas outside of the TSAs are described in Table 1: Reston PRC Land Use Categories and on Figure 1: Reston Land Use Map and Land Use Categories. The Land Use and Design chapter recommends the highest density/intensity in the TSAs while retaining existing land uses in the non-TSA portions of Reston. The colors and patterns on the Land Use Map describe the recommendations in the Plan.

Table 1: Reston PRC Land Use Categories

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

Figure 1: Reston Land Use Map and Land Use Categories



The TSA land use categories include Transit Station Mixed Use, Residential Mixed Use, Town Center North Mixed Use, Town Center Urban Core Mixed Use, Major Open Space Amenities, Public Facilities/Government/Institutional, Mixed Use, Office, Industrial, Institutional, and Residential. The densities and mix of uses are also described in the text.

Land Use Categories for the Transit Station Areas

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

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

Residential Mixed Use: These areas are within a 1/4 - 1/2 mile of the Metro stations. In some instances, the areas in this category may be slightly further than 1/2 mile from a Metro station due to redevelopment opportunities available under already approved development plans. These areas are planned primarily for a mix of existing office uses with residential uses and commercial uses. The long-term goal for each Residential Mixed-Use area is to achieve 75 percent residential uses based on gross 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 includes two areas: East and West of Fountain Drive. The overall area is planned for medical uses, hotel, residential, civic uses, recreation uses, educational, office, and support retail uses. In the county-owned parcels, various county agencies will maintain and expand their civic presence.

Public Facilities/Government/Institutional: These areas are planned for public uses, such as a library, school, hospital, recreation center, parkland, and government offices.

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

Residential: These areas are planned almost exclusively for residential uses.

Office, Industrial and Institutional: These areas are planned for office uses, including research and development (R&D) uses, industrial and institutional space. Supporting retail, service uses, and healthcare facilities are also encouraged in these areas.

AREA-WIDE DESIGN AND PLACEMAKING

Reston is a planned community with a distinct physical character in its neighborhoods and Village Centers. That character is largely defined by the clustering of homes and businesses in a manner that allows for ample and interconnected open space and the integration of wooded areas into

neighborhoods and around commercial development. The TSAs, located along the DAAR of Reston, have more variety in their design and a higher density. The existing Reston Town Center urban core, anchored by Fountain Plaza, has an urban form and design while other areas are much more suburban. A desired outcome is to seamlessly blend new development in Reston with the existing development while fostering environmental sustainability and infrastructure for pedestrians and people on bicycles.

Urban design is the discipline that guides the appearance, arrangement, and function of elements in the physical environment, with particular emphasis on public spaces. The physical environment is comprised of many components including streets, blocks, open spaces, pedestrian areas, and buildings. Reston’s land use is developed according to a set of core principles that ensures integrated land uses, designed around the needs of everyday life, and establishes a development pattern that serves as a key tool to preserve the community’s founding ideals in the future. The urban design framework of Reston’s land use recommendations establishes centrally located public spaces, integration of the built environment with the natural landscape, and conservation of land and natural resources. Design Principles are described in Table 2: Design and Placemaking Principles.

Table 2: Design and Placemaking Principles

Design Principles	Design Guidelines
Complement the Existing Reston New Town Character	<ol style="list-style-type: none"> 1. Respect the existing building setbacks, scale, massing, and architectural character of the surrounding community. 2. Locate structured parking below ground, where feasible. Wrap above-grade structured parking with active uses to the maximum extent possible. 3. Integrate nature into development.
Prioritize Pedestrian Connections	<ol style="list-style-type: none"> 1. Create safe pedestrian connections that allow access throughout the community and connect to the larger pedestrian networks, and to adjacent locations. 2. Use wide sidewalks and provide pedestrian amenities. 3. Provide pedestrian access to transportation stops and hubs. 4. Integrate connections to trail systems. 5. Minimize opportunities for conflicts between pedestrians and vehicles, prioritizing pedestrian movement, safety, and comfort by taking full advantage of existing pedestrian overpasses and underpasses.
Conserve Land	<ol style="list-style-type: none"> 1. Develop or redevelop sites in a manner that maximizes open space and preserves natural areas. 2. Preserve mature trees, floodplains, and stream areas. 3. Utilize the natural environment as an organizing feature and as an asset for the community.
Enhance Local and Regional Identity	<ol style="list-style-type: none"> 1. Advance Reston as one of the nation’s premiere planned communities. 2. Preserve Reston’s unique heritage resources. 3. Continue Reston's historic commitment to openness, diversity, and inclusivity.

<p>Design Sustainable Buildings and Environments</p>	<ol style="list-style-type: none"> 1. Build sustainable and green neighborhoods, buildings and infrastructure that meet the needs of the community, implement Community-wide Energy and Climate Action Plan (CECAP) and other climate policies, while preserving Reston’s character. 2. Incorporate innovative and environmentally sensitive storm water design into all new development and redevelopment. 3. Restore and stabilize existing streams. 4. Encourage innovation and creativity. 5. Continue to build a healthy, sustainable, and equitable community that serves as a model.
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LAND USE AND DESIGN FOR THE TRANSIT STATION AREAS

INTRODUCTION

The recommendations in this section of the Land Use Chapter apply to the three TSAs. Each TSA is designed with a core area for Transit-Oriented Development (TOD) that includes a mix of uses at higher development intensities than planned for the other areas in the TSAs. The planning objectives for these TOD areas are to create a transit-oriented neighborhood within 1/2 mile of each Metro transit station that encourage pedestrian activity to enliven the area throughout the day and evening with places and connections that are safe, comfortable, engaging, and attractive. The objectives for TOD areas call for the evolution of a portion of the existing industrial areas along the DAAR into active transit and pedestrian-oriented neighborhoods. Figure 3 shows these three areas.

Development Review Performance Objectives

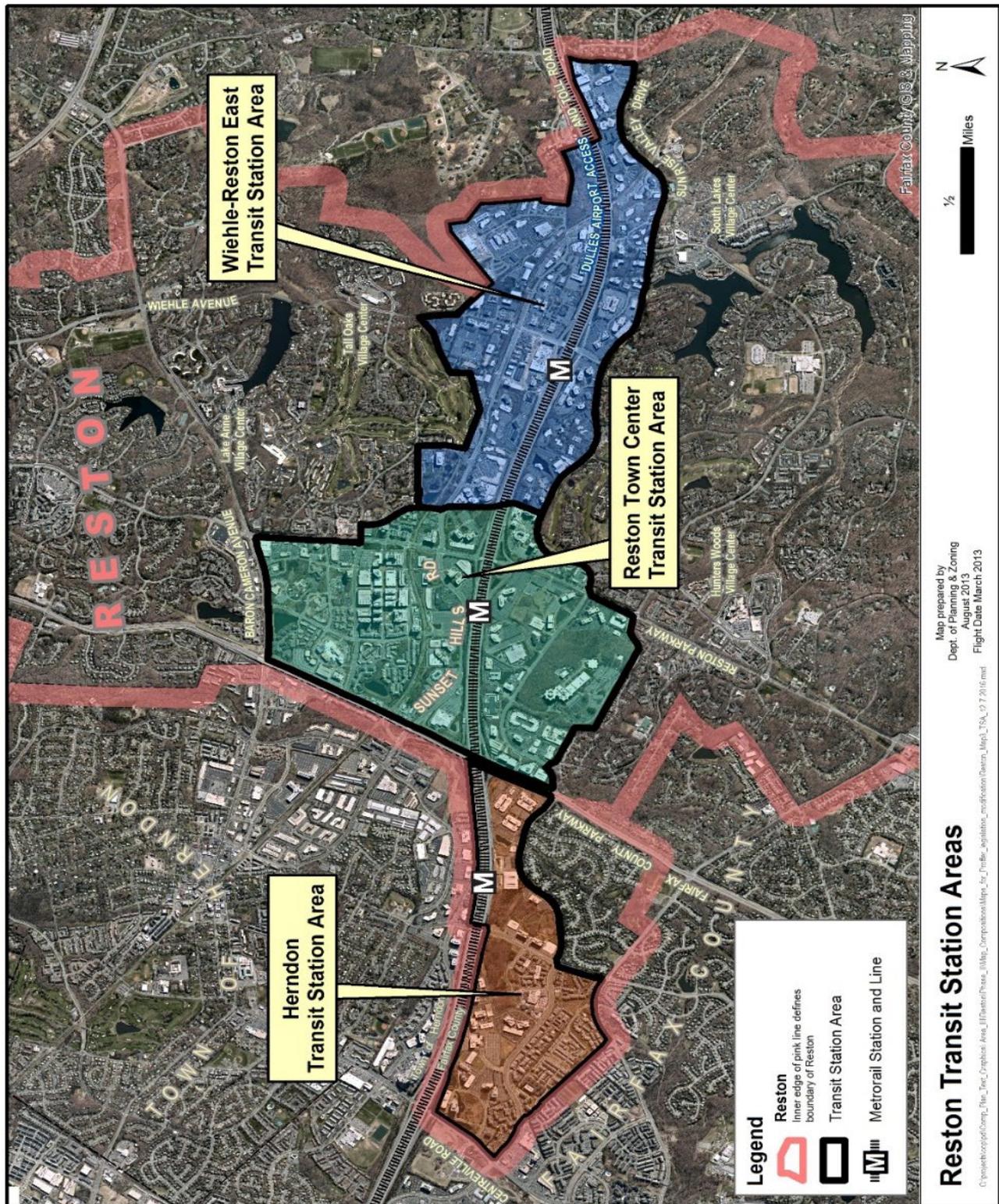
Evaluate all development proposals within the TSAs to determine if they meet or contribute to the following objectives:

Achieve High Quality Site Design and Architecture – For excellent site design in the TSAs, continue to emphasize public gathering spaces and integration of the natural environment. Design architecture that is visually attractive, reduces its carbon footprint, and is healthy for users. Reston aspires to distinguish itself through distinctive architecture incorporating innovative environmental design.

Provide Pedestrian and Bicycle Connectivity throughout the TSAs – Provide pedestrian and bicycle connections through complete streets within the TSAs and new or extended trails on both sides of the DAAR connecting the three Metro stations to sites throughout the TSAs and areas outside of the TSAs. Improve pedestrian and bicycle crossings on existing streets to increase pedestrian safety, visibility, and convenience.

Provide Public Uses - Public uses such as a library, school, fire station, athletic fields and recreation center generate activity and should be designed and phased to meet the needs of the existing and future residents of the community.

Figure 3: Transit Station Areas (Wiehle, Town Center and Herndon Areas)



Provide Retail, Hotel Uses, and Institutional Uses - Retail uses on the ground floor of buildings are encouraged in all TSAs. Freestanding retail uses are discouraged in the TSAs. Integrate retail uses into buildings containing other uses. Hotel uses are encouraged in all TSAs because they generate potential transit users, have less impact on the road network, and contribute to the objective of generating activity throughout the day and into the evening. Grocery stores and other providers of fresh foods are also encouraged in all TSAs as residential development comes online. Specific institutional uses including childcare centers, religious assembly, arts and cultural uses, and quasi-public uses integrated into a building may also generate activity outside of standard office hours and are encouraged to further diversify the uses in the TSAs.

Encourage Coordinated Development Plans - Consolidated or coordinated development plans are encouraged. Coordinated development plans are two or more contiguous development applications that demonstrate coordination of site design, building locations, open space, inter-parcel access where appropriate, roadway improvements, and parking facilities. Coordinate plans to be compatible with development on adjacent properties, reflect a coordinated phasing of improvements (for example, providing links in a street grid), consistent with the intent of the land use concept to achieve a desired urban form and mix of uses, and not preclude adjacent parcels from developing in conformance with the Plan.

Phasing of Development – Circumstances may require some development projects in the TSAs to be phased. Review each phase of a development proposal for conformance with the overall vision for the area, with careful consideration given to interim conditions. Address priorities in the earliest phases of site development plans including critical links within the street grid, public facilities, parks and open space, a balanced mix of uses, pedestrian access to the Metro stations, and the integration of development with the station entrances. Phase developments to create interim conditions that are attractive and inviting for pedestrians. Encourage interim conditions that enhance the desired urban character of the TSAs for the portions of a project not being built until later phases. Examples include green space or low intensity temporary use. It may also be acceptable to maintain existing uses if they do not preclude the achievement of other priorities, such as the street grid.

Encourage Educational Institutions - There is a desire for institutions of higher learning to complement the other uses planned for the TSAs. The Wiehle East TOD District is identified as a preferred location for developing an institute of higher learning presence. To encourage educational uses, space devoted to this use is exempt when tabulating the maximum planned FAR and mix of uses. This square footage is considered in all other aspects of site development and traffic impact analysis.

Accommodate Existing Uses and Buildings - This Plan is not intended to interfere with the continuation of existing land uses or buildings. If improvements to the open space or road network that are identified in the Plan are not feasible due to an existing building's location on the site, alternative streetscape and other design improvements intended to implement the Plan's vision may be considered, provided they meet the intent of Plan goals.

Protect Existing Low Density Residential Areas - Most existing residential communities adjacent to the TSAs are neighborhoods of single-family homes and townhomes. These communities are often separated from the TSAs by major roadways. Utilize appropriate design measures such as reduced building heights and massing for new development closest to these existing neighborhoods. Manage parking in TSAs to avoid spillover into existing residential areas. Residential Permit Parking Districts may be necessary near the Metro Stations.

Each TSA includes a Transit Oriented Development District (TOD) and several Non-Transit Oriented Development Districts (Non-TOD), as shown in Table 3 and on maps in Chapter 3.

Table 3: Transit Station Area Organization

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

TOD District Intensity and Mix of Use

The land use concept for the TODs is informed by experience in the Washington Metropolitan area that indicates that a higher proportion of residents within walking distance of a Metro station will

use transit as compared with workers. Locate most new office uses in mixed-use developments within ¼ mile of the Metro stations. Between ¼ and ½ mile of the Metro stations, plan for a predominant land use of multifamily housing to realize the objective of achieving an improved jobs-to-housing balance in Reston. This approach of differentiating new development types in areas closest to the stations versus areas more removed from the stations forms the basis of the two TOD district-specific land use categories described below. Individual developments may have the flexibility of adjusting the residential and non-residential percentages, but only if the required percentage ratio for the area is maintained.

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

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

Critical for establishing the core of a compact, mixed-use, transit-oriented environment, this area provides a balanced mix of uses including office, retail, hotel, institutional and public facility with new residential uses. These areas are planned for the highest development intensity in the TSAs (See Figure 4 for FAR).

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

This area is planned for existing and approved office uses, significant new residential uses and new retail and hotel uses (See Figure 4 for FAR).

Non-TOD Districts and Mix of Uses

Non-TOD Districts are outside the ½ mile radius from Metro stations. The Non-TOD Districts vary in character and the mix of uses present within each. These districts are planned to maintain their existing character, uses and intensities, unless otherwise noted.

TOD District Intensity

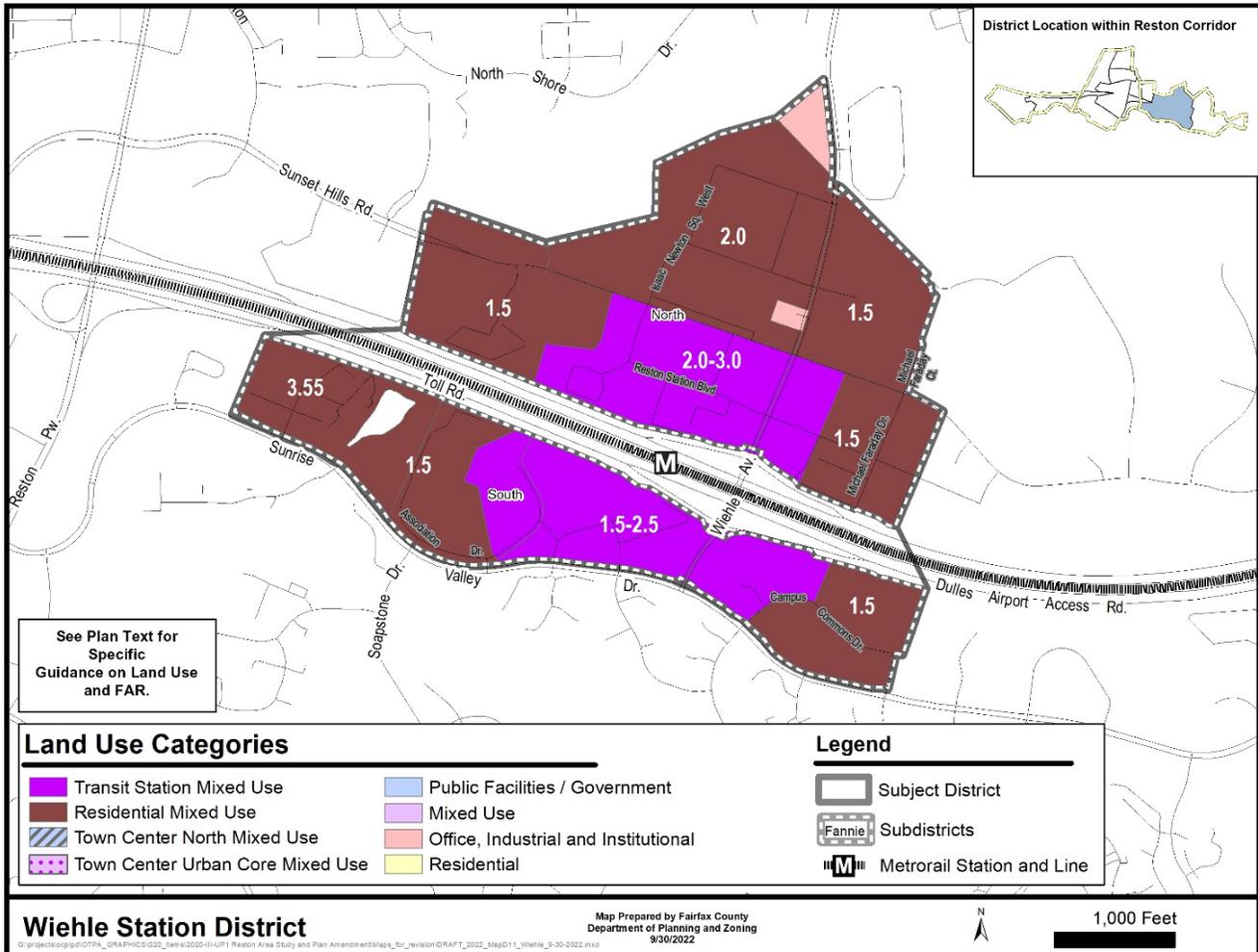
Mixed-use development may be approved through a rezoning up to a maximum FAR as specified in the District Recommendations. As carried forward from the 2014/15 Reston Comprehensive Plan, the recommendations regarding planned intensity are based on an analysis that has identified the measures necessary 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 particularly impactful 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.

Figure 4: Wiehle Transit Station TOD with FARs



- Achievement of LEED Platinum or equivalent program that focuses on energy efficiency and low or zero carbon emissions.
- Stormwater management at a 10-year storm/40% reduction
- Commit that the project developer/operator will engage with workforce representatives regarding various strategies that would promote a diverse and healthy workforce during project construction and ongoing operations. Among other things, the contemplated strategies should encourage high-quality construction, help sustain a prosperous community, and promote the health, safety, and general welfare of local residents. These strategies would include measures or services desired by the County, such as (i) registered apprenticeship programs, (ii) agreements to require contractors at any tier to provide payroll certification and/or prevailing wages/benefits (based on wages/benefits in the Metropolitan Washington D.C. MSA), (iii) worker-protection agreements, (iv) adoption of internal labor standards, or (v) other programs or initiatives intended to benefit and grow the local construction and service workforce and advance the County’s interest in affording all residents an equitable opportunity to succeed.

- Provide other innovative commitments that result in significant environmental, community, mobility, affordable housing, or infrastructure benefits.
- “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.

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

WIEHLE TRANSIT STATION AREA

Wiehle TOD North District:

The Wiehle TOD North District is located north of the DAAR. The district is bounded by the Hidden Creek Golf Course 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 district. Wiehle Avenue is the primary north-south street. See Figure 4: Wiehle Transit Station TOD with FARs.

The vision for this district is for redevelopment into a mix of mid-rise and high-rise buildings with diverse land uses, while protecting the open space designation of Hidden Creek Golf Course. Reston Station Boulevard will be extended west to Plaza America and east across Wiehle Avenue to Sunset Hills Road. This street will serve as the main street for the sub-district, supporting a concentration of ground level retail uses and other active uses, including plazas and open spaces. Redevelopment proposals that include land to the east of Wiehle Avenue within the TOD should improve pedestrian and bicycle crossings, to increase pedestrian and bicyclists’ safety and convenience.

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

Sunset Hills Road is the northern boundary of this District. Wiehle Avenue is the primary north-south street. The vision for this district is for significant redevelopment in a mix of mid-rise and high-rise buildings.

Development should incorporate ground level retail and support service uses into buildings to enhance the pedestrian environment. Design development proposals to provide pedestrian and bicycle crossings to increase safety and convenience for bicyclists and pedestrians. The portion of this sub-district located east of Wiehle Avenue includes the approved Mid-Line Development. The portion of this sub-district located west of Wiehle Avenue includes Reston Station, an approved mixed-use development in the northwest quadrant of the intersection of Wiehle Avenue and the DAAR, on top of a seven level, county-owned and operated transit center and park-and-ride facility with 2,300 parking spaces.

- **Wiehle North Transit Station Residential Mixed-Use Sub-District TOD: (1.5-2.0 FAR, 75% residential, 25% non-residential)**

Hidden Creek Golf Course on the north, Lake Fairfax Park on the northeast, and the Plaza America Shopping Center on the west form the boundaries of this District. The Residential Mixed-Use TOD area located north of the DAAR is planned for predominantly residential uses with a mix of other uses including office, hotel, and supporting retail uses. The Reston Greenway is located in this area, including the W&OD Trail, open spaces, a large rectangular field, green areas, and public gathering spaces. The Residential Mixed-Use area is planned for intensity up to 1.5 FAR, with the exception of the Isaac Newton Square area.

Isaac Newton Square

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

This area is bounded by Wiehle Avenue, Sunset Hills Road, and Hidden Creek Golf Course. It is planned for residential, office, retail, and hotel space with 90 percent new development. This area

also includes the Wiehle Avenue Fire Station #25, the W&OD Trail, and a VDOT parking lot.

This area represents an opportunity to create a new residential neighborhood organized around a local-serving park. Design development along the W&OD Trail to create connections to the park property and include plazas, a full-size rectangular field, greens, and other public gathering spaces abutting the trail. Attention to design is necessary to maintain safe passage for trail users in coordination with NOVA Parks, which owns and operates the trail. Substantially improve the VDOT parking lot along Sunset Hills Road with open space and landscaping.

Wiehle TOD South District:

The Wiehle South TOD Mixed Use District is located east and west of Wiehle Avenue and south of the DAAR. The vision for this district is for redevelopment at higher intensities in a mix of mid-rise and high-rise buildings with diverse land uses and a wider array of support services.

• **Wiehle South District: Transit Station Mixed Use - TOD (1.5 to 2.5 FAR, 50% residential, 50% non-residential)**

This area is roughly bounded by Sunrise Valley Drive on the South, DAAR on the North, the west leg of Campus Commons Drive to the east and Commerce Park Drive to the west. (See Figure 4).

Compatibility with the existing single-family neighborhoods located across Sunrise Valley Drive is a primary concern for development in this area. Although development has been approved for the area located west of Wiehle Avenue adjacent to the Metro Station, the potential for new development for the area is encouraged. Provide a substantial open space area adjacent to the Metro Station. In addition, substantially improve access to the Metro Station to include a public drop-off/pick up, Metro parking, and pedestrian connections from adjacent residential areas.

• **Wiehle South Residential Mixed-Use Sub-District TOD (1.5 FAR, 75% residential, 25% non-residential)**

Compatibility with the adjacent low-density residential neighborhoods across Sunrise Valley Drive is a primary concern for redevelopment. Extend the cycle track along Sunrise Valley Drive. The subdistrict is located east of Wiehle Avenue and is between ¼ mile and ½ mile from the Wiehle-Reston East Metrorail Station. To the extent development occurs, existing built and natural features in the vicinity of Sunrise Valley Drive should remain to create open space linked by trails and pedestrian connections. Cluster amenities in nodes along existing natural features and stormwater facilities to form a connected park amenity.

• **Association Drive Transit Station Mixed-Use (1.5-2.5 FAR, 50% residential, 50% non-residential) and Residential Mixed-Use Sub-District (1.5 FAR, 75% residential, 25% non-residential)**

This area is planned for both a transit station mixed-use area and a residential mixed-use area. The existing pattern of low-density development along Association Drive represents an important opportunity to achieve mixed-use development. Ground level retail and support service uses are strongly encouraged. A major expectation for redevelopment in this area is the preservation of mature trees, many of them clustered. One or more existing association buildings and their respective landscape features may be candidates for historic preservation through rehabilitation or adaptive reuse, and eligible for inclusion in the National Register for Historic Places. An east-west street should be provided between Soapstone Drive and Association Drive (east). This connection should consider treed areas and existing buildings slated to remain and should consider impacts to treed areas and buildings on adjacent parcels. A shared-use path parallel to the DAAR should be provided to access the Wiehle-Reston East Metrorail Station.

• **Roland Clarke Place Residential Mixed-Use Sub-District (75% residential, 25% non-residential)**

This neighborhood area is located between Sunrise Valley Drive and the DAAR with access from

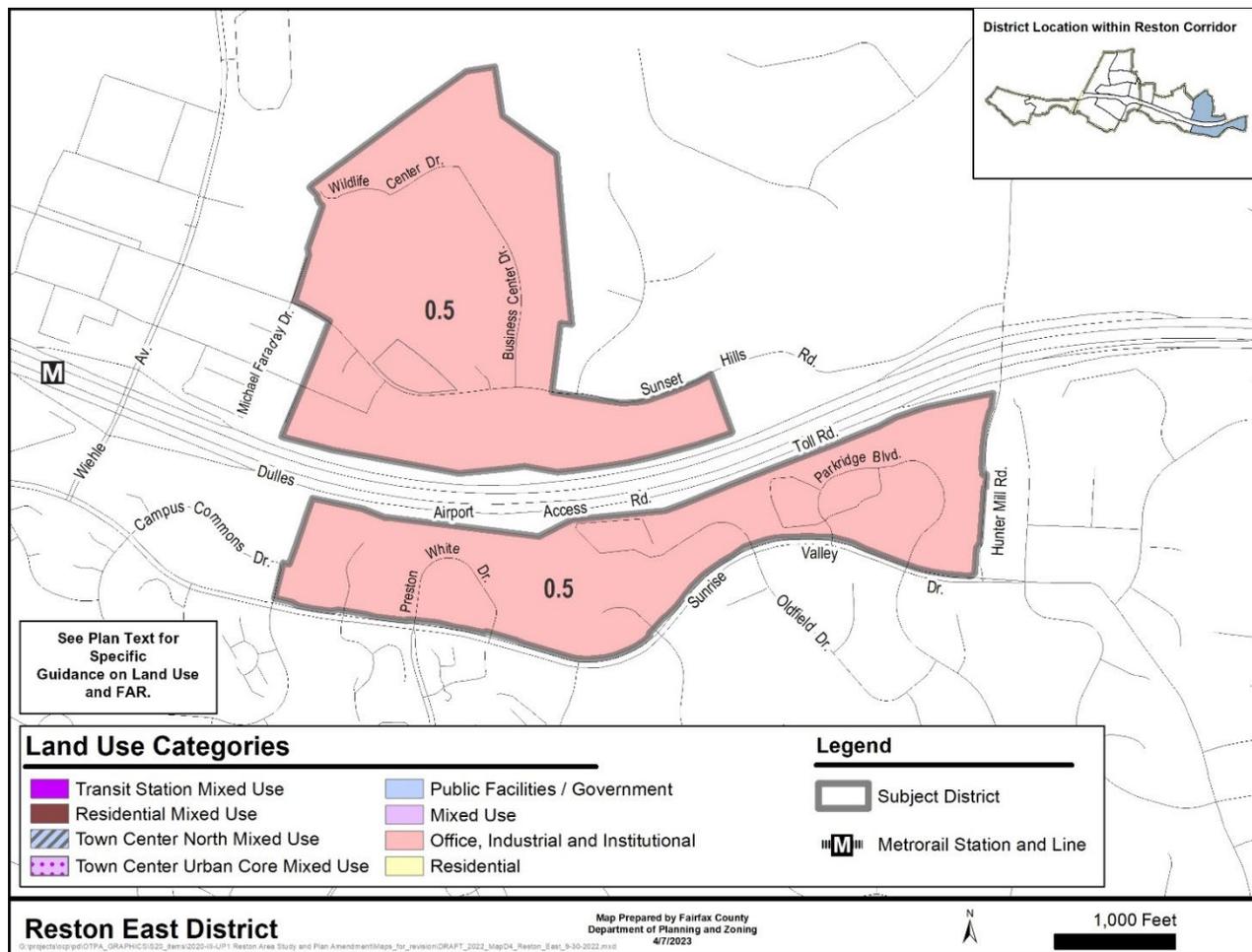
Roland Clarke Place. Tax Maps 17-4((14)) (1A) 2A and 3A are developed with a seven-story multifamily building and a five-story office building at 1.30 FAR. The existing five-story office building is approved for a larger office building. The existing five-story office building may also have the potential for redevelopment with residential uses but to do so would require an amendment to the Comprehensive Plan and extensive community engagement. Any redevelopment of the existing office building must include the addition of an interparcel access to the west, the provision of a public recreation facility, such as sport courts, destination playground, or multi-use courts to serve the Roland Clarke and surrounding neighborhood.

The existing office condominium building located at Tax Map 17-4 ((34)) 100-400 along the DAAR and accessed by a Roland Clarke Place pipestem is planned for the existing intensity and use. The Valley and Park and Sunrise Square residential developments, along Sunrise Valley Drive and along either side of Roland Clarke Place are proposed to remain at existing density and use.

Reston East Non-TOD District: (Office, Industrial, and Institutional)

The Reston East District is generally bounded by Lake Fairfax Park on the north, Equestrian Park subdivision on the northeast, Hunter Mill Road on the east, Sunrise Valley Drive on the south, and by Michael Faraday Court and the Campus Commons office park on the west. It is bisected by the DAAR and includes office, industrial, flex, R&D, institutional, and medical uses. See Figure 5.

Figure 5: Reston East Non-TOD District with FARs



Reston East District

Map Prepared by Fairfax County
 Department of Planning and Zoning
 4/7/2023



1,000 Feet

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- **Reston East Sub-District North of the DAAR – Non-TOD (Office, Industrial, Hotel, and Retail)**
This area spans both north and south of Sunset Hills Road and is east of Michael Faraday Drive. Development on the north side of the DAAR includes areas of industrial uses in Lake Fairfax Business Center, limited office uses, a data center, a large fitness facility, an ice rink, and a U.S. Post Office facility. This area is planned to remain an industrial area. The area from the proposed South Lakes overpass extension east to the VDOT maintenance facility will remain industrial at the intensity of existing zoning.
 - **Michael Faraday Court Sub-District: (Industrial up to 0.5 to Mixed-Use up to 1.0 FAR):**
The northern portion of Michael Faraday Court has older, low-rise buildings that are potential redevelopment sites. Preserve the existing ice rink, an important private community recreation facility, in any redevelopment of this area. To provide an incentive for this facility to continue operation after redevelopment of this area, a redevelopment option of residential use up to 1.0 FAR is planned, provided these parcels provide convenient and safe pedestrian access to Lake Fairfax Park, the W&OD trail, and the pedestrian network for the TOD and Non-TOD District. Vehicular access will be provided in a safe and interconnected grid of streets.
 - **Lake Fairfax Business Center Non-TOD Sub-District: (Office, Industrial and Institutional up to 0.5 FAR)**
This tract is planned for low and medium intensity industrial, R&D, and similar uses. Retain the tree area on the eastern boundary of Lake Fairfax Business Center to buffer the residential, Equestrian Park area. Include the installation of plantings to close the gap that is approximately 50 feet wide between the tree line running north from Sunset Hills Road to where it approaches the existing trees and ties into the landscaped swale running south from Lake Fairfax Park with any redevelopment. Apply stringent environmental controls to the industrial portion of the tract. These include extensive landscaping on Sunset Hills Road and sediment control measures to assure the environmental integrity of Lake Fairfax.
 - **Eastern Section between the TOD and the Proposed Extension of South Lakes Drive and North of the DAAR: (Office, Industrial, Institutional and Mixed-Use, 0.5 to 1.0 FAR)**
This area includes low-rise office buildings and surface parking lots located east of Samuel Morse Drive and west of the proposed South Lakes overpass. The existing site is surrounded by approved, mixed-use development in the Wiehle Station East TOD area. See Figure 6: Wiehle Transit Station Area, Reston East located North and South of the DAAR.
 - **Reston East Sub-District South of the DAAR - Non-TOD: (Office, Industrial and Institutional)**
Development on the south side of the DAAR consists of office and industrial uses with support services located in 2-5 story buildings. Most buildings have both surface and structured parking. This district is planned to retain its employment activity focus, including office, light industrial, institutional and R&D uses up to 0.50 FAR. Provide for local-serving plazas, parks, and trails throughout the district to serve local leisure and recreation needs. Existing built and natural features in the vicinity of Sunrise Valley Drive provide an opportunity to create larger parks linked by trails and pedestrian facilities. This area is encouraged to include higher education facilities. Connect existing paths and roads to allow continuous movement from buildings in this area to the mixed-use TOD area closest to Wiehle Avenue without needing to travel on Sunrise Valley Drive and adjacent sidewalks.
 - **Sunset Hills District, North of the DAAR Non-TOD: (Mixed-Use - Retail, Office and Residential)**
This district includes Plaza America and the area north of Sunset Hills Road, between Old Reston Avenue and American Dream Way. See Figure 7. The Sunset Hills District includes an existing multi-story office building and adjacent open space. This area also includes an option for residential use. Preserve the three ponds and connecting stream. In any proposal, include a pathway allowing

public access to the ponds and open space. Retain and integrate substantial open space adjacent to the W&OD Trail. Provide small-scale recreational waysides (e.g., seating areas, playgrounds) near the W&OD in collaboration with NOVA Parks.

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

This District has the following two Sub-Districts:

- **Plaza America Sub-District** consists of the existing Plaza America retail and office complex. It retains the existing mixed-use land use and zoning.
- **Fannie Mae Sub-District** is bordered by Sunset Hills Road on the south, Old Reston Avenue to the west and American Dream Way on the east. It retains the existing office land use at 0.62 FAR or mixed use at 0.50 FAR. In addition, preserve vehicular access to the adjacent site that includes an historic resource. See Figure 7: Sunset Hills District Map.

Figure 6: Wiehle Transit Station Area, Reston East located North and South of the DAAR

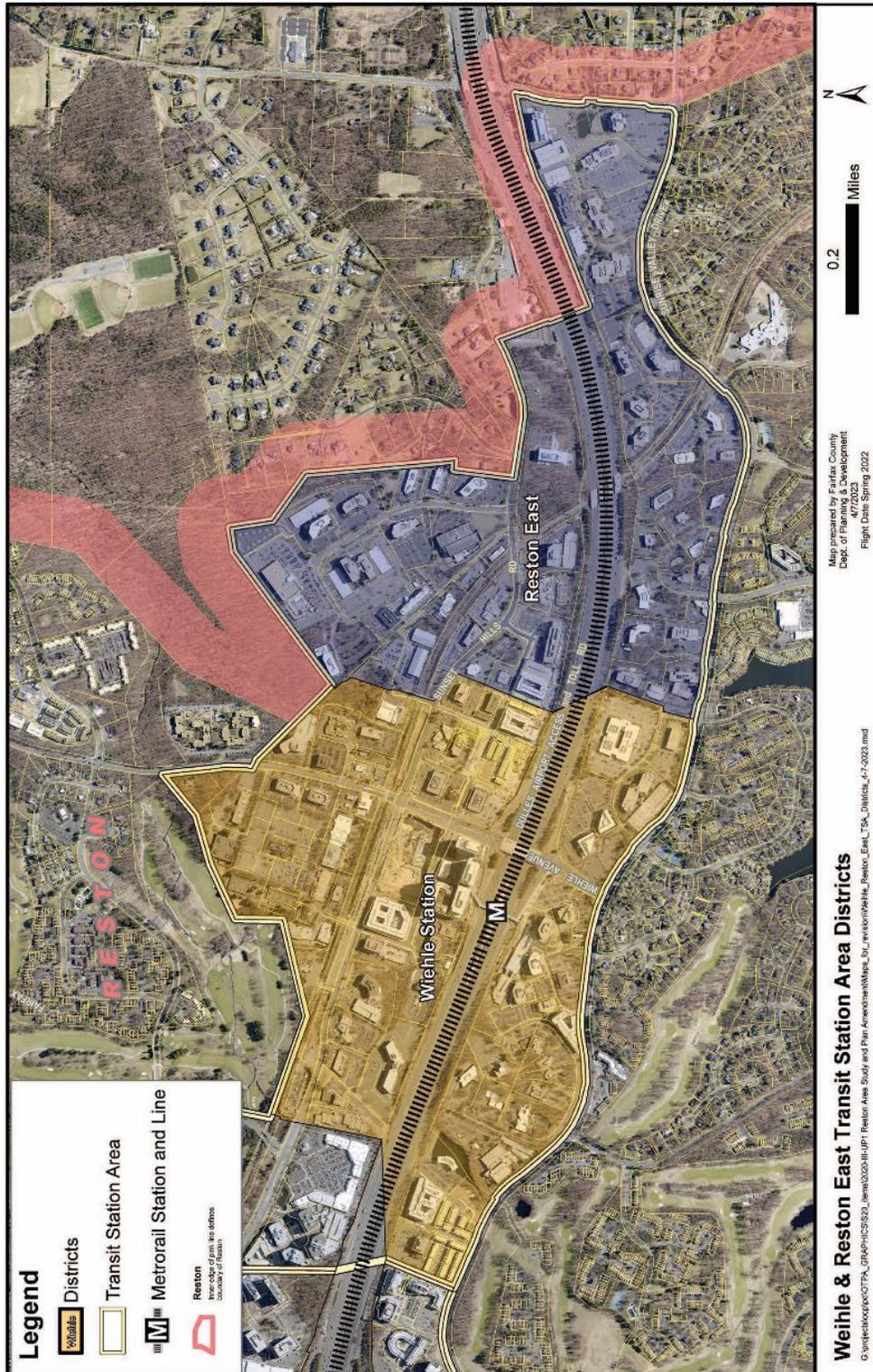
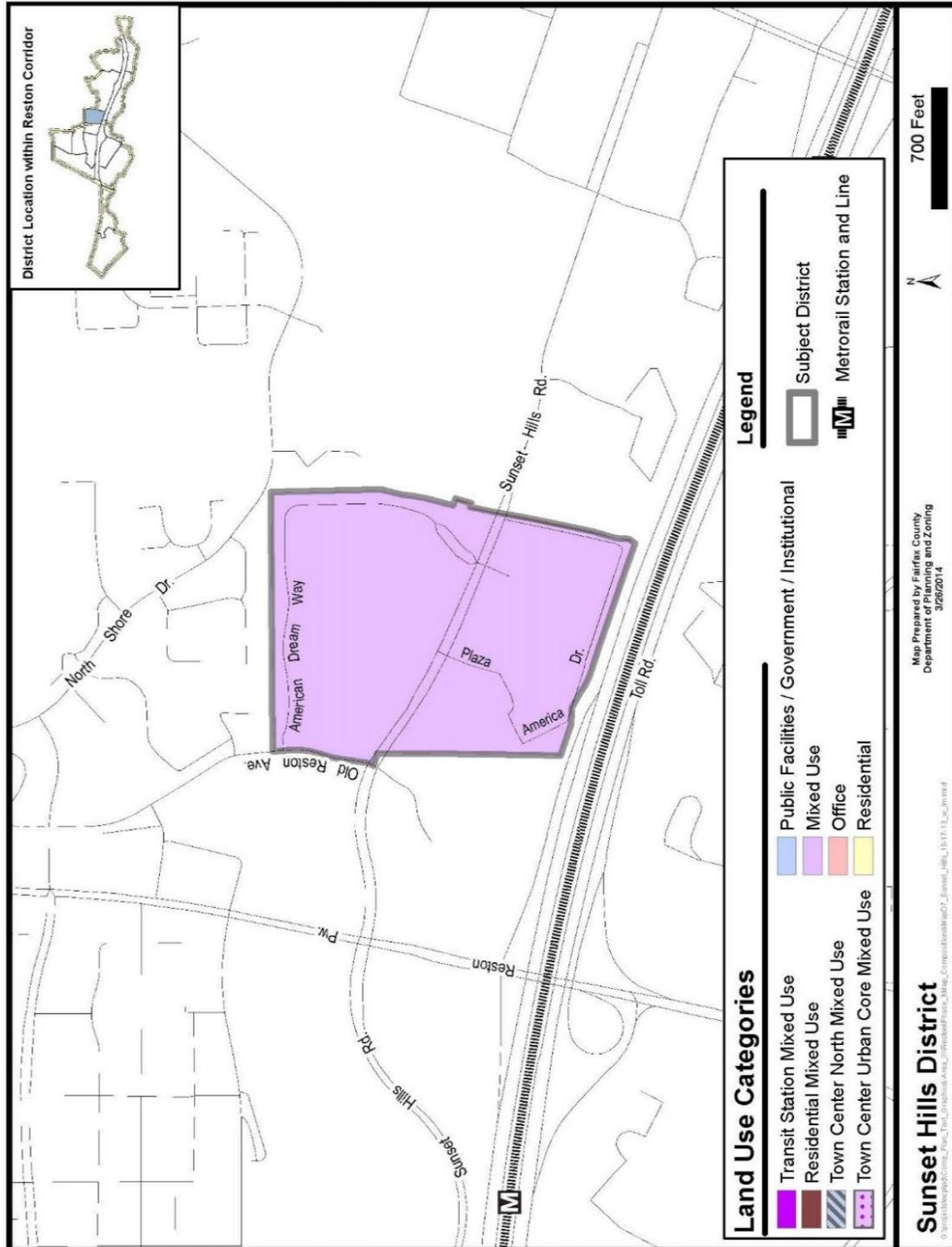


Figure 7: Sunset Hills District



RESTON TOWN CENTER TRANSIT STATION AREA

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

North of the DAAR District TODs

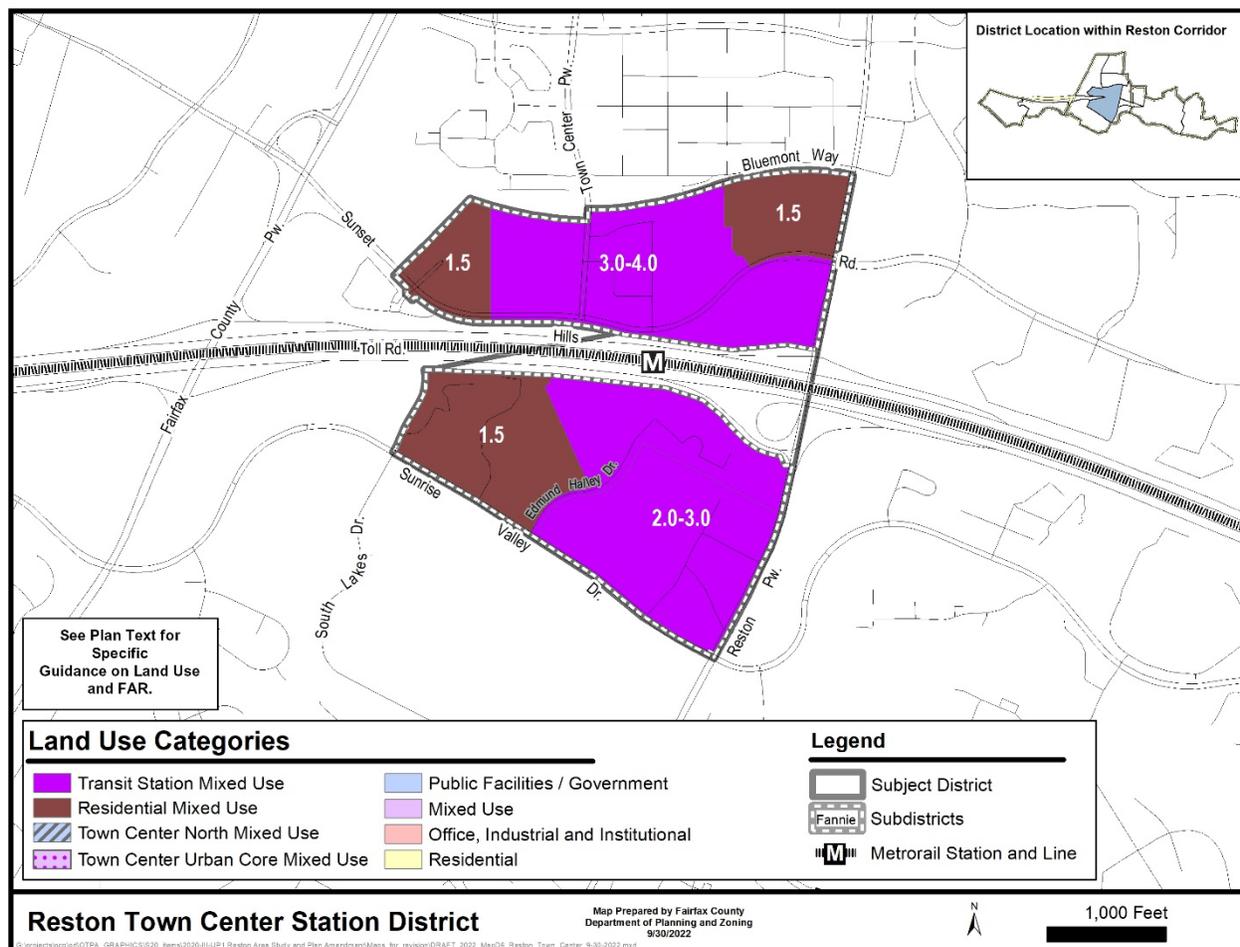
This district is planned to develop at the highest intensities in Reston. This area is bounded by the W&OD Trail on the north, Reston Parkway on the east, the DAAR on the south and the County property occupied by YMCA on the west. This district has the following two sub-districts.

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

See Figure 8: Town Center North Station TOD with FARs. The North Sub-District is comprised of approximately 88 acres. It is located south of the W&OD Trail, west of Reston Parkway, north of the DAAR, and east of the County property occupied by YMCA. Sunset Hills Road extends from east to west through the sub-district with Reston Parkway and Town Center Parkway being the primary north-south streets. The sub-district is strategically located between the Reston Town Center Urban Core and the Reston Town Center Metro Station.

Existing development includes several office parks at intensities from 0.30 to 0.80 FAR and served by both surface and structured parking. Other uses include an extended stay hotel and restaurants. The vision for the North Sub-District is an extension of the Town Center Urban Core with a mix of uses including new office uses, destination retail uses and restaurants, a hotel with convention facilities, a residential component, one or more civic uses and ground floor uses that foster a varied and engaging pedestrian environment.

Figure 8: Town Center North Station TOD with FARs



The availability of vacant land near the Metrorail station in this sub-district presents an opportunity to realize the desired mix for Transit Station Mixed-Use areas of 50 percent non-residential uses and 50 percent residential uses. Organize development around a large, signature community gathering space near the station entrance. The vision for this district is for substantial redevelopment at higher intensities in predominantly mid-rise and high-rise buildings and a wider array of support services. Create a series of urban plazas and parks to provide gathering places for people of all ages to enjoy festivals and community events. Provide plazas, parks, trails, and public art throughout the sub-district to serve local leisure and recreation needs. Provide small-scale spaces (e.g., seating areas, playgrounds) or larger recreational and cultural facilities near the W&OD in collaboration with NOVA Parks.

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

The two small areas in the North TOD Sub-District include the area bounded by the W&OD trail on the north, YMCA to the west, up to the western boundary of RTC West on the east, and Sunset Hills on the south. This area also includes the land located along Reston Parkway and is planned for a mix of uses up to 1.5 FAR. The existing low-density retail development with surface parking

located along the western boundary of the sub-district presents an opportunity for new residential development. Ground level retail and support service uses are encouraged. Support retail uses in office, hotel or residential buildings are complementary to other uses.

- **South of the DAAR District TODs**

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

Town Center South TSA Mixed-Use Sub-District TOD: (2.0 to 3.0 FAR, 50% non-residential, 50% residential)

Provide development proposals with a mix of 50 percent non-residential and 50 percent residential uses. The existing development pattern, the presence of surface parking lots and availability of vacant land near the Town Center Metro Station present an opportunity to realize the desired mix of non-residential and residential uses. The vision for this district is for significant redevelopment at higher intensities in a mix of mid-rise and high-rise buildings. Locate a larger-scale park that includes cultural and recreational facilities within this district to provide outdoor spaces and areas for community events. This open space, which serves as a gathering space, may include a concentration of retail uses. Provide plazas, parks, and trails throughout the Sub-District. Determine the number of urban parks, their sizes and distribution by the amount and type of new development, in accordance with the Urban Parks Framework in the Policy Plan.

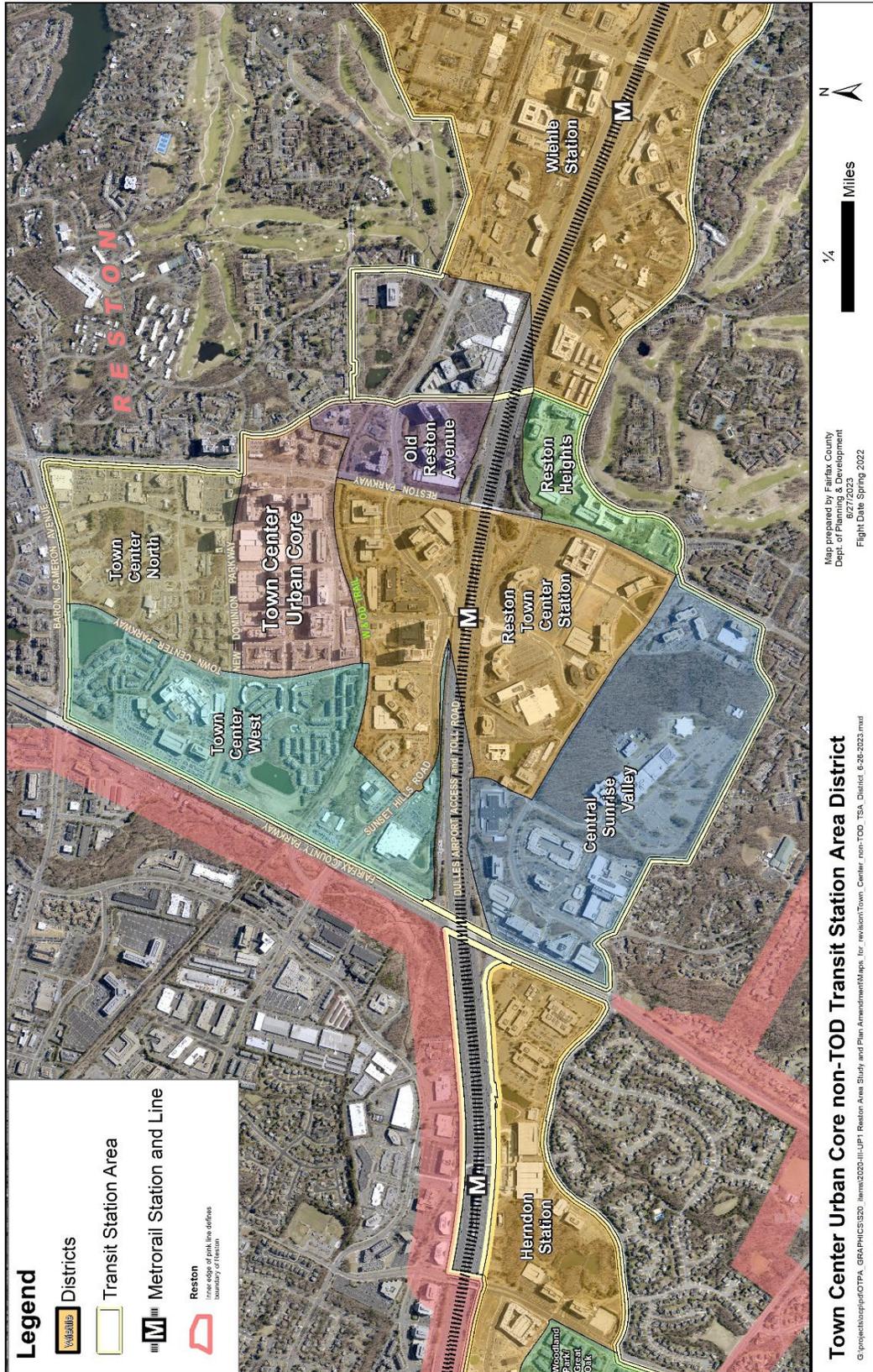
Town Center South TSA Residential Mixed-Use Sub-District TOD: (1.5 FAR, 75% residential, 25% non-residential)

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

- **Town Center Transit Station Non-TOD Districts**

The Town Center Station Area has six non-TOD districts. They include Town Center Urban Core, Town Center North, Town Center West, Old Reston Avenue, Reston Heights, and Central Sunrise Valley. See Figure 9: Town Center Transit Station Non-TOD Districts.

Figure 9: Town Center Transit Station Non-TOD Districts



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

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

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

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

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

The East Fountain Drive Subdistrict is comprised of an approved mixture of residential, office, hotel, and retail uses. The subdistrict is planned and approved for substantial redevelopment (up to 790,000 square feet of non-residential uses and approximately 1,440 residential units) in a combination of mid-rise and high-rise buildings with a diverse mix of land uses, including office, hotel, retail, and residential uses. An approved commercial building replaces the existing Town Center Office Building with a maximum intensity of 4.08 FAR. A modification to the uses or an increase in density to the existing approvals is not recommended.

• **West of Fountain Drive Sub-District Non-TOD: (Reston Civic Center)**

This area is generally bordered by Baron Cameron, Town Center Parkway, Fountain Drive, and north of New Dominion Parkway. The Civic Center establishes a variety of recommended county, regional and institutional uses. The vision for the Reston Civic Center is consistent with the conceptual layout as shown in Figure 10: West of Fountain Drive District Concept Plan. Civic uses on Blocks 1,3,5,7, and 8 should include:

- New expanded regional library
- North County Governmental Center
- Elementary school
- Replaced Embury Rucker Shelter to include daytime service facility and potentially permanent supportive housing
- Expanded and consolidated North County Human Services office building
- 10-acres of open space, including:
- A major, 3.5-acre community park including a gathering space located near the center of the Civic Center serving as a key design feature.

In addition, to be considered in the final design, alternative civic need areas may include a fire station, additional athletic field, and a large Reston area universally accessible playground.

Blocks 2, 4, and 6 are planned for residential density of approximately 1,000 dwelling units. Blocks 2, 4, and 6 are on the higher elevation eastern portion of the sloping parcel and are planned with building heights declining from Block 6 to Block 2 and starting lower than the Paramount Condominium building at 1830 Fountain Drive. Design the redevelopment of Blocks 2, 4 and 6 to provide a proportional contribution to the establishment of the central green, the athletic field and the new grid of streets including Library Street. Front residential buildings onto tree-lined Library Street with inviting street-level façades. All other blocks are planned for civic uses including those listed above.

Incorporate adequate tree save areas for Blocks 3 and 4, in tracts with current large stands of trees. The non-residential component of Blocks 2, 4 and 6 includes up to 150,000 sq ft of office, medical facilities, and ancillary retail.

In addition, the approximately 2.9-acre property, which is owned by the Fairfax County Redevelopment and Housing Authority (FCRHA), west of the North County Governmental Center contains thirty currently affordable homes. Additional affordable housing is planned. The redevelopment of the FCRHA property should be considered to deliver new affordable housing and, if feasible, a public facility to serve the residents of the new housing and surrounding community. Other adjacent, publicly owned properties may also be considered in such a redevelopment.

The final design will prioritize extensive civic needs on limited available County space. The existing library and homeless shelter should continue to operate until such time as replacement facilities are made available although they may need to relocate to a transitional location prior to the completion of the new facilities.

An environmentally sound development with preserved or added green spaces and a well-designed transportation network is necessary. Adjacent parcels are planned for existing or approved density: Winwood at 125 new units, Paramount at 100 units, and Oak Park Condos at 180 units. Consider development of the undeveloped parcel located South of the existing Reston Library, only if consolidated with an adjacent parcel.

If the vision of Town Center North is implemented in multiple phases over time, all zoning applications should demonstrate they will not inhibit the coordinated development of future phases.

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

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

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

The Old Reston Avenue District 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.

The Old Reston Avenue District is planned for office and retail uses up to 0.50 FAR or at currently approved development intensities, or with respect to Tax Map 17-4 ((1)) 1 office and residential uses up to 0.64 FAR. A new office building has been approved that integrates and preserves the Bowman House. The Oracle campus to the east of Reston Parkway includes office and residential uses.

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

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

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

The Central Sunrise Valley District is generally bounded by the DAAR on the north, Edmund Halley Drive on the east, South Lakes Drive on the south, and the Fairfax County Parkway on the west. It is planned for and developed with office and light industrial uses. The district includes the headquarters of the U.S. Geological Survey (USGS). The area west of the USGS and south of Sunrise Valley Drive is planned for light industrial use up to 0.35 FAR, while office use up to 0.50 FAR is appropriate for the balance of the district. For the area within ½ mile of the Reston Town Center station platform, residential use up to 30 dwelling units per acre is appropriate.

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

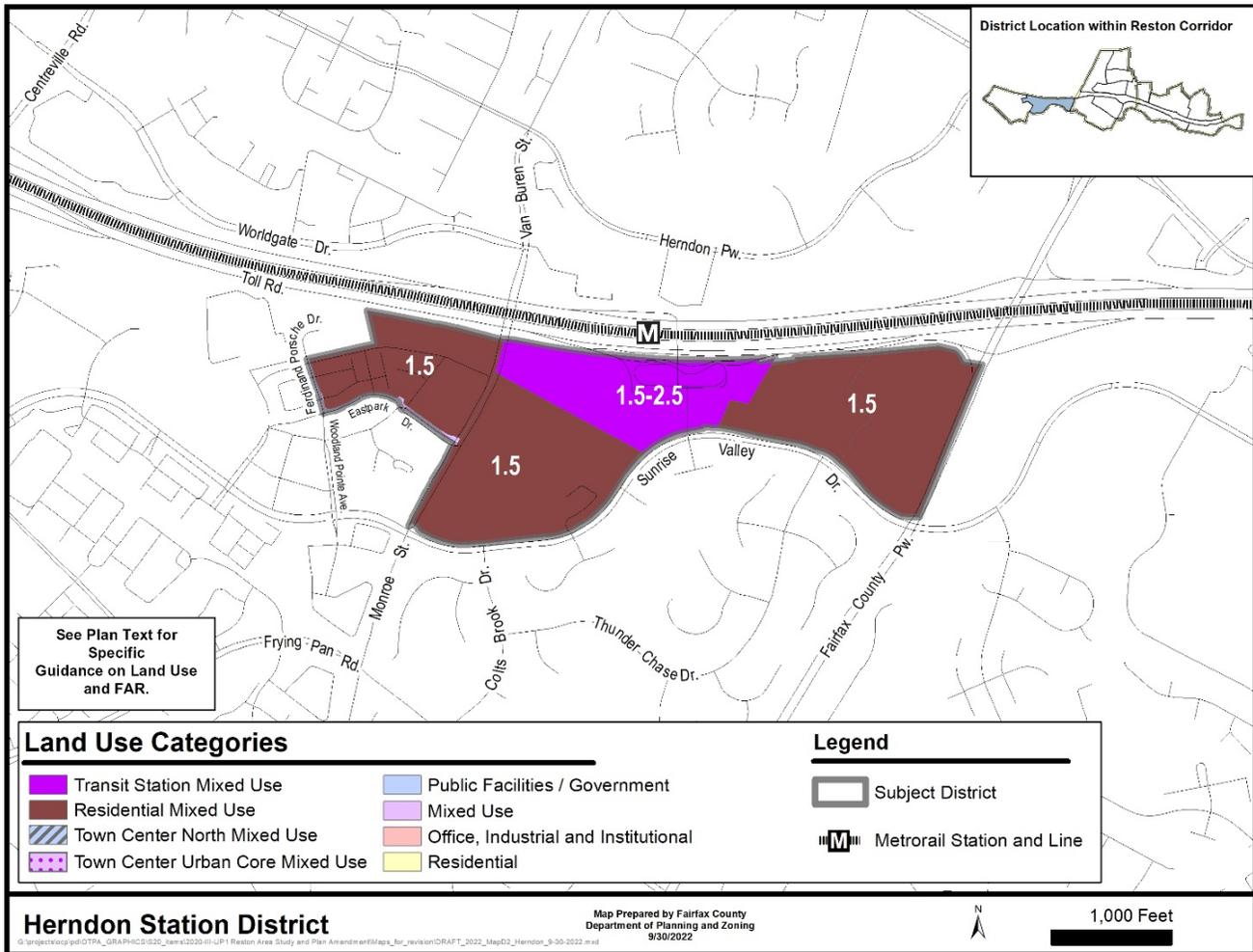
THE HERNDON TRANSIT STATION AREA

The Herndon Transit Station Area TSA District includes the Herndon Metro Station. It is bounded on the north by the DAAR, the east by Fairfax County Parkway, the south by Sunrise Valley Drive, Frying Pan Road and Fox Mill Road, and the west by Centreville Road. Plazas, parks, trails, and public art should be provided throughout the district.

HERNDON TRANSIT STATION AREA TOD DISTRICT

This TSA includes the Herndon Station TOD District and the Woodland Park/ Great Oak Non-TOD District. See Figures 11 and 12. It 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 mixed-use development on the west. Monroe Street is the primary north-south street in the district. Incorporate ground level retail and support service uses into new development in order to enhance activity in the area.

Figure 11: Herndon Transit Station Area TOD with FARs



Herndon Station Transit Station Mixed-Use Sub-District TOD: (1.5 to 2.5 FAR, 50% non-residential, 50% residential) (See Figure 11: Herndon Transit Station Area TOD with FARs)

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

The vision for this district is for redevelopment with more diverse land uses than currently exist and a wider array of support services. Provide plazas, parks, trails, and public art throughout the sub-district to serve local leisure and recreation needs.

Figure 12: Herndon Non-TOD District, Woodland Park/Great Oak



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

This Sub-District is located on the south side of the DAAR and the Herndon Metro station. The area has an existing office park. Plan redevelopment to be predominantly residential uses with a mix of other uses including office, hotel and supporting retail. In addition, preserve the wetlands area. Ground level retail and support service uses are encouraged to add to the vibrancy and enhance the pedestrian environment. New office uses should be concentrated close to the station. Plan for building heights to be limited and in harmony with nearby development.

Herndon Non-TOD Districts

The vision of the Woodland Park/Great Oak Districts is to maintain the character, uses, and density of existing development. This area includes Woodland Park, a Mixed-Use area with office, hotel, retail uses (including a grocery store) and multi-family residential development, north of Sunrise Valley Drive and the Great Oak subdivision, which includes single family residential development along the south of Sunrise Valley Drive.

North of Sunrise Valley Drive Sub-District Non-TOD: (Mixed-Use)

This area of Woodland Park/Great Oak Non-TOD Sub-District consists of approximately 163 acres, and it is bounded by the DAAR on the north, Monroe Street on the east, Sunrise Valley Drive on the south and Centreville Road on the west. It is planned and developed as a major mixed-use development up to 0.70 FAR, with office, retail, hotel, and residential uses.

South of Sunrise Valley Drive Sub-District Non-TOD: (Residential)

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

DESIGN AND PLACEMAKING: RESTON TRANSIT STATION AREAS

Reston is a diverse, planned community with a variety of density and designs in its neighborhoods and village centers. Reston 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. See Photo 1.



Photo 1: Town Center TSA Building (Street and Block Pattern)

A key goal in the transition of this central part of Reston is to create new transit-oriented neighborhoods in each TOD District located within 1/2 mile of each transit station (in areas that are designated as Transit Station Mixed-Use or Residential Mixed-Use land use categories).

The TOD neighborhoods should be designed to be easily accessible by pedestrians of all types and bicyclists of all skill levels. In addition, incorporate design and landscaping elements to connect these neighborhoods physically (e.g., by connections to the existing trail network).

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

The recommendations in this Comprehensive Plan are to be used in conjunction with the Guidelines for Development in Reston TSAs endorsed by the Board of Supervisors. In addition, these recommendations are intended to complement the existing Reston Town Center Design Guidelines of the Reston Town Center Association that apply to properties located in the Town Center. Where required, submit plans to existing entities and design review bodies in Reston for review and local community input, noting that some TSA parcels lack binding design review governance boards. Cooperation between VDOT and utility companies is imperative going forward. Accordingly,

coordinate approved plans with them to include trees and other green amenities.

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

Design Vision

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

Design Principles

For development in the TSAs, follow the Guidelines for Development in Reston TSAs endorsed by the Board of Supervisors.

Enhance Local and Regional Identity

Advance Reston as a premier planned community. Key characteristics include the provision of community gathering spaces to provide opportunities for social interaction, integrating nature into the built environment, preserving Reston's unique heritage resources, continuing Reston's historic commitment to inclusivity, and providing residents attractive and useful connections.

A goal is to continue the evolution of Reston's core into several highly desirable, transit-oriented, mixed-use environments centered around the transit stations and maintain high standards for architecture and design that create an identity for each TOD District and that support the character of Reston as a whole.

Establish a Sense of Place

Create walkable neighborhoods adjacent to the Metro stations and within the larger Reston community that build upon the success of the Reston Town Center.

Encourage design elements that promote a distinct character for each TOD neighborhood, as well as common elements that contribute to a cohesive urban environment and are complementary to the larger Reston community.

Development should be designed to promote community, healthy living, arts, and enjoyment of nature in Reston.

Require each TOD neighborhood to include tree-lined streets, bird-friendly vegetation, a variety of parks, playgrounds, and public gathering places.

Improve Connectivity

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

Create pedestrian and bicycle-friendly connections that are safe, pleasant, engaging, and convenient.

Maximize the benefits of transit in Reston by improving connectivity within and between the TSAs and with the surrounding community.

Design Sustainable Environment

Encourage sustainable neighborhoods, buildings and infrastructure that meets the community's

present needs while preserving Reston's essential character and ensuring the ability of future generations to meet their needs (see Environmental Stewardship Chapter).

Incorporate innovative and environmentally sensitive stormwater design into all new development and redevelopment. Vegetative roof designs are strongly encouraged.

Restore and stabilize existing streams.

Construct buildings that meet the highest levels of energy efficiency and minimize carbon emissions and other pollutants.

Respect Surrounding Neighborhoods

Maintain the character and livability of residential neighborhoods adjacent to the TSAs.

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

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

The Pedestrian Network - The recommendations for the pedestrian network are organized into two sections: Building Street and Block Pattern and Building and Site Design Recommendations. Publicly accessible places and sidewalks connect pedestrians to homes, places of employment, retail establishments, restaurants, parks, plazas, and trails.

Integrate the design of pedestrian and bicycle networks with, and complementary to, adjacent land uses to create a safe and effective pedestrian and bicycle experience.

Building, Street and Block Pattern - A system of connected streets will be the primary organizing element of the TSAs. New development will create smaller blocks through an interconnected system of streets that is walkable, provides travel choices for pedestrians and motorists, and reflects breaks in building massing to help create a built environment that is appropriately scaled for pedestrian activity. Provide local streets with east-west travel alternatives for sections of Sunrise Valley Drive and Sunset Hills Road to help relieve congestion at key intersections. Blocks should not be longer than 600 feet and preferably within a range of 250 to 400 feet in length to minimize pedestrians' distance to safe crosswalks at corners. Some blocks may be irregularly shaped and have block sides longer than 600 feet. If this occurs, consider a mid-block pedestrian connection such as a publicly accessible walkway through a building or a garage. See the Guidelines for Development in Reston TSAs document for important recommendations for streetscape design in the TSAs.

Building and Site Design Recommendations - Building and site design is supportive of the pedestrian network to create a vibrant urban environment. Site design for townhouses should orient buildings to complete streets instead of alleys.

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

Build-to Lines - The build-to line is a theoretical line indicating where the façades of buildings should be located. The build-to line generally applies to the podium or base of the building and excludes building towers. Provide consistent build-to line within a block, unless it is intentionally varied to achieve articulation, streetscape uses such as outdoor dining, or other public open spaces. Consistent build-to lines ensure that the ground floors of all buildings on a block generally align with each other at the edge of the streetscape, providing a frame for the public realm but allowing architectural

variation and interest. Developments adhere to a consistently established build-to line for each block. The location of the build-to lines relates to the streetscape guidance, the intensity and activity of the land uses, and the desired relationship of pedestrians to these uses. The location of the build-to line may vary depending on the character of the street and the district. Existing uses and buildings that do not conform to the build-to line established by new development should investigate opportunities to create visual and physical linkages to new buildings that address the pedestrian realm. These existing buildings in front of or behind the build-to line, may use walls, landscaping, or other architectural features to align with other buildings at the build-to line.

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

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

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

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

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

pedestrians by defining entries. Building articulation can vary by location and context. Buildings will include appropriate elements to provide for an interesting and engaging pedestrian environment.

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

Parking Design

Parking facilities should adhere to the following guidelines:

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

Structured Parking - Underground parking is the least intrusive form of parking in the built environment and is the preferred method for parking in the TSAs. Above-grade parking structures should be “wrapped” with active uses to the maximum extent possible. If exposed parking structures are unavoidable, employ architectural detailing, lighting, and landscaping along the building façades to mitigate negative impacts. 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. Provide consistent or complementary architecture of garages with surrounding buildings. Provide architectural treatments and screening for garages, loading access, utility vaults and mechanical rooms. 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 safe and provides necessary short-term residential and retail parking, as well as activating streets. Reserving a portion of on-street parking spaces for short-term delivery and loading (e.g., food and package delivery) should also be considered in appropriate locations. Many new streets within the TSAs should provide on-street parking. Where on-street parking is provided, minimize curb cuts for vehicular access to increase pedestrian safety and maximize the number of on-street parking spaces.

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

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

VILLAGE CENTERS

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

This Reston Village Center section includes:

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

INTRODUCTION

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

- Enhance Village Centers as neighborhood gathering places.
- Advance excellence in site design and architecture.

- Strengthen connectivity and mobility.
- Protect and respect the surrounding residential neighborhoods.
- Support equity by promoting local, small and minority-owned businesses.
- Contribute to a healthy food network by providing full-service grocery stores.

GUIDELINES FOR VILLAGE CENTERS

Each of the Village Centers consists of a non-residential and adjacent residential area. Except for the Lake Anne Village Center, high density development is not planned for the Village Centers. Focus any redevelopment on the non-residential area. Except for the Lake Anne and Tall Oaks Village Centers, providing housing in the non-residential areas of the Village Centers will require an amendment to the Reston Comprehensive Plan before consideration.

Planning Objectives for Land Use

- Include neighborhood-serving retail and service uses in the mix of uses for neighborhood convenience and activation of the area after work hours. The mix of uses may also include accessory office use and community uses. Community uses will include public meeting spaces.
- The existing mix of uses include residential uses to support the retail and service uses:
 - Residential uses provide for a variety of housing types including affordable housing.
 - Senior housing is encouraged due to the proximity and convenience of retail and other service uses.
- Public plazas are a key element, and they must be programmable for community events.

Village Center Design and Placemaking

The dignity and importance of the individual were at the forefront in the design of Reston from the beginning. The concepts and recommendations for the village centers were key to that vision. The village centers were conceived as important places that would draw people together. They would include a public plaza for formal and informal gatherings, a grocery store, churches, community uses, restaurants, childcare, and local services. Lake Anne (see Photo 2) developed according to this model. Over time retail trends changed and village centers were designed with an emphasis on retail uses and restaurants, few community uses and large surface parking lots. This form reduced the ability of the later village centers to function as community gathering places.

Photo 2: Lake Anne Village Center

Below: Lake Anne Village Center



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

Village Center Design Principles

The following principles apply in the Village Centers.

Focus on a Central Public Plaza

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

Transform the Parking Lots

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

Transition to Existing Uses

- Utilize shifts in scale and massing to appropriately transition from new higher density and intensity uses to existing residential neighborhoods both within the Village Center and surrounding the Village Center. During transition, be sensitive to the existing character and feel of the existing uses.
- Plan for phased redevelopment by incorporating temporary uses and ensuring that existing structures are included in the plan vision.
- Maintain the boundaries of Village Centers, unless expanded boundaries are essential to the successful redevelopment of any Village Center.

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

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

RECOMMENDATIONS FOR EACH VILLAGE CENTER

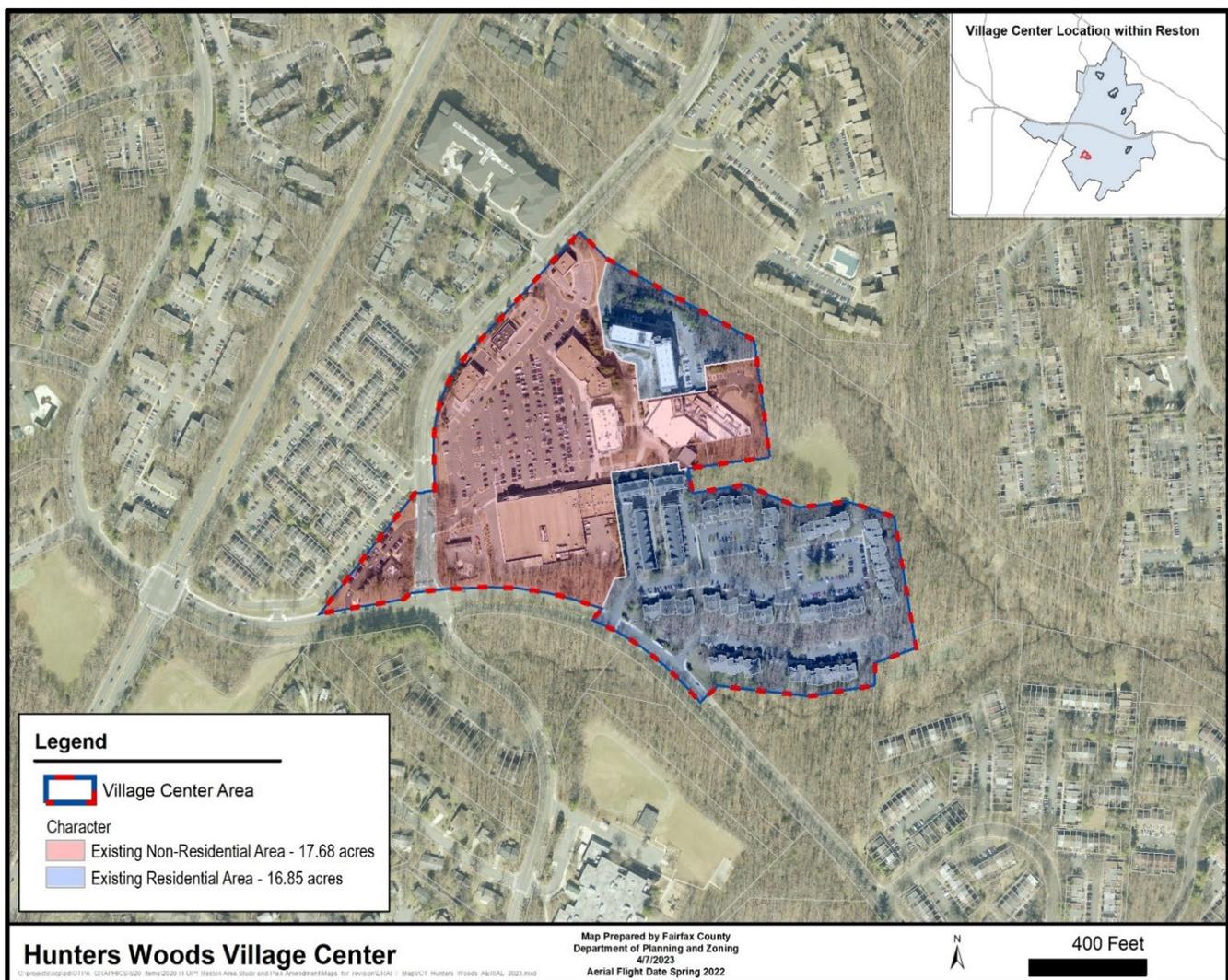
The Village Centers in Reston must serve as the focal point of activity for the surrounding neighborhoods. Each Village Center faces unique circumstances. The following paragraphs provide additional recommendations for each Village Center.

Hunters Woods Village Center

Hunters Woods Village Center is approximately 34 acres, with approximately 16 acres of

residential uses and 18 acres of non-residential uses. Residential uses include low-rise multifamily units and Hunters Woods Fellowship House, a high-rise multifamily apartment building providing independent living for seniors. The non-residential uses include the Reston Community Center facility and a place of worship, along with neighborhood-serving retail uses. Vehicular access and visibility are provided via Glade Drive and Colts Neck Road. The land use recommendations for the 18-acre non-residential area in the Hunters Woods Village Center is for neighborhood serving retail, accessory office, institutional uses, and service uses up to 0.25 FAR. The existing residential areas in the Village Center located adjacent to the non-residential area are expected to remain unchanged. Currently there is no redevelopment plan for this Village Center. See Figure 13.

Figure 13: Hunters Woods Village Center



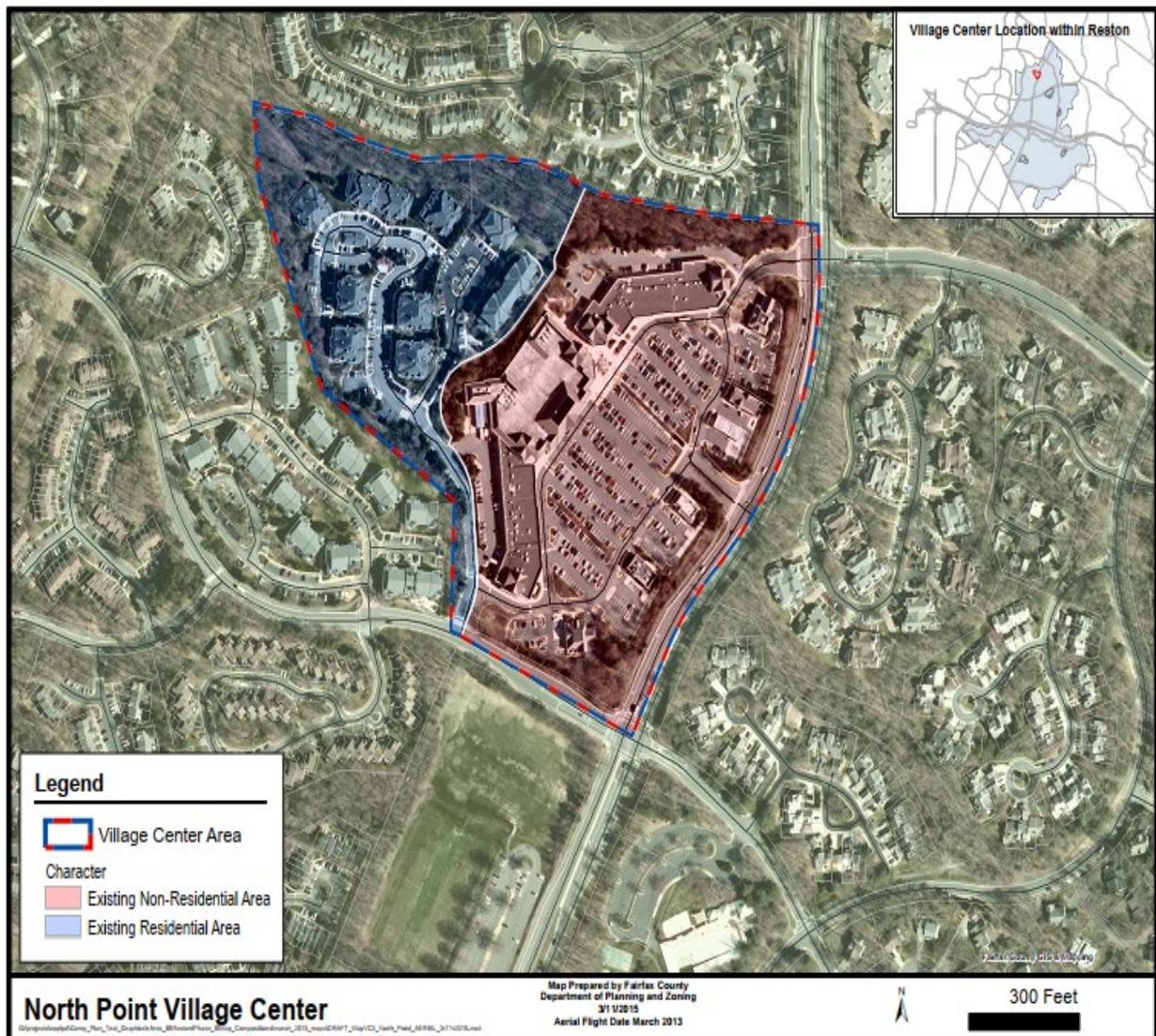
North Point Village Center

North Point Village Center (Figure 14) is more than 27 acres, with approximately 10 acres of residential uses and 17 acres of non-residential uses. Residential uses include low-rise multifamily

units, some of which provides affordable housing. The non-residential uses include neighborhood-serving retail uses.

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

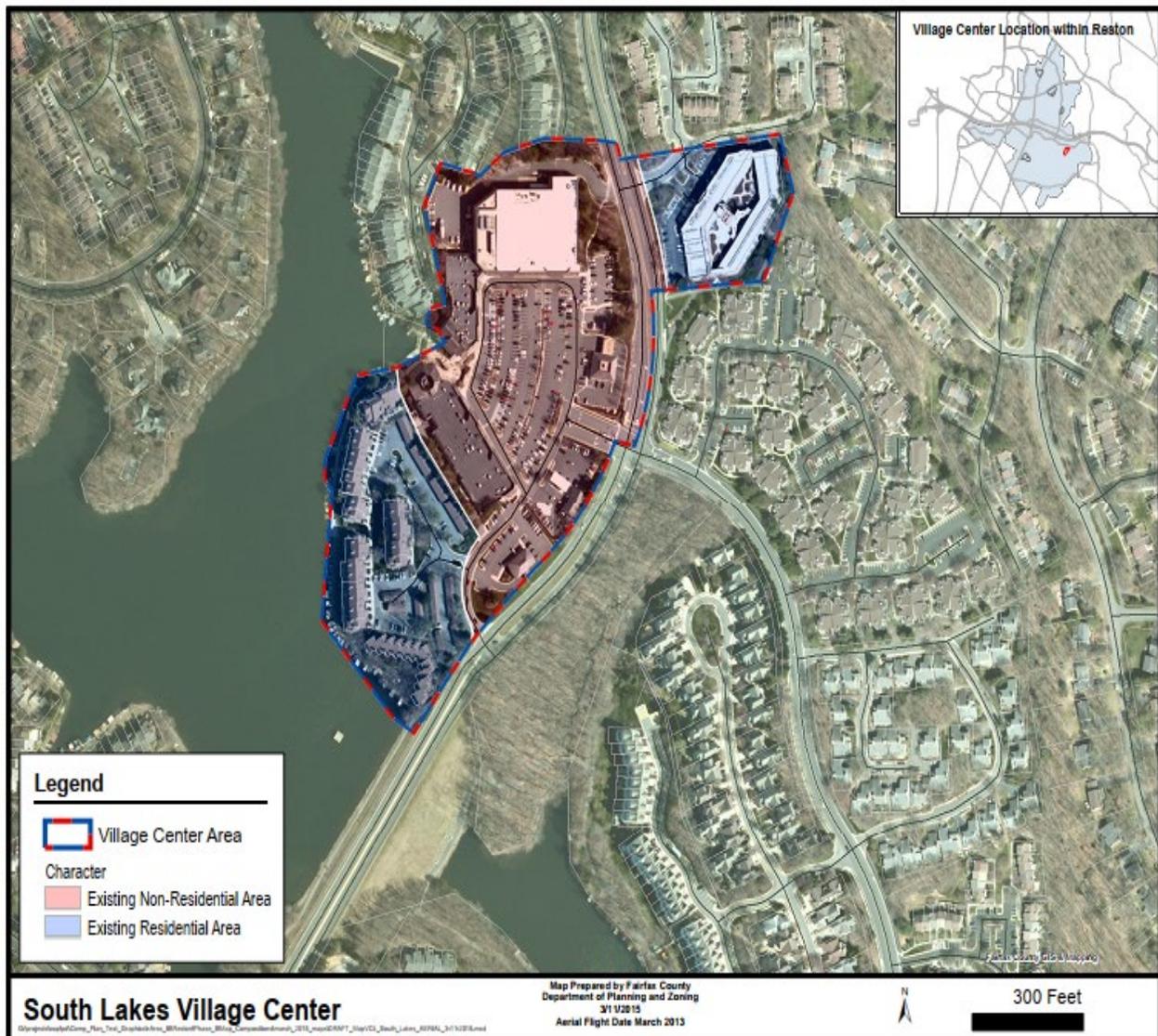
Figure 14: North Point Village Center



South Lakes Village Center

South Lakes Village Center (Figure 15) is located along Lake Thoreau and is more than 19 acres, with approximately 8 acres of residential uses and 11 acres of non-residential uses. Residential uses include low-rise multifamily units and mid-rise multifamily units reserved for seniors. The non-residential uses include neighborhood serving retail uses, some of which are located with direct access to Lake Thoreau. Vehicular access and visibility are provided from South Lakes Drive and Twin Branches Road. The land use recommendations for the South Lakes Village Center are for neighborhood serving retail and service uses up to 0.25 FAR, integrated with accessory office, and institutional uses. The existing residential areas in the Village Center located adjacent to the non-residential area are expected to remain unchanged. Currently, there is no redevelopment plan for this Village Center.

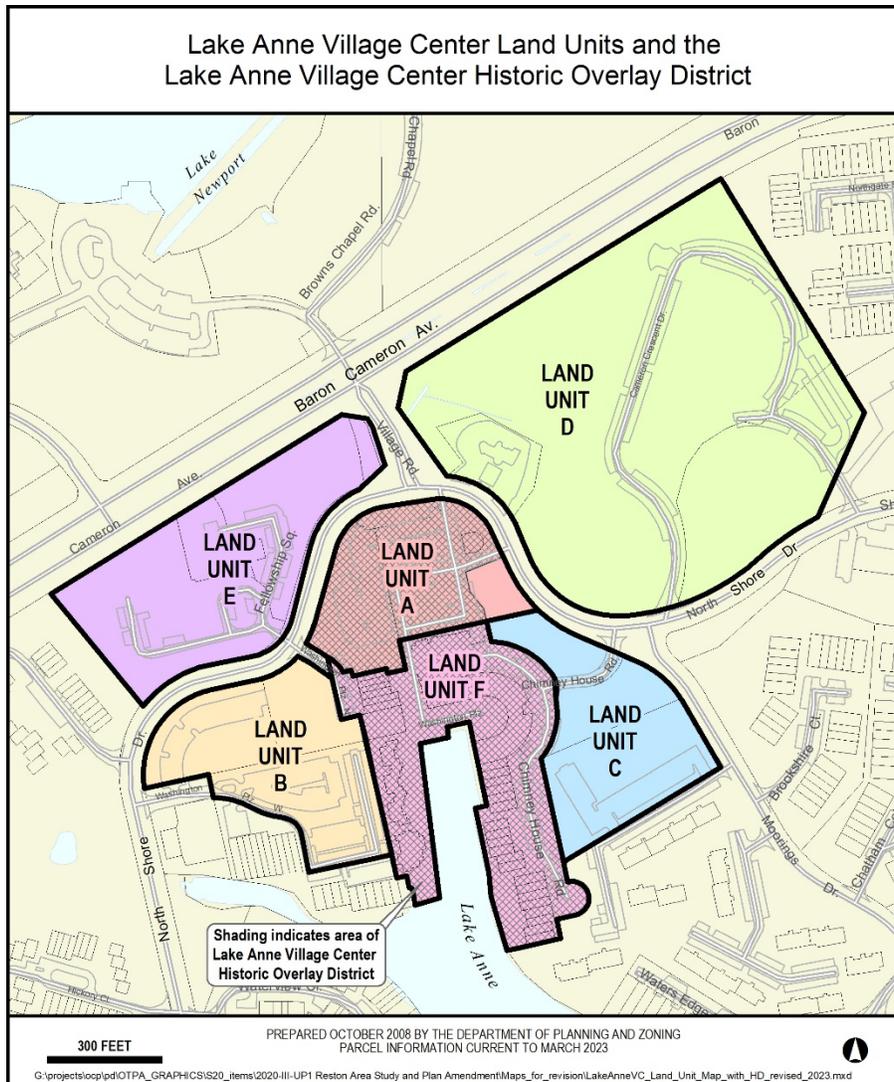
Figure 15: South Lakes Village Center



Lake Anne Village Center

An extensive planning process for Lake Anne Village Center (Figure 17) took place in 2007-2009 resulting in recommendations for redevelopment as described in the following paragraphs. Additional recommendations are also found in the Transportation, Heritage Resources, Open Space and Environmental Chapters.

Figure 17: Lake Anne Village Center Land Units and Historic Overlay District



The Lake Anne 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 areas surrounding Washington Plaza were designated as the Lake Anne Village Center Historic Overlay District in 1984, in recognition of the significance to the community as Reston’s original Village Center and to ensure the preservation of this historic, architectural landmark. The Board of Supervisors designated Lake Anne as a Commercial Revitalization Area in 1998, with the intent of stimulating reinvestment in existing businesses and encouraging redevelopment as appropriate.

The goals for the Lake Anne Village Center are to create opportunities to 1) foster residential, office and community-enhancing retail and entertainment uses that will provide a more vital village center environment; 2) support the long-term economic viability of the business community; and 3) protect and enhance the historic and architectural quality of Washington Plaza and retain the village character of an expanded village center. Proposals for development in the Lake Anne Village Center will be evaluated based on the degree to which these goals are met. 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;
- Encourage the creation of expanded or additional urban open spaces, such as an extended plaza, to accommodate successful community events such as the Lake Anne Farmers' Market;
- Preserve attractive and usable green open spaces where possible and introduce new green spaces, including living green roofs, to provide natural and recreation areas; and
- Limit the visibility of parking throughout the Village Center.

Area-wide Recommendations - The parcels comprising the Lake Anne Village Center are divided into six land units (as shown in the illustration). For Land Units A, B, C, D, and E, a description of the location and character is given and recommendations are provided that articulate the development planned, both in terms of density and intensity, under a baseline recommendation, a redevelopment option for individual land units, and a consolidation option for Land Units A and D. Land Unit F (which consists of the residential and commercial uses along Washington Plaza, including the residences along Chimney House Road) contains the majority of the Lake Anne Village Center Historic Overlay District and is not part of any redevelopment option. The balance of the historic overlay district is in Land Unit A.

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

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

Consolidation of these land units would allow for redevelopment to occur in a well-designed, integrated and efficient manner. Pedestrian access through and among parcels could be more easily designed and roads could be more readily realigned to improve their safety and functionality. The Full Consolidation of Land Unit A and D 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.

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 and 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 HOD regulations are found in subsection 3101.12 of the Zoning Ordinance. All structures located in Land Units A and F are within the boundary of the historic overlay district. The Fairfax County Architectural Review Board must review improvements and alterations in the Historic Overlay District as stipulated by the Zoning Ordinance. In March 2017, Lake Anne Village Center was listed in the Virginia Landmarks Register and in June 2017 Lake Anne Village Center was listed in the National Register of Historic Places.

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

- Any new residential development in Lake Anne Village Center should include at a minimum 12 percent of the total number of units as affordable dwelling units pursuant to the Affordable Dwelling Unit (ADU) provisions of the Fairfax County Zoning Ordinance and the county’s policy regarding workforce dwelling units. 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 must 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 must 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 must identify specific improvements needed to support the applications and include

- acceptable plans for ingress/ egress and vehicular circulation. Parcel and access consolidation, pedestrian circulation, safety, Transportation Demand Management measures, and transit improvements will be addressed. Dedication of right-of-way for trails, roadway improvements and associated easements may be required;
- Use of public transportation to serve travel demand will be optimized to maximize the reduction in travel by private vehicles. Examples of such measures include:
 - 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 must be ensured through an adequate and appropriate sidewalk/trail system. Separate bicycle lanes or trails will be considered and provided where appropriate. A combination of public and private sector funding may be necessary to provide for the larger transportation improvements required to serve the Lake Anne Village Center area;
 - LOS D standard or better will be applied to determine mitigation needed at critical approach intersections. Development applications will include analyses that demonstrate that the proposals can maintain a LOS D or better standard and provide commitments to mitigate traffic in instances where they cannot. Future detailed traffic analyses must ensure that traffic queues at Lake Anne Village Center intersections will not adversely affect other nearby intersections;
 - Adequate funding for necessary transportation improvements to maintain LOS D or better must be provided. Roadway and circulation improvements must address needed improvements to the arterial roadway network, collector and local streets, and the pedestrian system. Collector and local street improvements will be provided in conjunction with development proposals;
 - At a minimum, improvements are necessary at the current intersection of Village Road and North Shore Drive. This intersection has current operational deficiencies that need to be corrected before any density increases in the Washington Plaza area can be accommodated. Other potential improvements to mitigate traffic will need to be analyzed as well, such as additional turning lanes at intersections. While additional right-of-way might be required, adding a turn lane to North Shore Drive at both west and eastbound approaches to Wiehle Avenue could decrease intersection delays;
 - To facilitate improvements and traffic flow at the intersection of Village Road and North Shore Drive, the following additional options will be considered:
 - 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
 - The construction of a roundabout on North Shore Drive at the intersection of a realigned Village Road and North Shore Drive pending detailed additional analysis that compares the benefits of a roundabout versus other congestion mitigation measures.

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

- Bicycling will be encouraged as an alternative to the use of single occupancy vehicles by providing bicycle storage facilities and bike racks. Showering/changing facilities should be provided in buildings with offices;
- A direct pedestrian connection between Northgate Square Cluster and Land Unit A through Land Unit D is a high priority. Site designs must ensure that no structures obstruct this direct linkage;
- Pedestrian connectivity and safety are critical factors in designing pedestrian links. Auto and pedestrian traffic should be separated. In keeping with the original Master Plan concept for Reston regarding the separation of pedestrians and vehicular traffic, the addition of pedestrian bridges and/or underpasses connecting Land Units D and E with Land Unit A will be considered to

- separate pedestrians from automobile traffic on North Shore Drive;
- Pedestrians must be provided with safe and convenient access to bus stops;
 - Adequate lighting consistent with Reston standards must be provided. Site design will ensure that landscaping does not impede visibility or create unsafe conditions; and
 - Signage must contribute to easy pedestrian wayfinding throughout the Village Center. Signage must be compatible with existing signage at Washington Plaza in terms of scale, design, color, materials and placement to create a unified identity for the Village Center.

Complementary Non-residential Uses - Lake Anne Village Center presently has a variety of complementary non-residential 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, park and recreation 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 (ARB), must be reviewed, and updated to address new construction. In the event updated design guidelines are developed for the land units surrounding Washington Plaza and the historic overlay district, Architectural Review Board review of development proposals for Land Units B, C, D, and E may be appropriate.

Urban Form - The urban form objective is to provide a distinctive and varied building landscape and assist in achieving other urban design goals, including the preservation of open space. The preferred urban form for the Lake Anne Village Center is a continuation of the design concepts found at Washington Plaza, i.e., high-rise buildings like the Heron House (9-15 stories) surrounded by low-rise development (3-4 stories). Uniform building heights must be avoided to prevent the creation of massive blocks of buildings that would not complement the existing development on Washington Plaza. Pad sites will not be permitted within the Village Center. To provide design flexibility, the Plan recommendations do not set minimum or maximum building heights or setbacks.

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

Washington Plaza and Lake Anne Vista - Currently, the views of Lake Anne and the Heron House from the north are obstructed by the Millennium Bank building at the entrance of Washington Plaza and the Association of School Business Officials building at the intersection of Village Road and North Shore Drive. To create a better view of this area from nearby roadways, the Association of School Business Officials building will be removed, and the current bank building removed or altered. Redevelopment will be designed in such a way as to create an unobstructed view toward Lake Anne.

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

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

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

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

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

Lighting - The design, style and materials used for light fixtures throughout the Village Center must be compatible with the architectural style and materials of the buildings on Washington Plaza. Lighting must be coordinated with landscaping and ensure pedestrian circulation safety.

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

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

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

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

Environmental Protection and Tree Cover - Redevelopment proposals must follow the environmental protection goals and objectives outlined in the Environmental Section of the Fairfax County Policy Plan with special emphasis on protecting and restoring the maximum amount of tree cover on developed and developing sites consistent with planned land use and good silvicultural practices. Planting of new trees must be considered on developing sites, particularly where new

impervious surfaces such as parking decks, promenades and plazas are proposed. Technologies that enhance the life span and size of trees, reduce stormwater runoff volumes and associated pollutant loads are required. Protect trees on North Shore Drive in Land Unit C.

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

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

LAND UNIT RECOMMENDATIONS

The Lake Anne Village Center is divided into land units 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. Refer to Figure 17.

Land Unit A

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

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

Redevelopment Option - As an option, the area of the parking lot to the north of Washington Plaza is planned for mixed-use development that will complement the uses on the existing Washington Plaza. The total amount of development allowed under the Redevelopment Option must be no more than 235,000 square feet. The mix of uses must include a residential component and a non-residential component that includes retail, civic, office, and other complementary non-residential uses.

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

- An extension of Washington Plaza along its existing north-south axis must be provided, extending north ward from the existing northern entrance to the plaza to North Shore Drive. This plaza

- extension will be designed to accommodate community events such as the existing Lake Anne Farmer's Market and provide an unobstructed view toward Lake Anne;
- New development must be oriented along the extended plaza with retail uses that are primarily community-serving in nature on the first or second level and office and residential uses located above,
 - New residential uses will primarily be located in one or more taller buildings at the northern end of the extended plaza;
 - In addition to the extension of Washington Plaza, roof top plazas with well-defined public access will provide additional open space in this Land Unit;
 - In no instances will pad sites be permitted within Land Unit A; and
 - Under this option redevelopment must include removal of the current Association of School Building Officials building, the convenience market, and the removal or alteration of the Millennium building.

Full Consolidation Option for Land Unit A - As an option, new development up to the following maximum levels may be achieved if Land Units A and D are fully consolidated. If development occurs after the redevelopment of Land Unit E, then site design, building locations, urban design, open space amenities, signage, pedestrian access, lighting, and parking facilities should be integrated with any approved or existing redevelopment in Land Unit E. The total amount of development allowed under the Full Consolidation Option should be no more than 315,000 square feet. The mix of uses should include a residential component and a nonresidential component that may include office, retail, civic, and other complementary nonresidential uses. The residential component should consist of up to 210,000 square feet (up to 175 multifamily dwelling units), and the nonresidential component should consist of up to 105,000 square feet, subject to the same conditions provided for the Redevelopment Option.

Land Unit B

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

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

Redevelopment Option - As an option, this land unit is planned for residential and office development, with a minimal amount of support retail and service uses. The total amount of development allowed under the Redevelopment Option must be no more than 274,000 square feet.

The residential component will consist of up to 144,000 square feet (up to 120 multifamily dwelling units), and the nonresidential component (office, support retail, and/or other complementary nonresidential uses) must consist of up to 130,000 square feet, subject to the following conditions:

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

Land Unit C

This land unit is located on the south side of North Shore Drive, immediately to the east of Washington Plaza. The land unit contains the Buddhist Compassion Relief TZU-CHI (a religious

institution) and dedicated open space owned by the Reston Association.

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

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

- Usable open space in the form of plazas, urban greens, courtyards, rooftop plazas and/or parks must be provided to make attractive gathering places; and
- Tree preservation and/or tree cover restoration must be a key condition of redevelopment in this Land Unit, in accordance with guidance in the Environmental Section of the Fairfax County Policy Plan. The existing tree canopy in this Land Unit must be preserved immediately east and adjacent to main Lake Anne parking lot. Elsewhere in this area, tree canopy must be preserved to the greatest extent possible.

Land Unit D

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

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

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

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

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

The total amount of development allowed under the Full Consolidation Option should be no more than 1,170,000 square feet. The residential component should consist of up to 1,122,000 square feet (up to 935 multifamily dwelling units), and the nonresidential component (office, ground-level support

retail, civic, and/or other complementary nonresidential uses) should consist of up to 48,000 square feet, subject to the same conditions provided for the Redevelopment Option with the addition that the gas station should be consolidated and redeveloped as part of the Full Consolidation Option.

Land Unit E

This land unit is located to the northwest of Washington Plaza and is bounded on the south by North Shore Drive, on the north by Baron Cameron Avenue and on the east by Village Road. This parcel has been redeveloped to preserve the original 240 affordable senior units with 240 new units. An approved plan permits 36 market-rate townhouses to be built to the west of the new senior affordable housing high-rise. Tree preservation and tree cover restoration must be a key condition of redevelopment in this Land Unit, in accordance with guidance in the Environmental Section of the Fairfax County Policy Plan.

Land Unit F

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

CONVENIENCE CENTERS

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

RECOMMENDATIONS

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

Sunrise Valley Convenience Center

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

Soapstone Convenience Center

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

Fairways Convenience Center

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

Lake Newport Convenience Center or Lake House

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

OTHER COMMERCIAL AREAS INTRODUCTION

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

BARON CAMERON COMMERCIAL AREA

The Baron Cameron Commercial Area is located north of the Reston Town Center in the northwest quadrant of the intersection of Baron Cameron Avenue and Reston Parkway. It includes approximately 22.1 acres. It is bounded by Reston Parkway on the east, Stevenage Road on the north, Bennington Woods Road on the west, and Baron Cameron Avenue on the south. The area is comprised of a variety of restaurants, automobile services, general retail, big box stores and other commercial uses. The current site plan includes one-story buildings with surface parking.

Recommendation

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

BOWMAN GREENE OFFICE DEVELOPMENT

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

Recommendation

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

Laurel Way

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

Recommendation

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

RESTON NEIGHBORHOODS INTRODUCTION

The majority of Reston is comprised of residential neighborhoods. These neighborhoods contain a wide range of residential densities, architectural styles and unit types, including single family detached houses, townhouse clusters and multifamily communities, as depicted in Photo 3 below. The original 1962 Reston Master Plan was followed by the approval of the Planned Residential Community (PRC) District. This new flexible zoning in combination with the Reston Comprehensive Plan allows the clustering of housing that has become a hallmark of neighborhood planning in Reston.

Photo 3: Reston Housing Types



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

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

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

Numerous parks and open spaces of varying sizes are located throughout the community, especially within or adjacent to Reston's numerous stream valleys. The neighborhoods also contain several large lakes and ponds. Development is generally clustered in order to provide more communal open space, with thickly vegetated natural areas buffering land uses from each other and from major streets.

The Reston neighborhoods are planned for little or no change. Public facilities and institutional uses may be appropriate, provided that the proposed intensities and character are compatible with the surrounding communities.

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

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

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

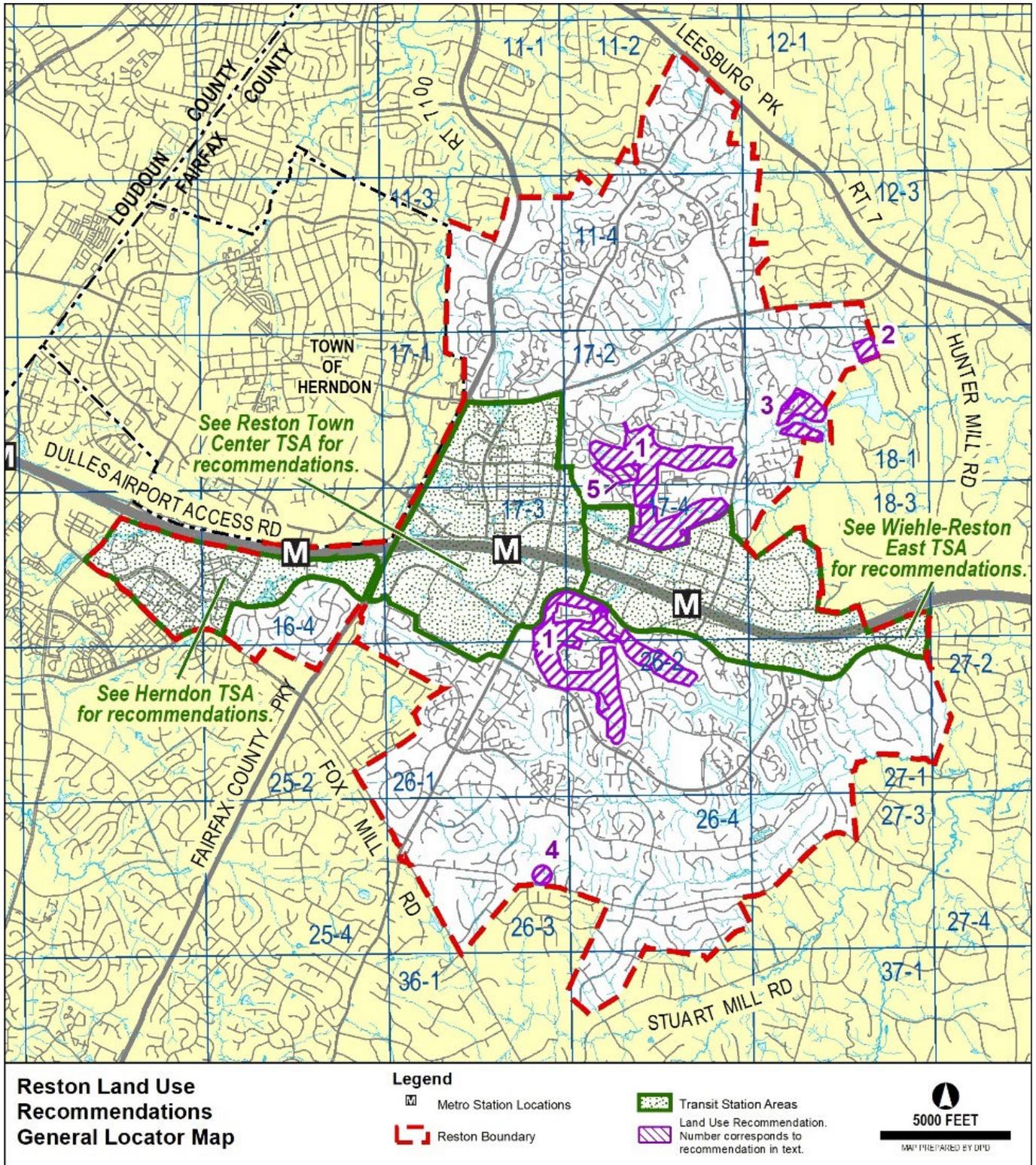
- Maintain larger lot single family detached residential neighborhoods as they provide an effective transition to low density residential communities on the periphery of Reston.
- Discourage the consolidation of residential neighborhoods for redevelopment that is incompatible with the Reston Land Use map.
- Design any proposal to redevelop Reston's residential areas to conform to the Guidelines for Single Family and Multifamily Redevelopment as outlined below.

In addition to the above guidance, the following recommendations whose geographies are indicated in Figure 18 (Land Use Recommendations for Selected Parcels in Reston), apply to selected parcels in Reston.

RECOMMENDATIONS

1. The Reston National [Tax Maps 17-4 ((11)) 4A, 26-1 ((6)) 96, 97, 26-2 ((2)) 8, 26-2 ((3)) 8B, and 26-2 ((5)) 4] and Hidden Creek Country Club [Tax Maps 17-2 ((1)) 19, 17-2 ((24)) 1, 17-4 ((1)) 11, 17-4 ((2)) (37) 2, and 17- 4 ((10)) 2] golf courses are planned for private recreation use, more specifically to remain as golf courses.
2. 1321 Lake Fairfax Drive (Tax Map parcel 18-1 ((1)) 2) – is planned for recreation use. A log building associated with the Fairfax Hunt Club and a cemetery are located on the almost 7-acre property. As an option to the current recreation use, the parcel may develop as residential use at 0.5-1.0 dwelling units per acre. In the event this parcel is redeveloped for residential use, incorporate the new residential neighborhood into the planned community of Reston, if possible. Reference the Heritage Resources Section of the Reston Area Comprehensive Plan for additional guidance.
3. An area adjacent to the western edge of Lake Fairfax Park on Colvin Run - This area has been developed as multifamily residential use at 4-5 dwelling units per acre. Preserve the large tree stands and open space.
4. The area north of Lawyers Road and south of the Glade Stream Valley – This area is planned for residential use at 0.1-0.2 dwelling units per acre as shown on the Plan map. It is developed as an institutional use, St. John Neumann Catholic Church. Any future changes or redevelopment proposed for this area must provide or maintain a substantial buffer to protect the adjacent residential communities and must be sensitive to the environmental constraints.
5. Charter Oak Apartments – This area is bounded by North Shore Drive to the West, Hidden Creek Country Club to the North and East, and Charter Oak Townhome Cluster to the South. The 262-unit apartment complex offers a mix of affordable 1 – 2-bedroom apartments and is planned for the existing use and density.

Figure 18: Land Use Recommendations for Selected Parcels in Reston



RECOMMENDATIONS FOR SINGLE FAMILY Neighborhoods (attached and detached)

consistent with the Reston Vision and Planning Principles.

- Protect Reston’s residential areas from the pressures to redevelop.
- Retain residential uses, density and unit types for any modifications to residential areas consistent with the Community-wide land use designations as identified on the Land Use Map Legend.
- Create architecture and massing of the development features that are context-sensitive design and fit into the natural and architectural character of the surrounding area.
- Maintain the existing natural areas.
- Maintain the existing mature tree canopy.
- Require neighborhoods including clusters wishing to pursue modification to submit a petition bearing the signatures of a minimum of 85 percent or more of the owners and must, at a minimum, account for 85 percent of the land area being proposed for modification. Neighborhoods or clusters with fewer than 15 residences require a petition to include the signatures of 100 percent of the owners, accounting for 100 percent of the land area being proposed for re-planning.

RECOMMENDATIONS FOR MULTIFAMILY

The multifamily developments in Reston are an integral part of the community. These areas are generally planned to retain existing densities and unit types that reflect the Reston character. Redevelopment is planned for certain sites. Circumstances may arise that merit consideration of limited redevelopment of multifamily communities. Require proposals to meet the following criteria:

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

TRANSPORTATION

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

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

The following general guidance is intended to help improve multimodal mobility within, around, to, and through Reston. Specific transportation recommendations for Reston are shown in Table 4, Proposed Reston Roadway Improvements.

Table 4: Proposed Reston Roadway Improvements

Corridor Name and Classification	Limits	Planned Vehicular Travel Lanes	Specific Recommendations on Pedestrian and Bicycle Facilities, Trails, and Placemaking
Principal Arterial			
Fairfax County Parkway	Leesburg Pike to Baron Cameron Avenue	6	Crosswalks on all legs of the intersection, and other pedestrian friendly treatments should be included at all signalized intersections.
	Baron Cameron Avenue to DAAR	(No planned changes)	
	DAAR to Fox Mill Road	6	A grade-separated interchange is planned at Sunrise Valley Drive to improve traffic operations within the immediate vicinity and for Reston as a whole. At all key points during the development of plans for the proposed interchange, the County will engage with the surrounding community in a review of the alternatives. Any improvement should be developed in a manner that is context-sensitive and considerate of nearby residential areas. Crosswalks on all legs of the intersection, and other pedestrian friendly treatments should be included at all signalized intersections.
Minor Arterials-A			

Reston Parkway	Leesburg Pike to Baron Cameron Avenue	(No planned changes)	<p>The extension of the shared use path is necessary in this area, especially along the western side of Reston Parkway of South Lakes Drive.</p> <p>Safe, continuous, convenient, and well-designed sidewalks with crosswalks are critical to ensuring a comfortable pedestrian experience.</p>
	South Lakes Drive to Lawyers Road	(No planned changes)	<p>High-mounted LED streetlights should be used at intersections.</p> <p>Existing large trees along both sides should be preserved and new trees in the median should be established.</p>
	Baron Cameron Avenue to DAAR	(No planned changes)	<p>An active transportation facility should extend along its entire length, including across the bridge over the DAAR.</p>
	Dulles Toll Road to South Lakes Drive	6	<p>Safe, continuous, convenient, and well-designed sidewalks with crosswalks should be provided to ensure a comfortable pedestrian experience.</p> <p>Attractive high-mounted LED streetlights should illuminate each intersection with closely spaced, pedestrian-oriented streetlights in between.</p> <p>Large existing trees should be preserved, and a substantial number of new street trees should be provided along each side and in the median.</p> <p>Benches and attractive street furniture should also be provided to encourage walking and biking to and from the many dwellings and attractions in the area.</p> <p>Prior to the development of any final plans for the proposed widening, the County will engage with the surrounding community and provide multiple opportunities for review and comment.</p>
Baron Cameron Avenue	Fairfax County Parkway to Route 7	(No planned changes)	<p>A continuous trail for pedestrians and bicyclists from Fairfax County Parkway to Route 7 is recommended for this corridor.</p> <p>The existing trail on the north side of the roadway should be improved and include mitigation of the challenging grades between Reston Parkway and Village Drive.</p> <p>An alternative streetscape should be established that includes wide, thickly planted areas of irregularly spaced street trees.</p>
Minor Arterials-B			
Wiehle Avenue	Sunset Hills Road to	(No planned changes)	<p>The existing trail should be improved along the entire corridor.</p>

	Fairfax County Parkway	changes)	<p>Pedestrian facilities should be provided along both sides to serve existing residential neighborhoods.</p> <p>Trees along both sides should be retained, and trees should be added to the medians.</p> <p>Pedestrian scale lighting is encouraged, where possible.</p>
	Sunset Hills Road to Sunrise Valley Drive	(No planned changes)	<p>A reduction in the width of the lanes and the number of lanes should be considered.</p> <p>Pedestrian and bicycle facilities on both sides, if feasible, including over the Wiehle Avenue bridge, are recommended to improve connections between the areas north and south of the DAAR.</p> <p>Existing pedestrian-oriented streetlights should be retained, with high-mounted LED streetlights provided at each intersection.</p> <p>Closely spaced street trees should be provided along both sides and in the median.</p> <p>Clearly marked crosswalks should be established at the intersections of Wiehle Avenue and Sunrise Valley Drive and of Reston Station Boulevard and Sunset Hills Road.</p>
Sunrise Valley Drive	Monroe Street to Hunter Mill Road	(No planned changes)	<p>A sidewalk and cycle track should be provided along this corridor.</p> <p>Intersection signalization and design should be improved to encourage walking and biking along this corridor.</p> <p>High-mounted LED streetlights should be provided at major intersections, along with pedestrian-scale streetlights near the intersections.</p>
Sunset Hills Road	Fairfax County Parkway to Wiehle Avenue	6	<p>A continuous active transportation facility should be provided along this corridor.</p> <p>Wide pedestrian facilities should be provided, to the extent feasible, along both sides of the corridor.</p>
	Wiehle Avenue to Hunter Mill Road	4	<p>There should be closely spaced street trees along the entire length, with high-mounted streetlights at intersections.</p> <p>Street furniture should be provided to serve pedestrian travel in this area.</p> <p>Intersection signalization and pedestrian lighting along this corridor should be improved.</p>

Fox Mill Road	Reston Parkway to Monroe Street	4	Sidewalks or trails should be provided on both sides of the road.
Collectors			
Soapstone Overpass	Sunset Hills Road to Sunrise Valley Drive	4	Lighting and active transportation facilities on both sides of this street, including across the DAAR, should be provided. Streetscape improvements should enhance the multimodal nature of the corridor.
Town Center Parkway Underpass	Sunset Hills Road to Sunrise Valley Drive west of Edmund Halley Drive	4	Lighting and active transportation facilities on both sides of this street, including across the DAAR, should be provided. Streetscape improvements should enhance the multimodal nature of the corridor.
South Lakes Drive Overpass	Sunset Hills Road to Sunrise Valley Drive	4	Lighting and active transportation facilities on both sides of this street, including across the DAAR, should be included. Streetscape improvements should enhance the multimodal nature of the corridor.
Pinecrest Road	South Lakes Drive to Sunrise Valley Drive	To be determined	Potential impacts to the forested areas are of particular concern to the community. These impacts should be minimized and mitigated.
Local Streets			
Local Streets inside the TSAs	Inside TSAs	Varies	<p>Sidewalks along the local streets should be wide, comfortable, and continuous. Widths may vary based on expected pedestrian activity. They should minimally be 8 feet wide where significant pedestrian activity is expected, 6 feet wide in other areas.</p> <p>Intersections with acute or awkward angles should be avoided, and provision of exclusive turn-lanes is discouraged.</p> <p>Street furniture such as benches, bicycle racks, trash enclosures, and bus shelters should be provided to serve the adjacent land uses.</p> <p>Attractive and closely spaced pedestrian-oriented street lighting should be provided.</p> <p>On-street parking should be provided on one or both sides of these streets and should not impede transit operations.</p>
Local Streets outside the TSAs	Outside TSAs	Varies	<p>Pedestrian access and comfort are important throughout Reston. Local streets outside of the TSAs should be evaluated for their transportation utility, placemaking characteristics, and environmental implications. Negative impacts to streams, headwaters, water quality, and open spaces should be avoided.</p>

LAND USE/TRANSPORTATION BALANCE

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

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

ACTIVE-TRANSPORTATION: PEDESTRIAN, BICYCLE, AND TRAIL FACILITIES

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

These facilities should be safe, visually appealing, and equitably distributed throughout Reston. Improved lighting is needed throughout Reston to support pedestrian, bicycle, and trails infrastructure, though in a manner that minimizes light pollution. Where they intersect with roadways, safe crossings should be provided and crossing distances should be minimized to encourage pedestrian and bicycle activity. Walking and biking safety between home, school, and employment should be a priority. Continue coordination of the Fairfax County Public Schools’ Safe Routes to School program with the Virginia Department of Transportation (VDOT), schools, PTAs, and other affected parties.

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

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

Pedestrian Facilities

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

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

Additional strategies to encourage walking in Reston include ensuring pedestrian facilities are adequate in width, sufficiently buffered from other modes of transportation, continuous, conveniently

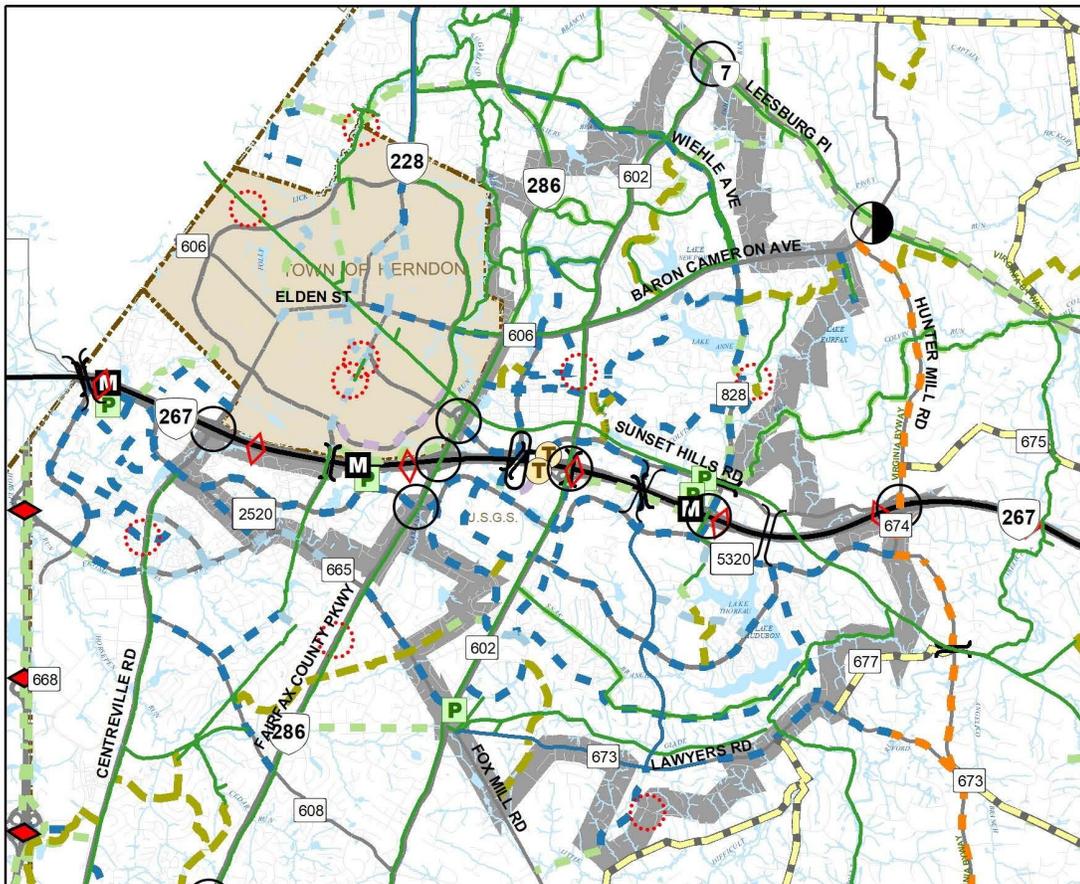
located, easily accessible by all users, engaging for the user, and connected to land uses and the rest of the transportation network.

Bicycle Facilities

Bicycling is an important form of transportation that provides another mobility option for short and medium distance trips, as well as for recreation. Bicycle access to transit enables people to travel farther distances from transit to their destinations and it improves transportation options. Reston is envisioned to have extensive, continuous, and well-connected bicycle facilities that serve all members of the community. Bicycle facilities planned for Reston can be found in the Countywide plan for active transportation. Secure and convenient bicycle parking should be available throughout Reston, especially in the Transit Station Areas and the Village Centers, and should be provided in every project, consistent with the Fairfax County Bicycle Parking Guidelines. Bicycle sharing provides opportunities to use bicycles for many short trips without the need to own a bicycle. See Figure 19.

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

RESTON BICYCLE FACILITIES



Existing Facilities

- Bike Lane
- Existing Off Street Trail

Spot Recommendations

- Bike Access Links
- Stream Crossing
- Road Crossing

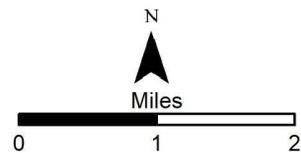
- METRO RAIL STATION
- COMMUTER PARKING LOT
- TRANSIT TRANSFER CENTER (NO PARKING)
- COMMUTER RAIL STATION

- RAIL STATION
- BUS RAPID TRANSIT (BRT) STATION
- HIGH OCCUPANCY VEHICLE LANES
- HIGH OCCUPANCY TOLL LANES
- RAIL TRANSIT

Recommended Facilities

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

- METRO RAIL STATION
- COMMUTER PARKING LOT
- TRANSIT TRANSFER CENTER (NO PARKING)
- COMMUTER RAIL STATION
- RAIL STATION
- BUS RAPID TRANSIT (BRT) STATION
- HIGH OCCUPANCY VEHICLE LANES
- HIGH OCCUPANCY TOLL LANES
- RAIL TRANSIT



- FULL INTERCHANGE IMPROVEMENT (STUDY REQUIRED)
- PARTIAL INTERCHANGE IMPROVEMENT
- PROPOSED HIGHWAY OVERPASS
- PROPOSED HIGHWAY UNDERPASS
- PROPOSED CUL-DE-SAC
- 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.

Trail Facilities

Reston has many trails that are an important and popular recreational resource. Most of these trails are privately owned and maintained and should be integrated with a complete public network of active transportation facilities.

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

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

An active transportation facility is envisioned to connect Pinecrest Road and Glade Drive to Pinecrest Road and Fox Mill Road as an environmentally friendly greenway, flanked by green spaces and recreational uses.

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

Metrics for Pedestrian, Bicycle, and Trail Facilities

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

Public Transportation

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

Metrorail

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

Local Bus Service

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

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

Metrics for Public Transportation

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

Streets and Circulation

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

Metrics for Streets

For areas of Reston outside the TSAs, at a minimum an overall intersection level of service (LOS) D should be provided, recognizing the social, environmental, and financial constraints associated with these diverse areas.

For areas of Reston within the TSAs, an overall intersection LOS E or better is the goal. The purpose of this standard 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.

LOS, along with other quantifiable metrics for motor vehicles, transit, pedestrians, and bicycles, should be used to evaluate their performance and to ensure that the goals of the plan are being met.

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 more cross streets and intersections 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 dedicated to mitigating specific 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.

Street Types

The existing and planned roadways in Reston are generally categorized according to the Fairfax County Guidelines for Functional Classification of Roadways, found in the County's Policy Plan. Roadways in Reston's TSAs are categorized by the Virginia Department of Rail and Public Transportation's Multimodal System Design Guidelines.

Some of the general characteristics of a particular classification may not be desirable for a particular roadway due to the type of environment or be able to be implemented due to development and other constraints.

See Figure 20: Transportation Recommendations for additional information.

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

General roadway design guidance is found in VDOT's Road Design Manual. Fairfax County, in coordination with VDOT, has developed Multimodal System Design Guidelines that provide additional design guidance for Reston's TSAs to better incorporate walking, bicycling, transit, and placemaking into the planning of transportation networks. Detailed placemaking recommendations are found in the Placemaking section at the end of this chapter. The following section provides information regarding specific roadways both inside and outside of the Reston TSAs, including their classifications. See the Placemaking section for more detailed characteristics of these roadways.

Fairfax County Parkway (Principal Arterial)

Fairfax County Parkway is planned to be six lanes along the entire corridor in the Reston area.

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

Minor-Arterial Roadways: Widenings

Additional vehicle lanes should not be added to Minor-Arterial Roadways within the TSAs unless determined to be necessary after careful analysis of impacts and alternatives and full review and comment by the public.

Reston Parkway (Minor Arterial-Type A)

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

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

- An active transportation facility should extend along its entire length, including across the bridge over the DAAR.
- Safe, continuous, convenient, and well-designed sidewalks with crosswalks should be provided to ensure a comfortable pedestrian experience.
- Attractive high-mounted LED streetlights should illuminate each intersection with closely spaced, pedestrian-oriented streetlights in between.
- Large existing trees should be preserved, and a substantial number of new street trees should be provided along each side and in the median.

- Benches and attractive street furniture should also be provided to encourage walking and biking to and from the many dwellings and attractions in the area.
- Prior to the development of any final plans for the proposed widening, the County will engage with the surrounding community and provide multiple opportunities for review and comment.

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

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

Baron Cameron Avenue (Minor Arterial, Type A)

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

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

Wiehle Avenue (Minor Arterial, Type B)

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

Wiehle Avenue within the TSA (See Figure 21: Wiehle Local Street Grid)

- A reduction in the width of the lanes and the number of lanes should be considered.
- Pedestrian and bicycle facilities on both sides, if feasible, including over the Wiehle Avenue bridge, are recommended to improve connections between the areas north and south of the DAAR.

Existing pedestrian-oriented streetlights should be retained, with high-mounted LED streetlights provided at each intersection.

- Closely spaced street trees should be provided along both sides and in the median.
- Clearly marked crosswalks should be established at the intersections of Wiehle Avenue and Sunrise Valley Drive and of Reston Station Boulevard and Sunset Hills Road.

Wiehle Avenue outside the TSA

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

Sunrise Valley Drive (Minor Arterial, Type B)

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

- A sidewalk and cycle track should be provided along this corridor.

- Intersection signalization and design should be improved to encourage walking and biking along this corridor.
- High-mounted LED streetlights should be provided at major intersections, along with pedestrian-scale streetlights near the intersections.

Sunset Hills Road (Minor Arterial, Type B)

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

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

Fox Mill Road (Minor Arterial, Type B)

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

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

Soapstone Overpass (Collector)

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

- Lighting and active transportation facilities on both sides of this street, including across the DAAR, should be provided. Streetscape improvements should enhance the multimodal nature of the corridor.

Town Center Parkway Underpass (Collector)

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

- Lighting and active transportation facilities on both sides of this street, including across the DAAR, should be provided. Streetscape improvements should enhance the multimodal nature of the corridor.

South Lakes Drive Overpass (Collector)

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

Lighting and active transportation facilities on both sides of this street, including across the DAAR, should be provided. Streetscape improvements should enhance the multimodal nature of the corridor.

Pinecrest Road (Collector)

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

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

Local Streets

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

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

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

- Sidewalks along the local streets should be wide, comfortable, and continuous. Widths may vary based on expected pedestrian activity. They should minimally be 8 feet wide where high pedestrian activity is expected, 6 feet wide in other areas.
- Intersections with acute or awkward angles should be avoided, and the provision of exclusive turn-lanes is discouraged.
- Street furniture such as benches, bicycle racks, trash enclosures, and bus shelters should be provided to serve the adjacent land uses.
- Attractive and closely spaced pedestrian-oriented street lighting should be provided.
- On-street parking should be provided on one or both sides of these streets and should not impede transit operations.

Block sizes generally should be within a range of 250 to 400 feet in length to minimize pedestrians' distance to safe crosswalks at corners. The conceptual local street network for each of the three TSAs is shown in Figures 21 (Wiehle TSA), 22 (Town Center TSA), and 23 (Herndon TSA). The proposed street alignments are shown as concepts. There should be reasonable flexibility in the final location and configuration of new street connections to accommodate topography and other constraints, including property-specific land planning that otherwise implements and reflects the collective vision and goals of the area.

Figure 21: Wiehle Local Street Grid

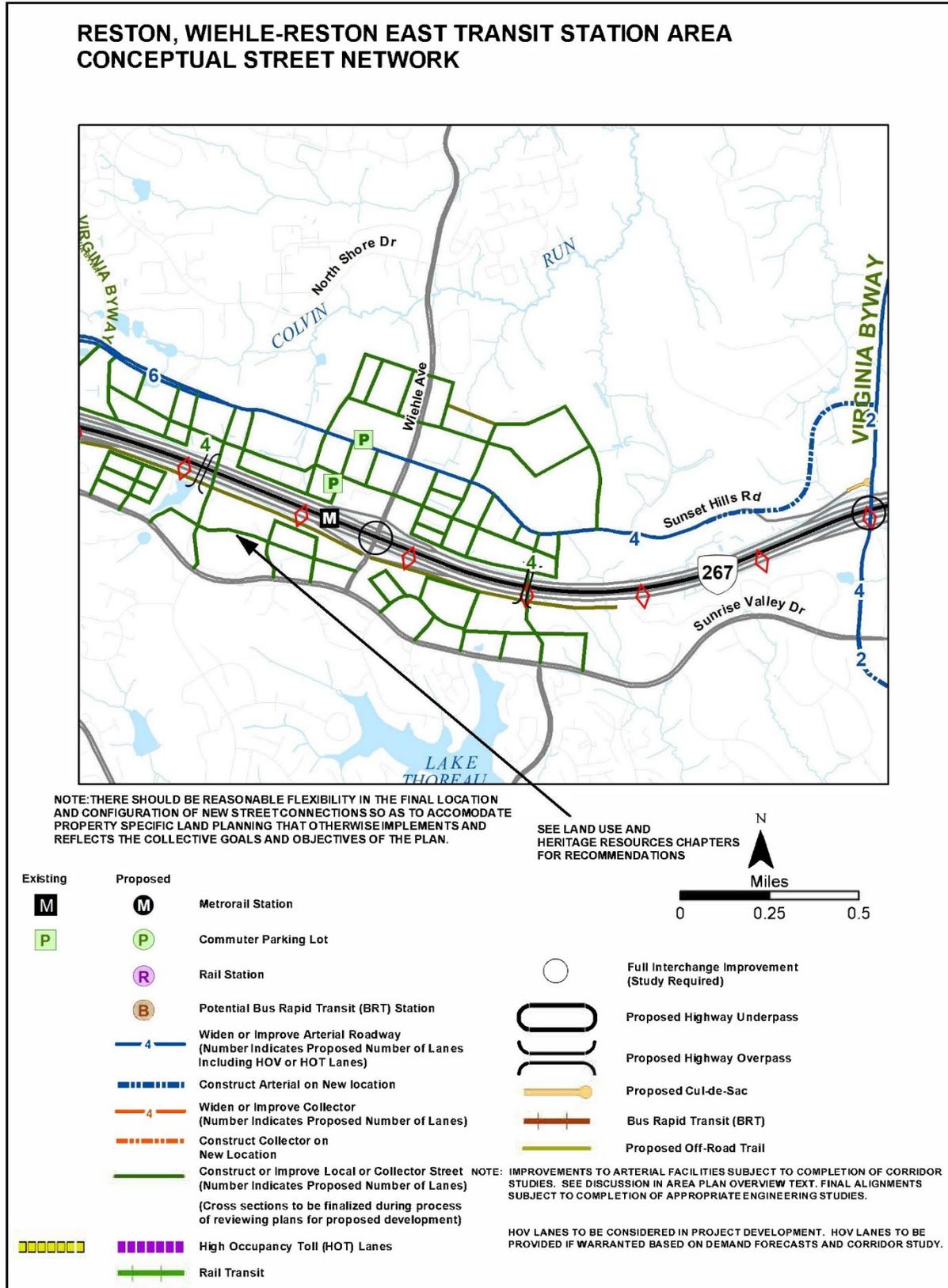


Figure 22: Reston Town Center Local Street Grid

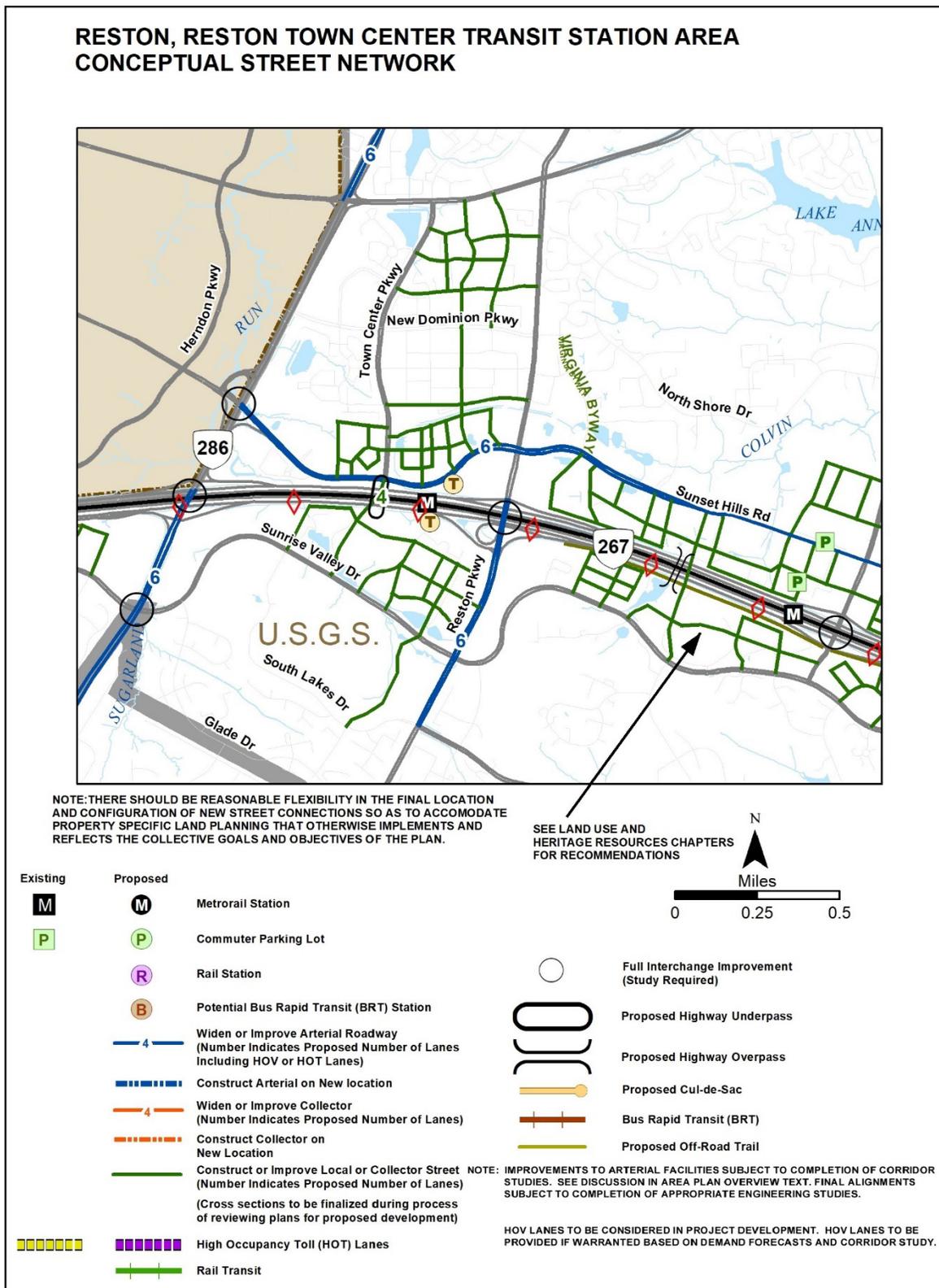
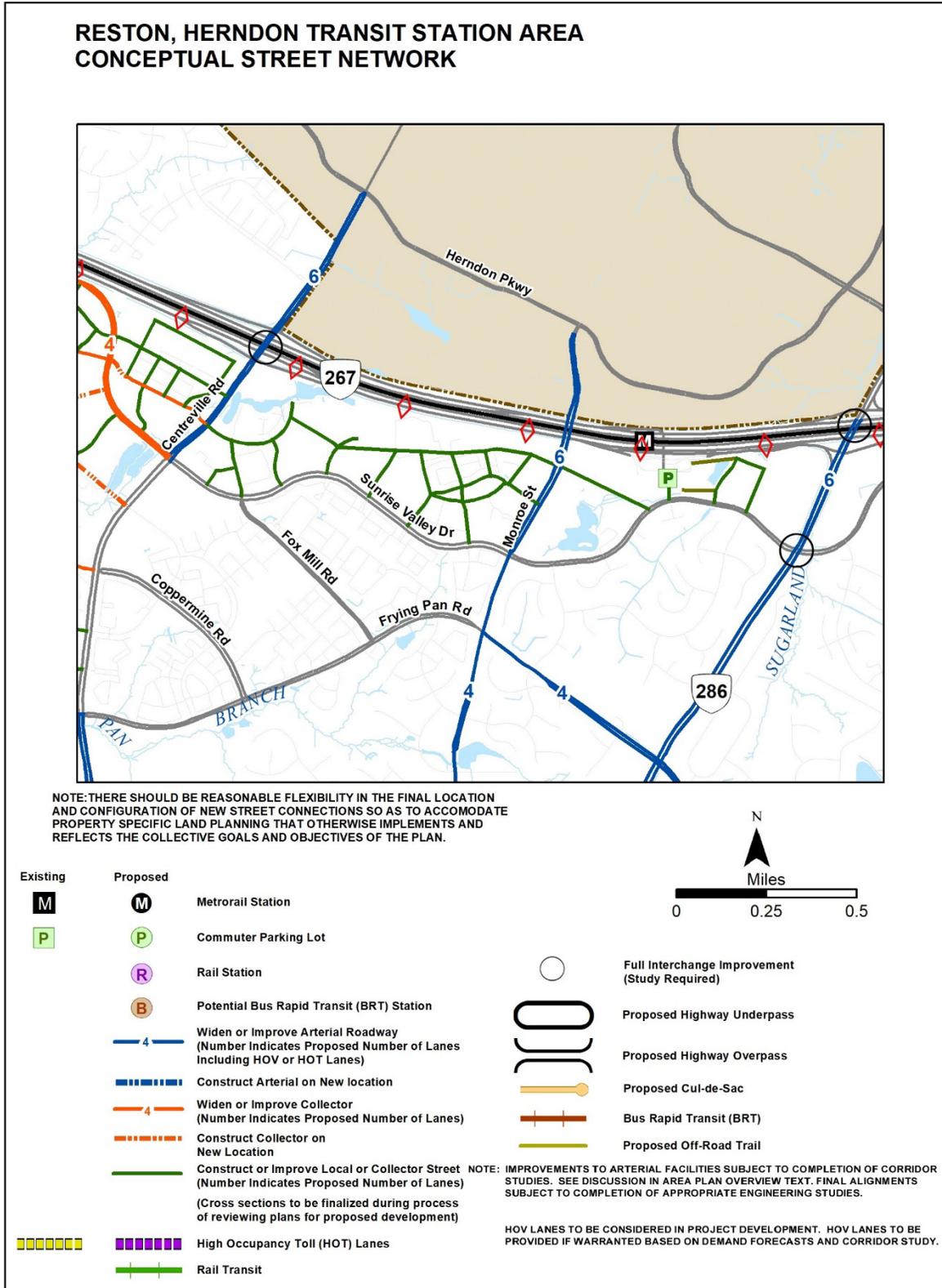


Figure 23: Herndon Local Street Grid



Monitoring System

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

Funding of Transportation Improvements

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

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

TRANSPORTATION DEMAND MANAGEMENT

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

The objective of a successful TDM program for the TSAs is to reduce the number of SOV trips during the AM and PM peak hours. These are reductions from estimates based on Institute of Transportation Engineers' (ITE) trip-generation rates and should fall within the ranges shown in the TDM Goals (See Table 5, below). 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.

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

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

Table 5: TDM Vehicle Trip Reduction Goals

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

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

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

Parking Management

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

A parking plan should be submitted along with a development application that demonstrates that the amount of parking that is provided is sized to support the development. Provisions for parking reductions and other incentives to lower parking should be used if it is supported by the parking plan. The use of higher parking rates in the first phases of a development followed by lower parking rates in subsequent phases can be considered for reasons such as existing leases requiring higher parking rates. Parking agreements with neighboring sites can be considered on an interim basis. Especially in the TSAs, parking plans for residential uses should consider not only the number of bedrooms per unit but also the walkable distance to transit stops and station when establishing the amount of parking to supply. All non-residential uses in the TSAs should reduce their parking supply below the countywide minimum. For office space, a maximum parking rate should be:

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

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

PLACEMAKING

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

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

and protecting streams.

The details of the landscape panel, sidewalk width, building zone, tree spacing, streetlight design and spacing are included in the Guidelines for Development in Reston Transit Station Areas. The following paragraphs summarize placemaking features important for key Reston roadways. Specific recommendations for roadway segments are found in Table 4 above.

Reston Parkway

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

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

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

Wiehle Avenue

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

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

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

Sunrise Valley Drive

For its full length in Reston to Fairfax County Parkway, and as feasible westward to Innovation Station and its terminus at Fox Mill Road, this street should be substantially improved to create a tree-lined boulevard with open spaces that serve as a transition between the Transit Station Areas and the adjacent residential neighborhoods. New buildings should have a setback that provides space for safe, convenient, and attractive pedestrian and bicycle facilities. A cycle track is also planned that will add a dedicated path for cyclists in addition to the travel lanes and sidewalk. The cycle track should be designed to maximize the safety of pedestrians and cyclists and discourage unsafe vehicle speeds. The future design of this street should provide protection for the adjacent residential community as well as a substantial improvement to the character of Reston.

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

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

To strengthen the overall development quality and reflect the uniqueness of the landscape-design character in Reston, Minor Arterials (Type A and B) and Collector streets should incorporate an alternative streetscape that includes wide, thickly planted areas of irregularly spaced street trees as a contrast to the regularly spaced street trees along the Local Streets in the Transit Station Areas. A planting plan should be established for the medians of all divided arterials.

Local Streets in the Transit Station Areas

The Local Streets located in the Transit Station Areas should be complete streets for motor vehicles and bicycles, with on-street parking and sidewalks (see Photo 4). Street trees should be closely spaced. On-street parking should be provided on one or both sides of these streets, with an adequate step-out zone. Street furniture such as benches, bicycle racks, trash enclosures and bus shelters should be provided to serve the adjacent land uses. Attractive and closely spaced, pedestrian-oriented street lighting should be provided to illuminate both the street and the sidewalk.

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

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

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

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

Photo 4: Complete Street



redevelopment, local streets within existing office parks should link and incorporate existing internal streets, sidewalks, and paved areas, as practical, and may not have all the features of complete streets.

WAYFINDING AND SIGNAGE

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

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

ENVIRONMENTAL STEWARDSHIP

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

In 2018 Reston became the thirteenth community worldwide to be accepted into the Biophilic Cities Network, a global network of partner communities working collectively to pursue the vision of a community planned and designed with abundant nature, where citizens have contact with the natural world as an element of daily life. Biophilic Cities preserve nature as shared habitat for people and non-human life and embrace nature as a core planning element to help communities become healthier and more resilient. Reston was the first Virginia community to be accepted into the Network, which underscores Reston's commitment to the integration of nature into community design. In addition to neighborhood design featuring abundant open spaces, Reston connects its residents to the natural environment through its walking paths, trails, nature center, golf courses, accessible recreation areas, and outreach programs. Interactions with nature are intended to be frequent, immersive, enduring, and close at hand.

The Reston Association, the Reston Town Center Association (RTCA), the Reston Community Center (RCC), the Northern Virginia Regional Park Authority (NOVA Parks), Fairfax County, community clusters, and individual property owners each have a role in managing Reston's natural resources and in creating a healthy and resilient community.

Sustainable Landscapes

Each site in Reston has a role in the creation of a healthy and biologically-rich community. Landscapes, buildings, and supporting infrastructure should be designed with consideration of the protection, restoration, and enhancement of site resources, the underlying ecological systems and processes, and the health, safety, and welfare of the community. Healthy soils, native vegetation, habitats, and stream corridor resources should be preserved to enhance the long-term health of the landscape and to promote biodiversity. These features should be identified early in the design process. Sites should be designed with consideration of tree canopy and soil preservation, heat mitigation, the creation of shade, habitat creation, water catchment, improved human health and well-being, and cultural enhancements.

Growth should respect stable neighborhoods and existing open spaces while contributing to an economically, socially, and environmentally sustainable community. Equity should be promoted through attention to community design within neighborhoods and through the creation of comfortable, safe connections between neighborhoods, visual and physical access to restorative open spaces, and outdoor gathering spaces where people can socialize, eat, work, and recreate. Ready access to natural systems should be provided to allow exploration, foster understanding, encourage stewardship of those systems, and enhance physical and mental health.

Vegetation

Together with healthy soils, vegetation, including canopy trees, understory trees, shrubs, and perennials, performs a critical role in the community. The selection of native plants adapted to site conditions and the local climate, thoughtful planting design, the proper installation of plant materials, and regular maintenance can conserve water, reduce costs, provide habitat, reduce erosion, and reduce

or eliminate the use of fertilizers and pesticides. The use of a variety of plants native to the area contributes to regional floral diversity and provides habitat for wildlife, including birds and pollinators. Each site is expected to contribute to the creation of continuous planted ecological corridors and nodes to allow the establishment of native plants, to allow the movement of people and animals throughout the landscape, and to ensure the viability of native species populations.

Durable native species of trees, shrubs, and perennials that support native wildlife should be planted to the maximum extent feasible. Planting areas should be designed and maintained with adequate soil volumes and companion plantings of trees, shrubs, and perennials to build ecological structure in the landscape, to increase the viability of the trees and shrubs, to protect the soil, to prevent extreme temperature fluctuations, and to increase the habitat value of the site. All soils should be free of rubble and debris, be well-aerated, include adequate organic matter throughout the soil profile, and include adequate topsoil. Continuous rooting areas should be created wherever possible, including the use of suspended pavements to create large rooting areas under walkways and other hard surfaces. Wherever possible, degraded forests and landscapes should be restored and maintained.

Trees are a critical component of the ecological functionality of each site and a major element of development and redevelopment projects in Reston. Tree canopy coverage should meet or exceed the goals of the Fairfax County Tree Action Plan, maintaining a tree canopy covering at least half of the Reston land area with no net loss of tree canopy. Trees should be planted throughout the community to provide shading and to create continuous linear canopies along all streetscapes, walkways, and open spaces. Tree species should include a mix of deciduous and evergreen trees, consistent with community design (e.g., Reston Association). The exclusive use of any one species along a street corridor should be avoided. Native species are recommended for natural areas, parks, and suburban landscapes. Care should be taken when selecting species for more difficult growing conditions as development intensifies in commercial and high-density urban areas. Trees within Reston's urban areas should be able to tolerate heat, drought, salt contamination of the soil, pollution, reflected light, and stormwater runoff. While native trees are expected to predominate in these areas, selected non-invasive non-native tree species that have shown greater tolerance of harsh growing conditions may also be considered for sustainability and diversity. Proper soil preparation and installation are especially critical in these locations.

Plant selection should be done with consideration of the Reston Association's list of "preferred" native plantings and "banned" plants and in consultation with the Fairfax County staff. All landscaping should be non-invasive, meaning that no plant species should be used that is identified in the most current Virginia Invasive Plant Species List published by the Virginia Department of Conservation and Recreation. Existing invasive species that contribute to the loss of ecosystem functions should be removed and managed.

Because carbon sequestration by trees is an important mechanism to counteract climate change, established trees in good condition should be preserved to the extent possible. If mature trees are removed from project sites, these should be replaced with carbon sequestration equivalents, meaning that multiple smaller trees should be planted to replace the loss of a single larger tree.

Trees and other vegetation should be recognized as critical community infrastructure and considered early in the planning and design stages of project development to avoid conflicts with other infrastructure, especially within streetscapes where space is limited. Given the importance of trees in the human environment, all planting designs should be coordinated with transportation agencies, utility providers, and county officials early in the development process to avoid conflicts between plantings and other community infrastructure.

Watersheds

Reston includes the headwaters of two major watersheds, Difficult Run (see Photo 5) and Sugarland Run. Approximately three-quarters of Reston is located within the Difficult Run Watershed. This watershed is the largest watershed in Fairfax County and flows through a wide variety of watershed

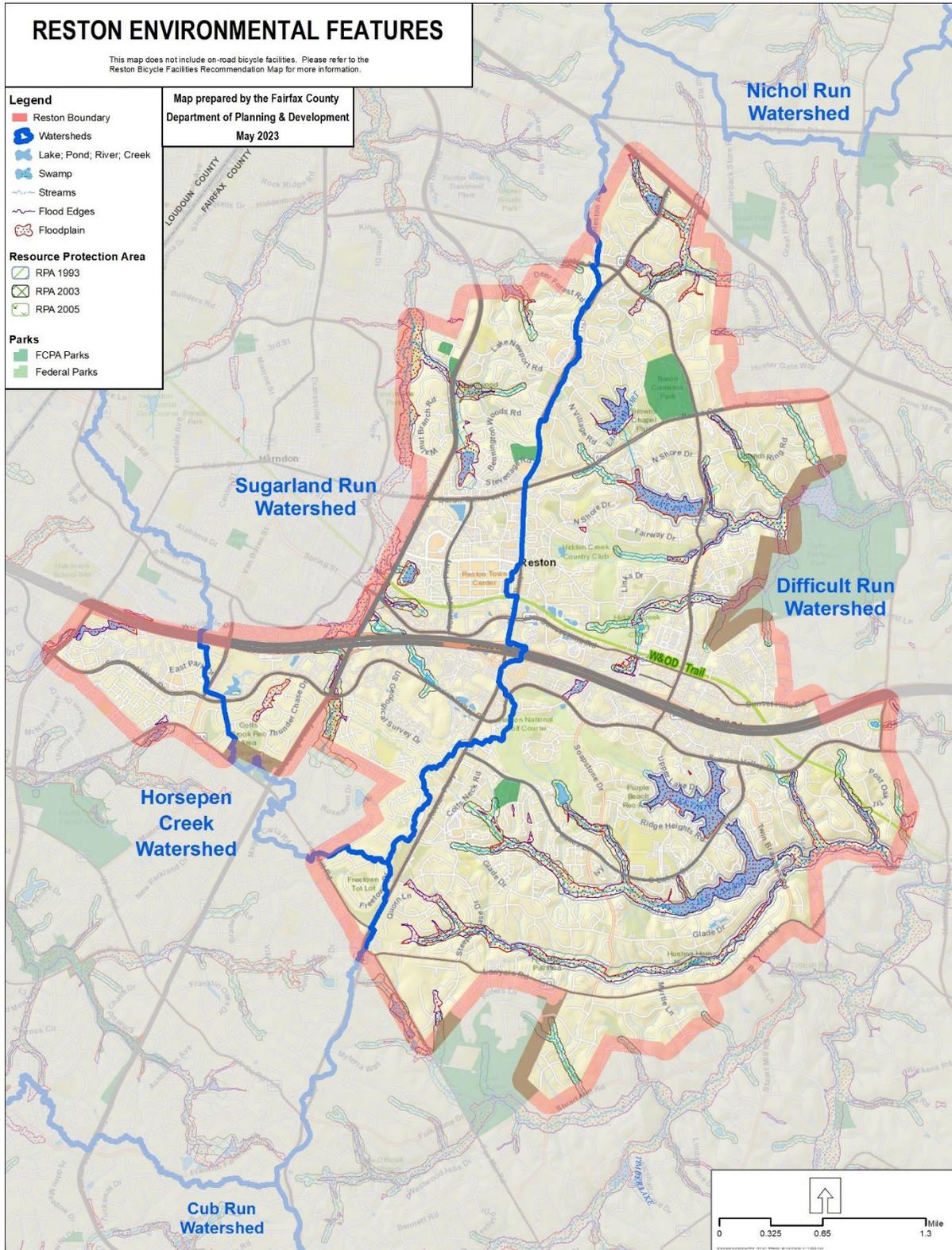
conditions, from forested to urban, and drains directly into the Potomac River. It contains four constructed lakes: Lake Anne and Lake Newport, on Colvin Run, and Lake Thoreau and Lake Audubon, on Snakeden Branch. See Figure 24.

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

Photo 5: SWM Pond, Forest and Trail (Difficult Run Watershed)



Figure 24: Reston Environmental Features Map



Significant headwater areas of higher elevations are located within Reston between Fairfax County Parkway (Route 286) and Reston Parkway, from Route 7 south to Lawyers Road. The health of these headwater areas is critical to the protection of receiving streams and downstream areas.

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

Commitments to the measures contained within the Difficult Run Watershed Management Plan, and the Sugarland Run and Horsepen Creek Watershed Management Plan, when applicable, should be considered for development projects. Measures identified in these plans include the minimization of impervious cover, the management of stormwater from existing and planned road surfaces, the use of porous pavement, stormwater pond retrofits, streambank stabilization, natural channel restoration, stormwater outfall enhancements, and culvert retrofits.

Water Resources

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

Wetlands

Wetlands filter pollutants, protect against flooding, and provide important habitats for native plants and animals. One notable wetlands habitat is the Sunrise Valley Wetlands, which lies within ¼-mile of the Herndon Metrorail Station. This privately owned land is a federally mandated mitigation site established by the Reston Land Corporation through a Conservation Covenant in July 1994. This site includes multiple habitats, including open water, marsh, and upland forest, which attract a wide range of wildlife. Other wetlands occur throughout the community with distinctive hydrology, soils, and plants.

Existing wetlands should be preserved and degraded wetlands restored where feasible. Within these areas, recreation, public access, and education are encouraged, provided that the ecological integrity of the wetlands is preserved.

Streams and Buffer Areas

Stable stream morphology and maintained riparian buffers and floodplains are critical to habitat creation, biodiversity, stream biota health, the protection of drinking water supplies, the preservation of water storage capacity in ponds, the mitigation of stormwater runoff temperatures, and the mitigation of impacts of stormwater pollutants, pathogens, nutrients, and toxics.

Various tributaries have been negatively impacted by years of uncontrolled and excessive stormwater runoff within Reston. Many streams suffer from severe stream bank erosion and sediment deposition and feature areas of exposed utilities. Whether due to insufficient infrastructure or excessive runoff, degraded stream and buffer areas and areas prone to flooding should be identified, the underlying causes addressed, and any damage remediated. (See Stormwater Management for further guidance.)

Lakes and Ponds

Four constructed lakes (Lakes Anne, Thoreau, Audubon, and Newport) cover 125 acres and provide valuable habitat for fish and aquatic plants, serve as visual amenities, create opportunities for recreation, and function 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 provides stormwater management and recreation. Smaller ponds provide stormwater management and have become important features of the

Reston area. A costly, but necessary, regular cycle of dredging removes sediment build-up in the lakes.

Various lakes and ponds were constructed without adequate buffers within Reston. These facilities should be enhanced with vegetated buffers to provide additional native tree canopy and shoreline stabilization. Vegetated buffers of native plants should be provided that extend at least 25 feet outward from the maximum water surface elevation of lakes and ponds. Permanent structures should not be constructed within these buffer areas and existing trees should be preserved within them.

Stormwater Management

Stormwater quantity and quality control goals are intended to reduce the total volume of runoff and significantly delay its entry into the stream system, respectively. According to the Resilient Fairfax Plan, urban flooding is common in Fairfax County, including portions of Reston, and occurs when rainwater overwhelms the county's stormwater drainage systems, particularly in the areas that are low-lying, lack sufficient stormwater infrastructure, or have high levels of impervious cover.

Identified areas of known flooding within Reston include:

- The VDOT parking lot north of Sunset Hills Road adjacent to Hidden Creek Country Club between Isaac Newton Square on the east and the Dominion Virginia substation on the west, including adjacent impacted areas south of Sunset Hills Road at 1886 and 1890 Metro Center Drive.
- Wiehle Avenue in the vicinity of the Chestnut Grove condominium development, north of Isaac Newton Square, and adjacent to the Hidden Creek Country Club to the west.

Future development offers opportunities to improve past stormwater management practices in furtherance of efforts to protect and restore local streams and lakes, to reduce pollutant loads entering the Potomac River and the Chesapeake Bay, and to prepare for increasingly intense, climate-driven storms. Stormwater management facilities should be designed to reduce pollution, stormwater flows, and sediment flowing into Reston's lakes and to mitigate the adverse impacts to the people and wildlife that use the lakes.

The following recommendations, as applicable, are intended to improve stormwater management sufficiently to enhance the habitat and recreational values of wetlands, streams, and water bodies in Reston:

- Replicate natural hydrologic conditions through the incorporation of Low Impact Development (LID) techniques that evapotranspire water, filter water through vegetation and/or soil, return water into the ground, and/or reuse water. LID practices can include, but are not limited to, bioretention or biofiltration basins (commonly known as rain gardens), vegetated swales, porous pavements, vegetated roofs, tree box filters, the collection and reuse of stormwater runoff, soil compost amendments, and approaches that infiltrate water into the ground to replenish aquifers and provide summer base flows to local streams.
- Incorporate LID techniques of stormwater management into new and redesigned streets. Design and locate these measures to promote pedestrian safety and to avoid interference with passengers' ability to exit street-parked vehicles.
- Implement extended detention to reduce the peak runoff rate from a newly developed site or a redevelopment site to that of a good, forested condition.
- Coordinate stormwater management controls among multiple development sites, where appropriate.
- Coordinate development proposals with Fairfax County regarding active county stormwater projects in downstream areas to determine whether the potential exists for collaboration to meet stormwater requirements.
- Consider the incorporation of stormwater management facilities as amenities in parks, open spaces, streetscapes, and other community spaces.
- Consider the installation of vegetated roofs and floating wetlands to meet stormwater quality and quantity recommendations, where practicable.

In addition, the following guidelines should be followed for all development proposals within Reston:

- Control stormwater, such that the total phosphorus load is no greater than what would be required for new development pursuant to Virginia stormwater regulations and the county Stormwater Management Ordinance.
- In developments with an intensity of 1.0 Floor Area Ratio (FAR) and greater, retain, to the extent feasible, the first inch of rainfall on-site through infiltration, evapotranspiration, and/or reuse. If, on a given site, the retention of the first inch of rainfall is demonstrated not to be fully achievable, the portion of the first inch of rain that cannot be retained should be detained and gradually released. Implement all available measures to the extent practicable to support this goal for retention or mixed retention and detention of the first inch of rainfall.
- Provide a combination of runoff volume reduction and peak flow and velocity reduction, to the extent practicable, to protect downstream water resources, even where runoff would be discharged directly into a pipe or constructed channel. Review the potential adverse impacts to receiving stream channels and downstream flooding caused by the 100-year storm event to ensure that outfalls are adequate. Describe the planned measures to protect downstream properties from flooding.
- To address the increasing number of storms expected to drop an inch or more of rain, developments should comply with one of the following guidelines (a, b, or c):
 - a. Peak Flow Reduction:
 - In developments with an intensity of 1.0 FAR and greater, reduce the peak runoff rate for the 2-year 24-hour storm in the existing condition by at least 30 percent; or use the Energy Balance method to reduce the peak runoff rate from the site, at a minimum, to that of a good forested condition, per the county Stormwater Management Ordinance.
 - In developments with an intensity of less than 1.0 FAR, reduce the peak runoff rate for the 2-year 24-hour storm in the existing condition by at least 20 percent; or use the Energy Balance method to reduce the peak runoff rate from the site, at a minimum, to that of a good forested condition, per the county Stormwater Management Ordinance.
 - b. Linkage to Green Building Rating Systems: If no less protective than the targets set forth in a., provide stormwater management measures that are sufficient to attain the Rainwater Management credit of the most current version of the Leadership in Energy and Environmental Design-New Construction (LEED-NC) or LEED Core & Shell (LEED-CS) rating system (or the equivalent of these credit(s) based on an alternate rating system). Apply stormwater management practices toward this outcome to provide runoff reduction and rainfall volume retention, rather than only stormwater detention, to the maximum extent practicable.
 - c. Linkage to Watershed Management Plan: If no less protective than the targets set forth in a., pursue stormwater management measures and downstream improvements to optimize site-specific stormwater management, stream protection, and stream restoration efforts consistent with the adopted watershed management plan(s) applicable to the site. 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. Consider other stormwater runoff-related factors such as downstream flooding, drainage complaints, the character and condition of downstream channels, and identified stream impairments.

Green Buildings and Green Neighborhoods

Buildings are one of Reston's two largest sources of greenhouse gas emissions and air pollution (the other being internal combustion engines). However, when intentionally designed, buildings can reduce the use of natural resources, protect and enhance the environment, increase the health and well-being of occupants, reduce energy use, have a long economic life, and reduce costs. Their benefits are increased when located near public transit and as part of mixed-use development to encourage sustainable transportation and efficient land use. Increasingly, sustainable design is moving toward net-zero energy use and Climate Positive Design, which aims to reduce net onsite carbon dioxide emissions to zero or below zero, respectively, through increased energy efficiency and the generation of on-site or off-site

renewable energy.

Green neighborhoods are intentionally designed to improve the lives of residents, employees, and visitors with an appealing, healthy local environment that is well vegetated and well activated for healthy living. Green neighborhoods emphasize mixed-use development, walkable streets, bicycle networks, green buildings, compatibility, habitat protection, heat island reduction, public use spaces, preservation of open space, and a variety of housing types. Green neighborhoods also encourage the preservation and adaptive reuse of historic buildings and cultural landscapes, respect for local and national landmarks, and the conservation of materials and cultural resources.

The Policy Plan 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 encouraged. Residential development should be guided by the objectives of the Policy Plan. Buildings undergoing major rehabilitation should achieve formal third-party green building certification through LEED or an equivalent program, if feasible.

A broad range of practices can be pursued in support of or in addition to green building and green neighborhood certification. The following energy and ecologically conscious approaches to building and neighborhood design are examples of those encouraged within Reston, and new development should demonstrate how it incorporates these or equivalent approaches:

- The installation of vegetated roofs, solar photovoltaic arrays, cool roofs, which are designed to reflect more sunlight than a conventional roof, and hot water systems on buildings, on structured parking, and above surface parking areas. These areas can also be designed to allow occupant access, provide habitat, reduce urban heat island impacts, allow urban gardening, and temper indoor temperatures to reduce heating and cooling loads.
- The use of thermal and photovoltaic solar energy systems.
- Building design and orientation for passive solar heating and the daylighting of interior building spaces.
- The incorporation of passive cooling through shading, ventilation, and building orientation.
- The use of ground source heat pump heating and cooling systems for space conditioning and hot water requirements.
- The reduction of water consumption through the harvesting of stormwater runoff for irrigation and, where consistent with building codes, the re-use of treated grey water.
- The provision of building-mounted wind turbines as an energy source.
- The recycling of building materials and the use of locally produced materials.
- The use of light reflecting roof surfaces.
- The provision of and readiness for electric vehicle charging stations, particularly for multi-family residential uses, hotels, and other areas where opportunities may be limited.
- The preservation and adaptive reuse of historic buildings and cultural landscapes, and the conservation of materials and cultural resources.
- The implementation of green neighborhood practices.
- Net-zero construction and the implementation of energy retrofits that minimize energy use and carbon emissions.
- The installation of community energy distribution systems that share energy and heat generated by one site among nearby sites.
- Energy management systems to improve the efficiency and economy of building operations.

Noise

Given that exposure to high levels of urban noise can produce disturbances of daily necessities such as sleeping, relaxation, learning, and general well-being, the Environment Element of the Policy Plan recommends against new residential development in areas with projected highway or other noise exposures exceeding DNL 75 dBA, which is a day-night weighted average noise level. However, broader

planning goals for the Reston TSAs suggest that sites near major highways and Metrorail within TSAs would be appropriate for residential development and/or other noise sensitive uses, even when projected noise impacts may exceed DNL 75 dBA. In these situations, design approaches may be available that would shield noise-sensitive areas from these impacts, through the careful placement of noise sensitive uses, parking garages, open spaces, and walls and 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 impact building facades at different representative elevations.

For those studies that indicate noise levels in excess of DNL 65 dBA on proposed noise sensitive uses, appropriate mitigation measures will be needed to achieve DNL 45 dBA or less for interior spaces and DNL 65 dBA or less for outdoor recreation areas. Attenuation may include the siting and orientation of the noise sensitive use, as well as the use of appropriate building materials and noise barriers. Plantings may also be provided to screen views of the noise sources, including broad-leaved trees, conifers, and plantings that extend close to the ground.

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 spaces, the noise levels for any affected balconies, and the noise mitigation measures for interior spaces and outdoor recreational areas. When requested, post-development noise studies should be conducted to help staff evaluate the effectiveness of noise mitigation measures.

PARKS, RECREATION, AND OPEN SPACE

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

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

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

Several public, non-profit, and private organizations currently provide parks, recreation and open space, recreation areas, cultural facilities, golf courses, and amenities for Reston. These organizations include the Reston Association (RA), the Reston Town Center Association (RTCA), the Reston Community Center (RCC), Cathy Hudgins Community Center at Southgate, Fairfax County Public Schools, the Northern Virginia Regional Park Authority (NOVA Parks), the Fairfax County Park Authority (FPCA), Reston National Golf Course, Hidden Creek Country Club, and the YMCA. This variety of providers offers a broad range of benefits, but it also requires a continued commitment to collaborative planning and implementation. The Reston Association is a private homeowners association that owns, operates, and maintains 1,350 acres of parks, recreation, and open space facilities for the benefit of its members and non-members.

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

FPCA Classifications

Public parks provided by the FPCA and NOVA Parks, shown in Table 6, below, are classified by park name and type as described in the Fairfax County Policy Plan, based on the general park service area, size, facility types, extent of development, and user experience. Public parks provide equitable and inclusive access for all residents and employees in Reston. Reston public parks and classifications include the following:

Table 6: FCPA & NOVA Parks Classifications

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

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 and other public providers initiate respective master planning processes to determine the appropriate facilities and design for that park. Because of the significant growth in population in Reston and Fairfax County, revisions to the park plans and funding of new recreation facilities are necessary for parks within and adjacent to Reston, and the adjacent areas of the W&OD Trail.

The planning process involves extensive, equitable, and inclusive citizen review and participation. Implementation of park master plans is through the County and Park Authority Capital Improvement Program and proffered contributions.

PLANNING FOR PARKS, RECREATION AND OPEN SPACE

Reston Association (RA), Fairfax County Park Authority (FCPA), the Northern Virginia Regional Park Authority (NOVA Parks), the Reston Community Center (RCC), Reston Town Center Association (RTCA), and Neighborhood and Community Services (the Cathy Hudgins Community Center at Southgate), continue to work together to identify new park, recreation, and cultural needs in Reston, including in the TSAs. These needs also relate to the overall Reston area, and they are impacted by the development planned outside the TSAs. Facilities and amenities to meet these needs must be provided in the TSAs and elsewhere in the Reston area. Access and close proximity to development are priority characteristics of local-serving parks, trails, open space, playgrounds, sport courts, and other recreational facilities.

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

More guidance for the provision of parks, recreation and open space is provided in the Recommendation Sections of this Chapter. The need to expand or add significant indoor facilities including a recreation center with an aquatic center has been identified. Trails are needed throughout in a quantity sufficient to meet connectivity and recreation goals.

Development in the TSAs incorporates new park spaces by utilizing guidance from the Urban Parks

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

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

A larger-scale park or recreation amenity that serves as a destination facility would be designed to serve a broader area than a local-serving playground and have a larger footprint. One would expect that visitors might walk, bike, use transit, or drive to get to such a destination that may not be used daily, but would spend more time once there. Factors such as context/location, access, function/purpose, general length of stay, and amenities should be considered to inform provision of urban parks, recreation, and open space.

Recommendations are shown in Table 7 describing publicly accessible parks, open space, and recreation amenities. Implementation of FCPA park master plans is through the County and FCPA Capital Improvement Program.

RECOMMENDATIONS

Table 7: Parks, Open Space, and Amenity Recommendations

Natural Resources	Indoor Facilities	Signature Open Spaces and Corridors	
			
<ul style="list-style-type: none"> - Difficult Run and tributaries such as Colvin Run and Snakeden Branch - Sugarland Run - Walker Nature Center and Surrounding Stream Valley - Park Areas 	<ul style="list-style-type: none"> - Fairfax County Performing and Visual Arts Center - Fairfax County Authority Indoor Recreation Center 	<ul style="list-style-type: none"> - Public Open Space at RTCN - Open Space along the W&OD Regional Trail and Greenway - Pinecrest Green Space Corridor - Reston Parkway Corridor 	
Parks, Open Space and Athletic Fields	Other Parks and Playgrounds	Community Gathering Spaces	Golf Courses
			
<ul style="list-style-type: none"> - Athletic Fields - RTCN Rectangular Field & Practice Facility - Parks and Schools Planning - Existing Athletic Fields - Baron Cameron Park - Athletic Field in Isaac Newton Square redevelopment 	<ul style="list-style-type: none"> - Sports Courts - Playgrounds - Dog Exercise Areas & Parks - Garden of Remembrance & Reflection 	<ul style="list-style-type: none"> - Transit Station Areas - Village Centers - Smaller Open Spaces - Community Open Spaces such as Washington Plaza at Lake Anne - Water feature in Reston Town Square Park at Reston Town Center 	<ul style="list-style-type: none"> - Two 18-hole golf courses to remain as open space - Hidden Creek Country Club (North Reston) - Reston National Golf Course (South Reston)

Natural Resources:

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

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

Indoor Facilities:

The major expected indoor facilities include:

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

Signature Open Spaces and Corridors:

- **Public Open Space at RTCN** - Create a substantial public open space at the Reston Town Center North (RTCN) Central Green area that contains both open areas for public gathering and performance. Establish the open space as a central feature of RTCN to serve the entire Reston community. Integration with FCPA park features such as the recreation center and adjacent playfield is encouraged.
- **Open Space along the W&OD Regional Trail and Greenway** - The Policy Plan identifies “Regional Trail” as a Regional Park. The area is designated as a network of linear corridors or parks that connect recreational, natural, and cultural resources. The W&OD Trail, including the portion in Reston, is part of a Regional Trail and Greenway.

Implementation of recommendations includes coordination with NOVA Parks. Small-scale recreational waysides (e.g., seating areas, playgrounds) or larger recreational or cultural facilities (e.g., gathering places, Garden of Remembrance) and supporting amenities (e.g., publicly accessible restrooms, water fountains) near the W&OD are encouraged.

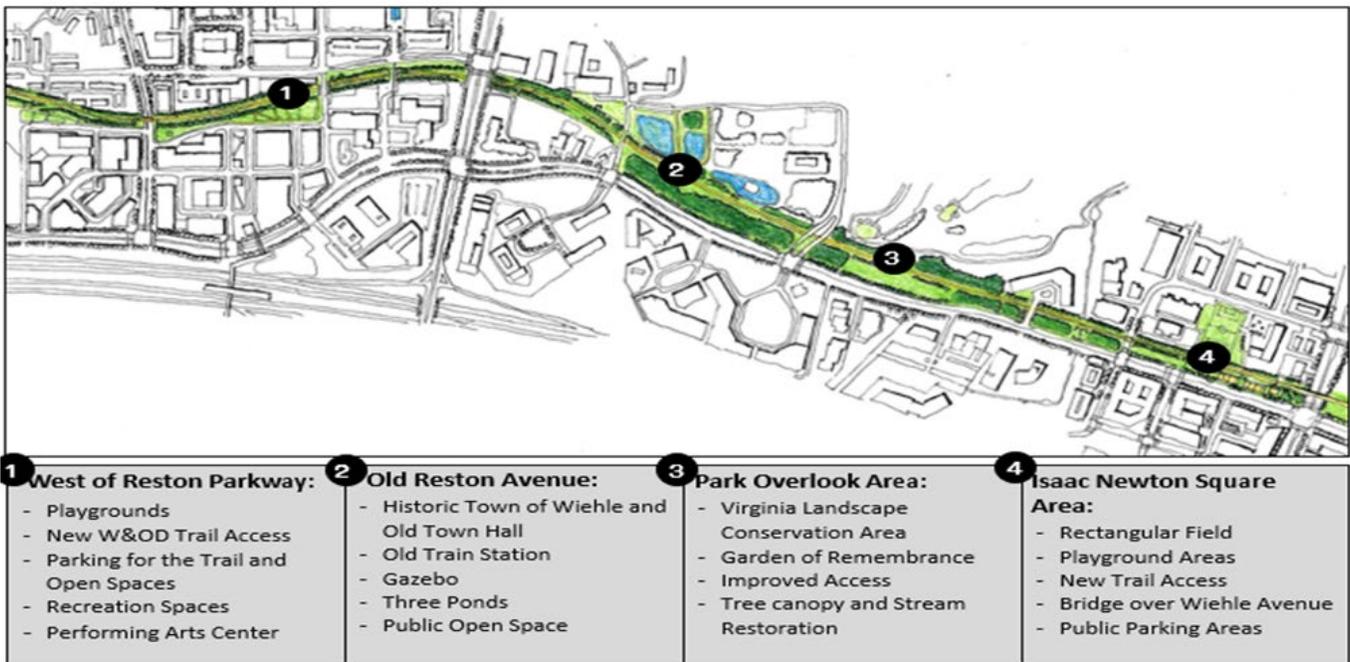
The W&OD Trail is currently used often for exercise, with cyclists riding at high speeds. As redevelopment occurs adjacent to the W&OD, developers are providing significant open spaces and sidewalks for safe pedestrian use that is separated from recreational uses on the trail. Construction of

the sidewalk along Sunset Hills that runs parallel to the W&OD is a priority.

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

1. **West of Reston Parkway:** Playgrounds, new W&OD Trail access, parking for the trail and open spaces, and small practice fields.
 2. **Old Reston Area:** Historic Town of Wiehle and Old Town Hall, Old Train Station, Gazebo, original ponds, dedication to NOVA Parks, additional public open space, and existing parking lot.
 3. **Park Overlook Area:** Virginia landscape conservation area, garden of and stream restoration area.
 4. **Isaac Newton Square Area:** Rectangular field and practice area, playground areas, new access to the W&OD Trail, bridge over Wiehle Avenue, and public parking areas.
- **Sunrise Valley Drive Corridor** - Provide a cycle track, sidewalks with landscaped buffers, street trees, street lighting, large setbacks between Sunrise Valley Drive and the adjacent buildings. Increase landscaping; protect and expand the tree canopy. See Photo 6.

Photo 6: Linear W&OD Park, Sunset Hills Road Corridor



- **Pinecrest Green Space Corridor** - Provide natural surface trail on an abandoned VDOT right-of-way between Glade Drive and the east end of the Pinecrest Drive cul-de-sac off Fox Mill Road for meditation and quiet enjoyment.
- **Reston Parkway Corridor** - Enhance connections and linkages of the series of existing parks, recreation, and open space areas. Preserve existing trees and increase the tree canopy. The Reston Parkway runs between Fox Mill Road and Route 7. This parkway has 4 to 6 lanes, wide medians, significant green areas, large existing trees along each side, and a series of recreation fields, and

other open space areas. Outside the TSAs, the large-lot character of this area with forests, linked open spaces and recreation spaces re intended to remain and be reinforced. Retain existing open spaces and improve the pedestrian infrastructure, crosswalks, pedestrian scaled street lighting, building setbacks, and trees in the median and along both sides.

Parks, Open Space and Recreation including Athletic Fields:

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

RTCN Rectangular Field and Practice facility - Provide a large rectangular field, practice area and shared parking facility as part of the park adjacent to the future FCPA recreation center in Reston Town Center North Civic Square.

Parks and Schools Planning – Schools, parks and Fairfax County are encouraged to work together to provide needed capacity especially within RTCN. Establish increased capacity of park and school facilities to allow integration of facilities within development areas, on rooftops, over stormwater detention facilities, in utility corridors, and other alternative locations.

Existing Athletic Fields – Local athletic fields owned by FCPA, Reston Association and other private entities are aging and in need of refurbishment.

Baron Cameron Park - Support retention and upgrades to Baron Cameron Park existing facilities consistent with the FCPA master planning process.

Other Parks, Recreation and Open Spaces:

Sports Courts - Incorporate into developments and local parks, multi-use and single-use hard-surfaced courts. Examples include basketball courts, volleyball courts, pickle ball courts, and other hard and soft surface facilities. Indoor tennis and sport court facilities to accommodate recreational and possibly competitive play like tennis, basketball, pickleball, volleyball, and badminton are also examples.

Playgrounds - Include neighborhood-scale playgrounds, three Signature Playgrounds, as well as one publicly accessible destination playground to serve the entirety of Reston. Options should include adding and improving playgrounds in underrepresented and underserved communities in Reston.

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

Dog Exercise Areas and Parks - Provide areas of varying sizes for on-leash and off-leash dog walking and exercise within and outside the TSAs.

Garden of Remembrance and Reflection - Provide an outdoor memorial sculpture garden to be used as a special place where one can go to remember and memorialize loved ones.

Community Gathering Spaces:

TSAs - Create large signature open spaces or parks in areas adjacent to both sides of the three Metro stations in the TSAs to meet the needs generated by development near the stations. Provide athletic field commitments for the Wiehle Station Area at Isaac Newton Square, Reston Town Center North, and Woodland Park areas located in the TSAs. Athletic field commitments outside of the TSAs include the Hunter Mill Road location adjacent to Reston. Development of athletic fields within and outside of the TSAs should include complimentary active and passive park features.

Village Centers - Incorporate a large, well-connected plaza or other community gathering space into each of the Village Centers. These plazas are designed to serve as a focal point of neighborhood life. These gathering spaces were identified as important features in the original plan for Reston.

Golf Courses:

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

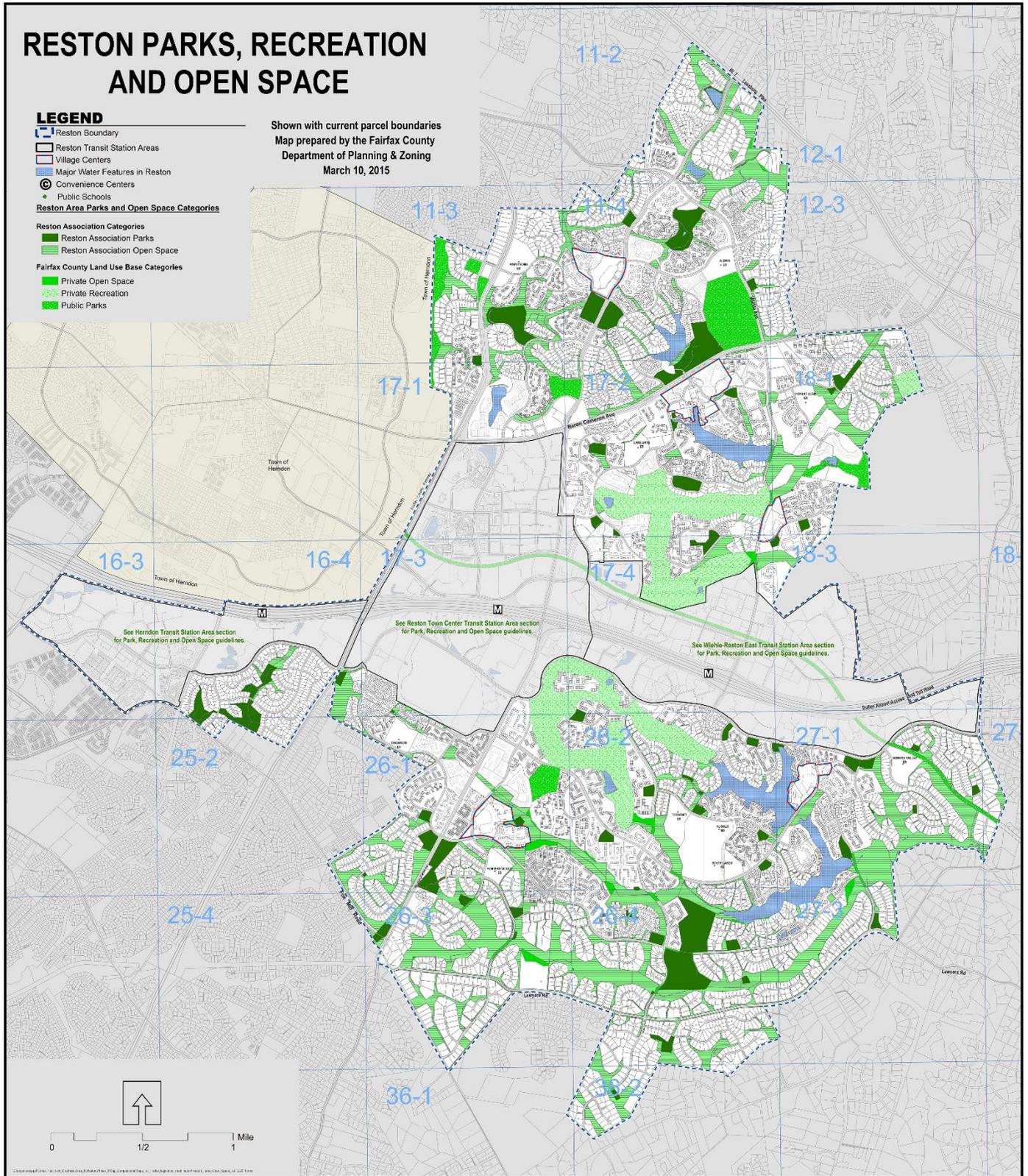
Reston’s parks, recreation and open spaces are shown in Table 8. Reston’s park, recreation and open are shown in Figure 25. It identifies Reston Association parks and open spaces, and other parks, recreation and open spaces in Reston. Public parks are classified by park type as described in the Policy Plan, based on the general park service area, size, typical facility types, extent of development, and user experience. The Reston public parks, status and recommendations are shown on the next page.

Table 8: Parks and Recreation and Open Spaces

Name	Status	Recommendations
Natural Resources		
Difficult Run and Tributaries such as Colvin Run and Snakeden Branch	Existing and Planned	Preservation of the natural environment, improvement of the stormwater management, and extension of the trail system must be a priority
Sugarland Run	Existing and Planned	Improvements to the wetlands and increased pedestrian access
Walker Nature Center	Existing	Preserve and protect including the adjacent stream valley park
Large Indoor Public Facilities		
Performing Arts Center	Future	Indoor Performing Arts Facility with state-of-the-art technology and parking, located near the Town Center Metro Station
Fairfax County Park Authority Recreation Center	Future	Indoor recreation center (90,000 square feet with an aquatic facility (50 meters), meeting rooms, sports courts and parking
Other Indoor Sports Courts	Future	Indoor competitive play (tennis, pickleball, futsal, basketball and badminton)
Signature Open Spaces and Corridors		
Reston Town Center North Central Green Park	Planned	Public gathering space, performance area, landscaping and existing tree preservation
Reston greenway (W&OD Trail and adjacent open space)	Existing and Planned	W&OD Trail with adjacent open spaces including a rectangular field, practice facilities, small sports fields, public gardens, historic Town of Wiehle area, forest areas, dog parks, and a “Garden of Remembrance”

Sunrise Valley Drive Linear Park	Existing and Planned	Enhance walkability, mobility, character and safety
Reston Parkway Linear Park	Existing and Planned	Protect large-lot character of the area and enhance safety in the TSA
Pinecrest Linear Park	Planned	Create local open space and improve access
Parks, Open Space and Athletic Fields		
Rectangular and Diamond Fields	Future	Additional rectangular and diamond fields in or near Reston will be provided through proffers, funds, and construction of facilities
Isaac Newton Square Field	Planned (Proffer)	Rectangular field, warm-up area, and adjacent retail
Reston Town Center North Field	Planned	Future rectangular, multi-purpose athletic field with adjacent recreation center
Baron Cameron Park	Existing and Planned	Master Plan for fields and parking areas
Three, Signature Playgrounds	Future	At least three new large scale outdoor playgrounds including a destination and accessible playground, a nature themed playground, and a history and civic engagement themed playground
Other Parks and Playgrounds		
Smaller fields	Future	Tennis, volleyball, and other facilities
Sports Courts	Future	Multi-use and single-use hard surface courts
Smaller Playgrounds	Future	Neighborhood size playgrounds to create opportunities for all residents to engage in physical activities and for children to develop fundamental motor skills
Dog parks	Existing and Future	Areas of varying sizes for on-leash and off-leash dog walking and exercise with, adequate parking
Community Gathering Spaces		
Community Gathering Spaces	Existing and Future	Community gathering spaces throughout Reston
Smaller Open Spaces	Existing and Future	Common greens, civic plazas, and small recreation areas for public use
Golf Courses		
Hidden Creek Country Club	Existing	Hidden Creek and Reston National Golf Courses are to remain
Reston National Golf Course		

Figure 25: Reston Parks, Recreation and Open Spaces



IMPLEMENTATION OF PARKS, RECREATION AND OPEN SPACE IN THE TSAs

The Transit Station Areas will include public resources and facilities in the various development projects to meet the needs generated in the TSAs primarily in the form of integrated urban parks, recreation resources, and open space within the mixed-use developments.

For publicly funded amenities, determine the exact number of urban parks, their sizes and distribution by the amount and type of new development in accordance with the Urban Parks Framework in the Policy Plan.

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

- **Urban Park Service Level Standards and Typology** - The Urban Park Framework in the Parks and Recreation Section of the Fairfax County Policy Plan has been established to guide the creation of park systems in urbanizing and redevelopment areas of Fairfax County. This framework provides service level standards. The service area for each park and open space should be within a 5–10-minute walking distance ($\frac{1}{4}$ - $\frac{1}{2}$ mile) from nearby offices, retail spaces, and residences. The urban park standard calls for 1.5 acres of park space per 1,000 residents and 1.0 acre of park space per 10,000 employees integrated into the surrounding area. The primary use and function of urban parkland should be as a park and should be distinguished from supporting or secondary uses.
- **Guidelines for Development in Reston TSAs** - The guidelines are intended to assist in implementing the Comprehensive Plan's Transit Station Area recommendations. It assists by providing ideas and strategies for meeting best practices in planning, site design and development. Endorsed by the Board of Supervisors, the Guidelines are used by Fairfax County staff and the Reston Community for both framing the discussion with developers and in evaluating proposed development applications.

Anticipate providing local, neighborhood-serving amenities (e.g., sports courts, playgrounds, dog exercise areas) as well as contributing to area-wide, broader-serving amenities (e.g., athletic fields, destination playgrounds, trails, indoor facilities). Stakeholders, providers, and developers are encouraged to work together to offer these in ways that are well suited to the context of an urbanizing transit-oriented community. The Urban Design and Placemaking section of the Comprehensive Plan for Reston provides guidance and recommendations for development in the TSAs.

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. Photo 7 depicts a Reston example. Provide a variety of publicly accessible open spaces throughout the Reston community. Provide usable pocket parks large enough to afford leisure, play or exercise opportunities.

In some instances, open spaces can be sited to preserve, augment, and enhance the natural environment. In certain parts of Reston's TSAs, preserve areas with existing trees to help connect these more urban areas to the larger fabric of biophilic Reston and to combat climate change. Identify publicly accessible open spaces by providing wayfinding signs that welcome users.

Photo 7: Publicly Accessible Open Space



Definition of Publicly Accessible Open Space

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

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

Calculation of Publicly Accessible Open Space

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

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

IMPLEMENTATION OF OPEN SPACE AND RECREATION IN THE VILLAGE CENTERS

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

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

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

The Parks and Recreation Section of the Fairfax County Policy Plan apply to this area of Reston. Cathy Hudgins Community Center at Southgate is one example of an important facility with indoor and outdoor recreation space. This facility is a key community gathering space in its south Reston neighborhood. The Reston Community Center at the Hunters Woods Village Center and Lake Anne Village Center also provide important gathering places for the community. Accomplish creation of open spaces, parks and recreational amenities without sacrificing Reston's viable existing amenities or replace with new facility types. Many of the facilities in the neighborhoods are aging and are in need of revitalization. Public-Private partnerships with RA may be useful in maintaining and improving parks, recreational amenities and open space system in Reston to achieve the vision of this plan.

PUBLIC FACILITIES

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

Table 9, below, provides an inventory of current and proposed facilities covered in this chapter.

Table 9: Summary of Current and Proposed Public Facilities

Name	Status	Location	Responsibility
Government Services			
1. Supervisors Office: North County Governmental Center	Established	Reston Town Center North	Fairfax County
Schools			
2. Elementary Schools (11): Armstrong, Aldrin, Coates, Dogwood, Forest Edge, Forestville, Hunters Woods, Lake Anne, McNair, Sunrise Valley, Terraset	Established	Reston Comp Plan area and vicinity	Fairfax County Public Schools
3. Middle Schools (4): Carson, Cooper, Herndon, and Hughes	Established	Reston Comp Plan area and Vicinity	
4. High Schools (4): Herndon, Langley, South Lakes, Westfield	Established	Reston Comp Plan area and Vicinity	
5. New Elementary Schools (3)	Future	Reston Town Center North, Central Sunrise Valley District, and to be determined.	
6. New Middle School (1) and new High School (1)	Future	West of Reston, potentially Innovation Center area	
Fire and Rescue			
7. Reston Fire and Rescue Station 25	Established	1820 Wiehle Avenue	Fairfax County Fire and Rescue Department
8. Fox Mill Fire and Rescue Station 31	Established	2610 Reston Parkway	
9. Frying Pan Fire and Rescue Station 36	Established	2660 West Ox Road	
10. Herndon Fire and Rescue Station 4	Established	680 Spring Street	
11. North Point Fire and Rescue Station 39	Established	1117 Reston Avenue	
Law Enforcement			

12. Reston District Station, North County Governmental Center	Established	Reston Town Center North	Fairfax County Police Department
Library			
13. Reston Regional Library	Established, Future Relocation	11925 Bowman Towne Drive; planned relocation to Reston Town Center North	Fairfax County Public Library
Health and Human Services			
14. North County Human Services Office building	Established, Expansion Planned	Reston Town Center North	Fairfax County Health and Human Services
Housing and Facilities for Homeless Population			
15. Embry Rucker Shelter, Permanent Supportive Housing	Established, Replacement and Expansion Planned	Reston Town Center North	Cornerstones, Fairfax County
Entertainment and Recreational Facilities			
16. Reston Community Center (RCC)	Established	Hunters Woods and Lake Anne	RCC, Fairfax County
17. Cathy Hudgins Community Center at Southgate	Established	12125 Pinecrest Rd.	Fairfax County
18. FCPA recreational facilities in Reston, including at Baron Cameron, South Lakes, Reston North, Stuart Road	Existing		Fairfax County Park Authority
19. Hunter Mill District FCPA Recreation Center	Future	Reston Town Center North	Fairfax County Park Authority
20. Fairfax County Performing and Visual Arts Center	Future	Adjacent to the Town Center Metro Station (TBD)	Fairfax County, other Government and Private Sector contributions
21. Washington and Old Dominion Trail	Current	Spans the length of central Reston in a Southeast/ Northwest direction	Northern Virginia Regional Park Authority
Water, Wastewater & Stormwater Management, Solid Waste & Recycling			
22. Fairfax Water Authority	Established	Area wide	Fairfax County
23. Fairfax Wastewater Management	Established	Area wide	Fairfax County Private Septic
24. Fairfax County Stormwater Management	Established	Area wide	Fairfax County
25. Solid Waste and Recycling	Established	Area wide	Private Haulers

Supervisors Office

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

Schools

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

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

Fire & Rescue

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

- The Reston Fire and Rescue Station 25, located at 1820 Wiehle Avenue, serves virtually all of the Wiehle-Reston East TSA and the part of the Reston Town Center TSA located north of the DAAR.
- The Fox Mill Fire and Rescue Station 31, located at 2610 Reston Parkway, serves the south side of the Wiehle-Reston East TSA immediately along the DAAR. This station also serves all of the Reston Town Center TSA south of the DAAR as well as the southeastern portion of the Herndon TSA.
- 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 fire stations. To maintain acceptable levels of service to the community, several facilities have been replaced or are planned to be expanded/replaced to provide additional capacity to support future growth and development. The new Reston Fire and Rescue Station 25 on the Wiehle Avenue site became operational in January 2022. The new station is 17,386 square feet on two levels with four apparatus bays which accommodates an engine, a transport unit, tiller truck, and command vehicle as well as capacity for additional staffing and response units to support increased demand for emergency services. In addition, the new Reston fire station was designed to allow vehicular access from the rear of the station to improve safety and traffic flow when development of a future road network occurs.

In 2017, a larger Herndon Fire and Rescue Station 4 was constructed on the existing site at 680

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

Law Enforcement

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

Library

Reston is served by the Reston Regional library, located at 11925 Bowman Towne Drive. (number 13 in Table 9 above) The library is one of the most heavily visited in the system, with a dynamic collection of 145,000 items, with over a half million items circulated each year. The library has a dedicated children's wing. It has an active volunteer base that has contributed over a million dollars to support programs and events such as English as a Second Language lessons, guest lectures, a Teen Advisory Board, makerspace and genealogy assistance in addition to organizing and staffing several book sales a year. The new library, planned to be located in Reston Town Center North, will be larger, with additional meeting space and dedicated parking appropriate for a regional library. There should be no disruption of library services during this transition. Following best practices in community design, the new library facility should serve as a location for placemaking, which means designing spaces to create community interaction in indoor and outdoor settings.

Equitable transportation access should be ensured so all residents can access the library.

Health and Human Services

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

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

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

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

Housing and Facilities for Homeless Population

Housing is an important area of consideration for public facilities for the population that is homeless or at risk of homelessness. The Embry Rucker shelter, a vital HHS resource, is located in the RTC North area and provides housing to families and adults without families. A replacement facility for the Embry Rucker Shelter is planned and was approved and budgeted in the 2016 Bond Referendum. The facility will include a daytime service facility. Permanent supportive housing may be attached.

Public Recreational and Entertainment Facilities

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

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

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

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

Water and Sewer

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

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

Solid Waste and Recycling

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

AFFORDABLE HOUSING

Housing serves as a platform for individual and family well-being. Affordable, inclusive housing supports diverse communities and sustainable local economic growth (See Photo 8, below). From its inception, the development of Reston intentionally sought to create an inclusive community with mixed-income neighborhoods that would provide housing for all. As Reston’s founder, Robert E. Simon, Jr. explained, *“The idea of community means people of all incomes and races living happily together.”* (In His Own Words: Stories from the Extraordinary Life of Reston’s Founder, Robert E. Simon Jr. (2016))

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

Photo 8: Affordable Senior Housing (Lake Anne House)



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

RESTON AFFORDABLE HOUSING GOALS AND POLICIES

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

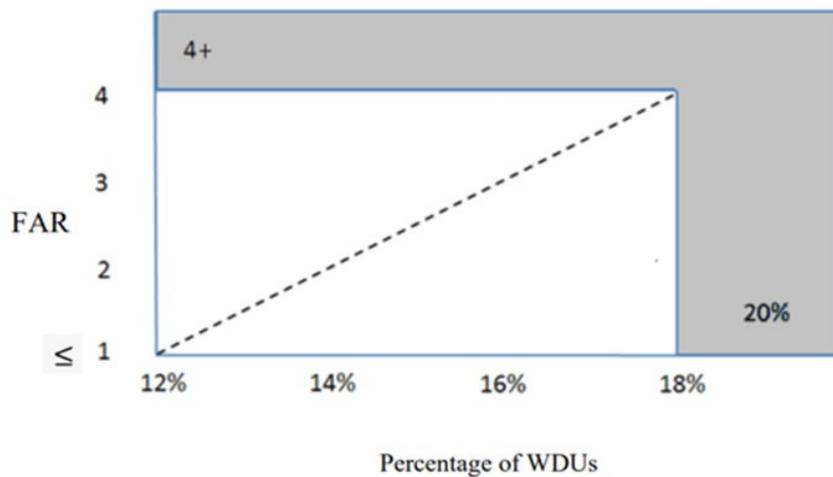
1. **Preservation:** Support the County’s goal of no net loss of affordable units by leveraging financial, development process, and other incentives to preserve the affordability of existing market-affordable and committed-affordable housing units, per Objective 6 of the Housing Element of the Policy Plan.
 - Preserve existing levels of market and committed affordable rental multifamily housing units, to the extent feasible, with the goal of retaining the existing bedroom mix and level of affordability.

2. **New Affordable Housing Development:** Increase production of new affordable housing units, especially in the mixed-use areas in the TSAs.
 - The provision of housing affordability is encouraged through a variety of means to create mixed-income neighborhoods with a special emphasis on providing affordable housing for families and individuals at the lower end of the income spectrum.
 - The adaptive reuse of commercial properties for affordable housing is encouraged in the mixed-use areas of the TSA’s.
 - Proposals for residential development outside of the TSAs are expected to contribute toward the creation of affordable housing in Reston according to the requirements of the Affordable Dwelling Unit (ADU) Ordinance, the Guidelines for the Provision of Workforce Dwelling Units (WDU policy) in Appendix 1 of the Housing section of the Policy Plan, and Appendix 9 of the Land Use section of the Policy Plan.
 - Proposals for residential development in the TSAs are expected to provide for a minimum of 12 percent of the residential units as affordable housing consisting of both ADUs and WDUs, as applicable. For proposals at or above a 1.0 FAR, an increased proportion of affordable housing is expected to be provided as development intensities increase, as shown in Table 10 (Income Tiers for Workforce Dwelling Units in Reston), and Figure 26 (Percentages of Affordable Housing Units in Reston TSAs), below.

Table 10: Income Tiers for Workforce Dwelling Units in Reston

Income Tiers	For Sale*	Rental TSA*	Rental Non-TSA*
Up to 100% AMI	4%	--	--
Up to 80% AMI	4%	6%	4%
Up to 70% AMI	4%	3%	2%
Up to 60% AMI	--	3%	2%
Total	12%	12%	8%

Figure 26: Percentages of Affordable Housing Units in Reston TSAs



- For proposals that are subject to the Affordable Dwelling Unit (ADU) Ordinance, the number of required ADUs is calculated first and any remaining units are expected to be Workforce Dwelling Units (WDUs) until the minimum commitment level is met. For proposals that are exempt from the ADU Ordinance, WDUs should be provided per the tables 10 and 11.
- In accordance with WDU Policy and described in the Table 11, (Workforce Dwelling Units and Associated Maximum Bonus Density) below, proposals that include WDUs may realize the following bonus density, with a maximum bonus of 20 percent. It is understood that ADUs are permitted bonus units in accordance with the Zoning Ordinance; however, the maximum bonus permitted by the combination of ADUs and WDUs may not exceed 20 percent.

Table 11: Workforce Dwelling Units and Associated Maximum Bonus Density

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

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

- 3. Affordable Housing for Vulnerable Populations: Expand housing and services for individuals and families without homes and those in need of affordable housing with supportive services.**
 - Support for people who are homeless is a part of the goal that Reston should contain equitable housing for all. The Embry Rucker Community Shelter is planned to be replaced with a new facility that would continue to serve as a shelter for those experiencing homelessness and may include a permanent supportive housing component for extremely low-income individuals and families, including those transitioning from homelessness. This is consistent with the goals of this plan. (Refer to the Land Use and Public Facilities Chapters for further information.)
 - The availability of affordable housing options for vulnerable populations, including persons with disabilities, should be preserved, and expanded. This housing should be located within a short walking distance of public community services and public transportation that is regular and frequent.

- 4. Affordable Senior Housing: Increase the amount of affordable senior housing available in Reston to provide the opportunity for residents to age in place.**
 - Locate affordable housing for seniors within a short walking distance of community services and public transportation that encouraged in the TSAs.
 - Affordable senior housing facilities that provide a continuum of care from independent living through skilled nursing services are encouraged. Universal design should be provided in affordable senior housing.

HERITAGE RESOURCES

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

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

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

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

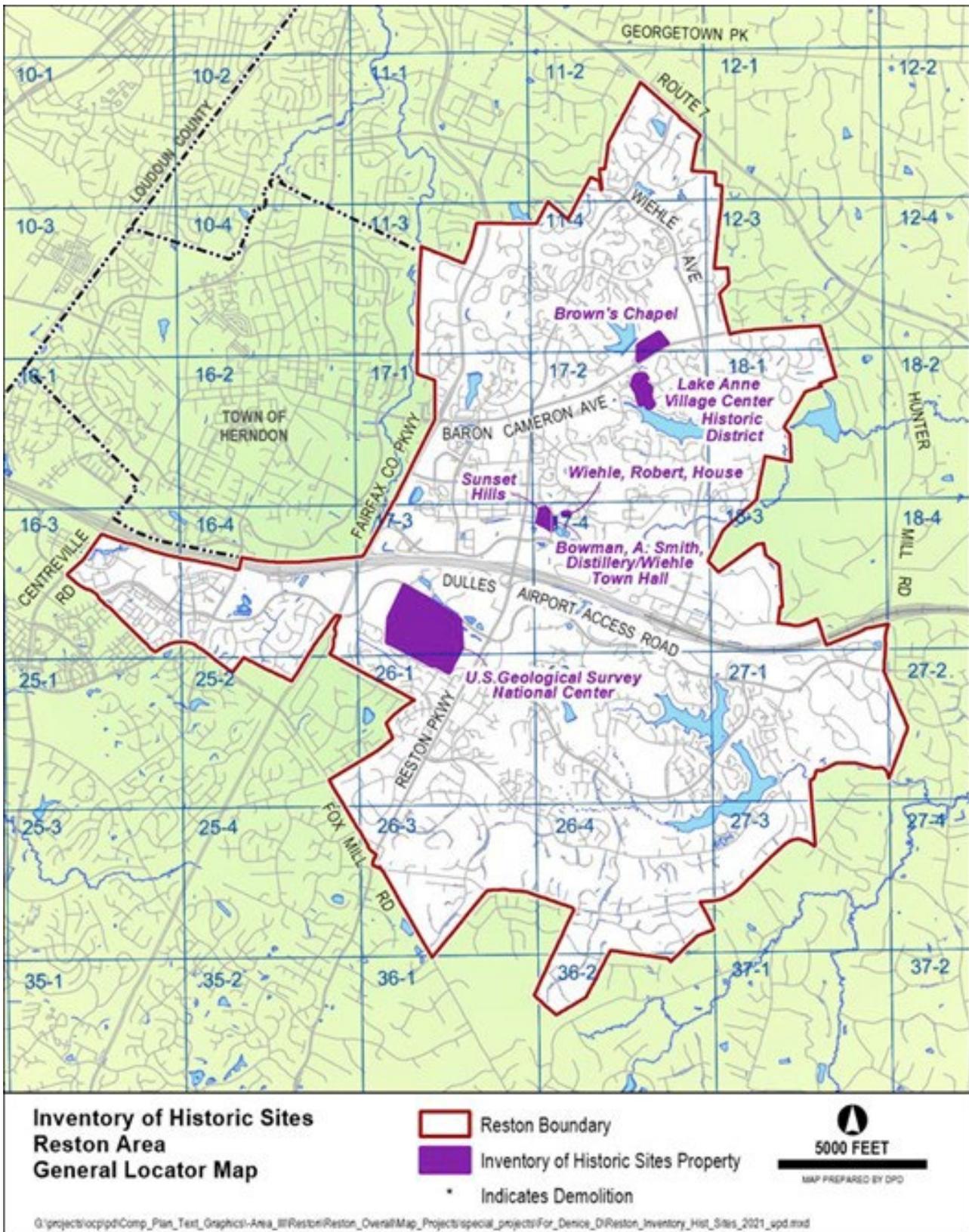
A list (Table 12) and map (Figure 27) of identified heritage resources in Reston are included. The Inventory of Historic Sites is open-ended and continues to grow. For detailed information about these and other historic sites, consult the Fairfax County Department of Planning and Development.

Table 12: Inventory of Historic Sites in Reston

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

* Indicates demolition of primary resource: potential intact archaeological components
 N: National Register of Historic Places V: Virginia Landmarks Register
 H: Historic Overlay District

Figure 27: Inventory of Historic Sites Reston Area General Locator Map



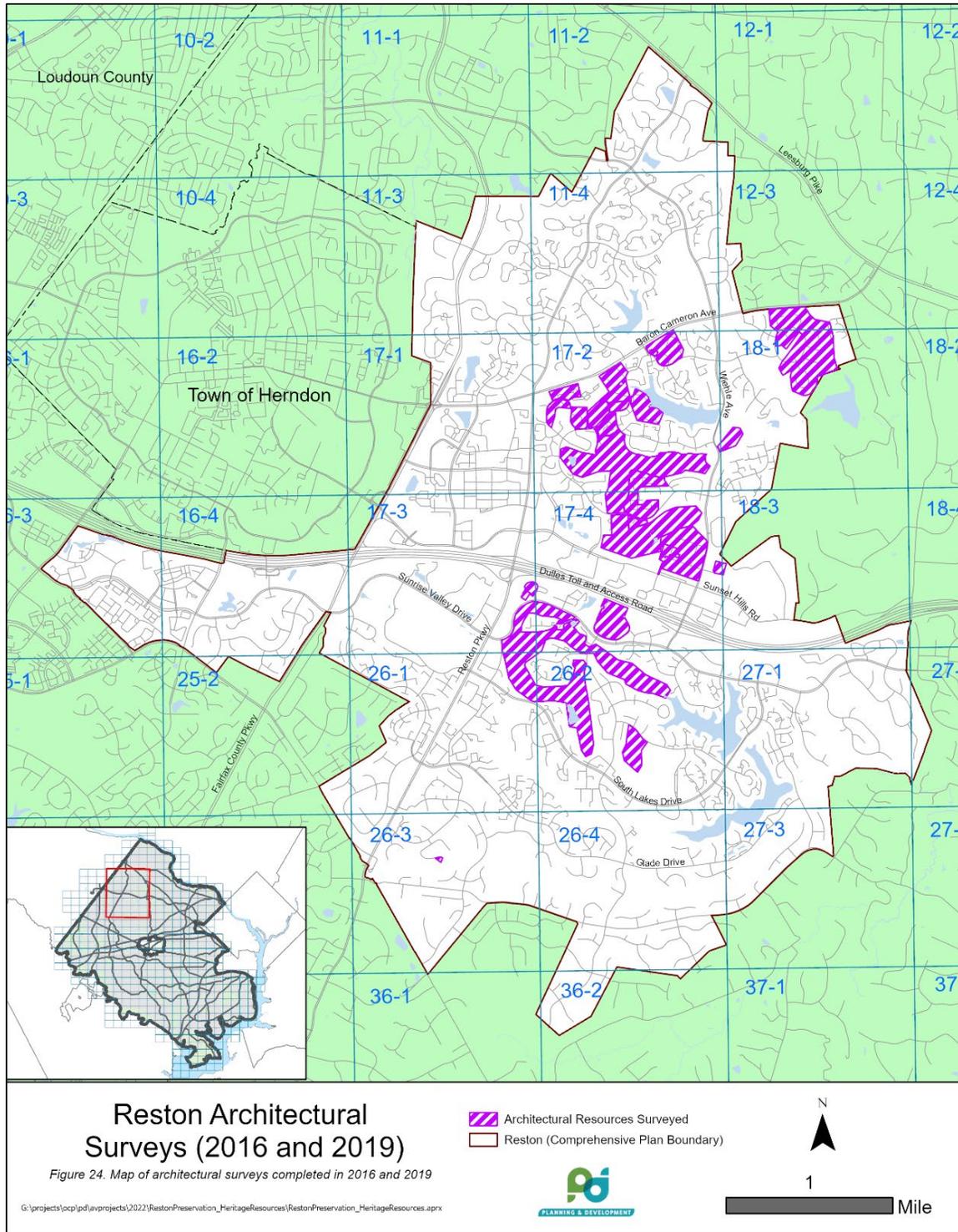
Identification of Heritage Resources

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

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

A map of properties or districts identified as potential eligible resources from the 2016 TSA Survey and the 2019 reconnaissance-level architectural survey is shown on Figure 28. Given that many of the areas still lack an architectural survey and may contain high potential for unidentified existing heritage resources, the County, in coordination with public and private development proposals, should continue to identify and designate heritage resources in Reston, including but not limited to supporting expanded survey initiatives and pursuing formal listing of resources on the Inventory of Historic Sites. Development applications should be informed by survey information.

**Figure 28: Identified Resources for further evaluation from 2016 and 2019
 Reston Surveys**



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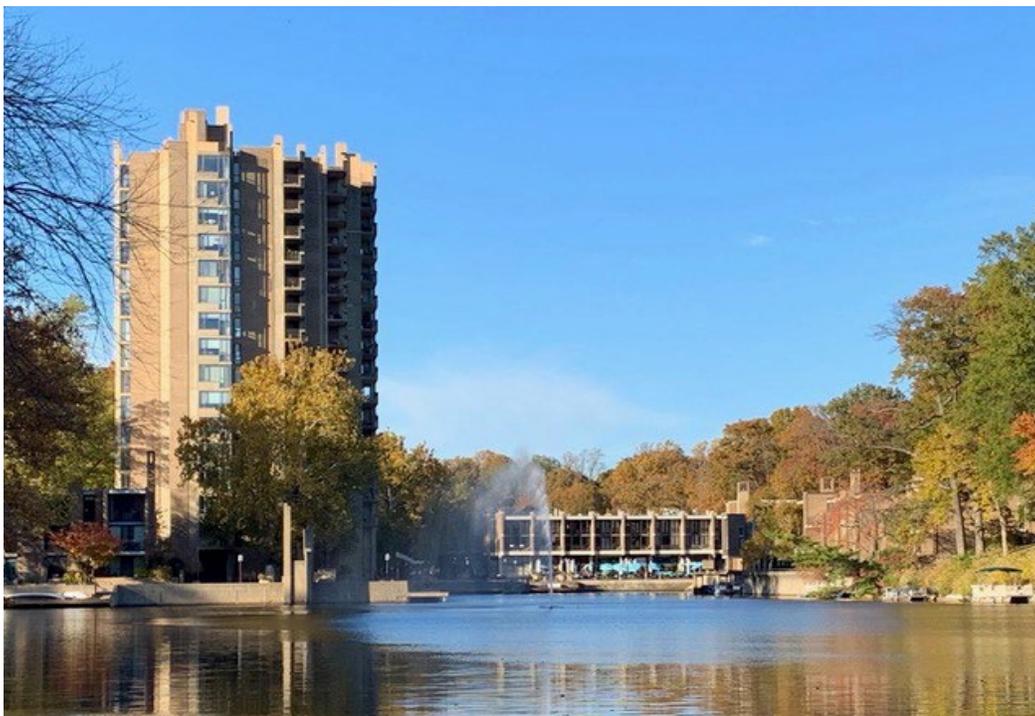


Lake Anne Village Center Historic Overlay District

Lake Anne Village Center Historic Overlay District (HOD) is in Reston. Opened in 1965, Lake Anne was the first village center built in Reston. It was designed by the New York firm of Whittlesey and Conklin to be pedestrian-scaled with a mix of residences, offices, and retail stores gathered around water and plazas, creating an urban space in the suburbs. The Lake Anne Village Center HOD was established in 1983 to recognize and preserve the special quality of this section of Reston, a renowned example of mid-20th-Century new town planning. See Photo 9.

The Lake Anne Village Center HOD regulations are found in subsection 3101.13 of the Zoning Ordinance. The intent of the HOD is that a mix of residential and commercial space be maintained and that the commercial frontages along the lake are restricted to pedestrian access only. Specific external improvements and alterations of buildings in the HOD must be reviewed by the Architectural Review Board (ARB) as specified in subsection 3101.6 of the Zoning Ordinance. Developments proposed adjacent to the Lake Anne Village Center HOD are encouraged to seek the input of the ARB in the early planning stages of development to aid in incorporating compatible design approaches that would complement heritage resources.

Photo 9: Heritage Resource – Lake Anne Village Center Historic Overlay District



Reston Center for Associations and Educational Institutions

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

development, or if minimization is not feasible, through documentation and other interpretive measures in consultation with County Heritage Resources staff and relevant County Boards and Commissions.

Heritage Resources Considerations and Preservation Incentives

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

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

- Prior to any zoning action, heritage resource staff from the Department of Planning and Development should be consulted to identify the architectural surveys necessary to document any existing or potential on-site resources. Archaeological staff from the Park Authority should be consulted to develop a scope of work for any on-site archaeological surveys prior to any development or ground disturbing activity.
- Should architectural or archaeological resources be discovered that are potentially eligible for inclusion in the NRHP, the VLR, or the Inventory of Historic Sites, additional survey and testing should occur to evaluate these resources for eligibility. If resources are found to be eligible, avoidance, minimization, and mitigation measures should be pursued that may include modification of design, minimization, or incorporation of resource into new development, documentation, data recovery, excavation, and interpretation.
- The County and developers are encouraged to seek advice from the ARB on development proposals affecting heritage resources outside existing HODs to identify opportunities to support, enhance, and incorporate preservation and protection of heritage resources through rehabilitation and adaptive reuse.
- In those areas where heritage resources have been identified, every effort should be made to preserve them and if possible, incorporate them into the proposed design through rehabilitation and adaptive reuse. Rehabilitation and adaptive reuse of existing building stock are complementary with other Reston comp plan objectives related to environment and community health through providing a diversity of development opportunities including energy conservation through reuse of the embodied energy of existing buildings and maintaining community character and a sense of place by providing links to the past through preservation.
- Development proposals for properties listed in either the VLR or the NRHP should consider incentives made available through the Virginia Historic Rehabilitation Tax Credit Program and the Federal Historic Preservation Tax Incentives Program.
- Developments should provide opportunities to increase public awareness, appreciation of and, as appropriate, access to identified heritage resources through interpretation via signage and connectivity through pathways and other techniques within recreational or public spaces.
- If preservation of a heritage resource is not feasible, then, in accordance with countywide objectives

and policies as cited in the Heritage Resources Element of the Policy Plan, the threatened resource should be thoroughly recorded and in the case of archaeological resources, the artifacts recovered, if appropriate.

- Development in the site of the Civil War Battle of Dranesville (in the vicinity of Reston Avenue and Leesburg Pike) should be sensitive to any heritage resources associated with that event.
- A log building associated with the Fairfax Hunt Club is located on Tax Map Parcel 18-2 ((1)) 2. A cemetery, listed in Fairfax County records as Unnamed cemetery #FX242, is also located on or adjacent to the property. The Fairfax Hunt Club clubhouse is eligible for listing in the Fairfax County Inventory of Historic Sites and should be retained and preserved. 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 addition, the Archaeological staff of the Park Authority should be consulted about the required surveys and studies for the cemetery. When the extent of graves is discovered, it is recommended that the cemetery be preserved, following state policies and procedures. Refer to the Land Use/Reston Neighborhoods Section for additional land use recommendations and options for this property.

PUBLIC ART

Since Reston’s inception, public art has been a component of quality design. For Reston to remain a healthy, desirable place to live, work and play, public art will be required in future development.

Developers should coordinate projects with Public Art Reston (PAR) to assure they meet the Reston Public Art Master Plan criteria. Fairfax County government should incorporate public art projects in new construction of county facilities and amenities.

Public art can be diverse; it can include,

- 2- and 3-dimensional works, art that integrates vegetation, and art that is regularly rotated.
- Creative architecture can be a form of public art.
- Interactive sculptures which connect play with form, creating fun placemaking. Examples are the sculptures at Lake Anne Plaza and splash pads.
- The performing arts. The Visual and Performing Arts element of the Policy Plan provides guidance for encouraging a dynamic and diverse arts presence by investing in existing and new arts facilities as well as supporting opportunities to display art in public places, private development and public-private ventures.

RECOMMENDATIONS

1. Encourage developers to work with locally and nationally recognized artists and arts organizations, as well as up and coming artists, early in the project design process to successfully integrate potential art into their developments. To promote equity, public art will reflect Reston’s diversity, and provide access free of charge.
2. Provide onsite public art and cultural facilities accessible for all people.
3. Provide equitably distributed public art and cultural facilities throughout Reston, with development and with Fairfax County supporting projects in underserved and underrepresented neighborhoods.
4. Incorporate definitive commitments to public art in development.
 - The Reston Public Art Master Plan, with PAR as this document’s steward, is the Reston guide in establishment of public art and a resource for the review of new development and redevelopment proposals.
 - The PAR process will remain transparent with public announcements for selections of public art projects, calls for artists and reviews of proposals. Options for satisfying a development’s public art contribution include but are not limited by the following:
 - If a developer gives proffered money to a specified entity, such as PAR, for implementation of the developer’s public art commitments, such entity will assume responsibility for reporting to the public about the character, commencement, and completion of projects so funded. These contributions may include restoration funds for existing Reston public art.
 - If developers choose to implement independent public art, they will inform PAR, County staff and the public of the progress toward and completion of art projects.
5. Preserve existing iconic public art contributing to the iconic Lake Anne Historic Overlay District

and National Register of Historic Places listed as Lake Anne Village Center Historic District.

PLANNING A NEW TOWN (with an emphasis on equity, community health and economic development)

The recommendations in the Reston Comprehensive Plan are designed to extend the legacy of New Town planning. In 2002, Reston received a National Landmark Award from the American Institute of Certified Planners as quoted in the following:

“In 1961, Robert E. Simon Jr. began developing 6,750 acres of Sunset Hills Farm as a community open to all races, ages and incomes . . . With innovative zoning, Reston became one of the first master planned communities in the United States, with residential clusters, mixed-use development, landscape conservation, ample recreational space, walking and biking trails, and public art.”

The original New Town Plan emphasized quality of life as the foundation for development. Reston was planned for people of all ages and incomes to live, work, and play with a central idea of building a strong sense of community. The village centers, surrounding neighborhoods, town center, and the employment areas along the Dulles Airport Access Road provided the land use variety, transportation facilities, public places, and conservation areas for achieving community.

The Reston Comprehensive Plan is designed to continue the legacy of New Town Planning. The following three sections highlight some of the key guidance found in more detail in the other chapters and provide an emphasis and focus on equity, community health and economic development necessary to clearly establish Reston as a complete community. While these sections do not add new recommendations, they provide an opportunity to view, in one place, plan elements related to each of these three areas. The three sections include:

- **Equity** - Emphasize the importance and dignity of all individuals, ensure that people of all ages and incomes are welcome, and seek opportunities to allow residents to remain in the community throughout their lives.
- **Community Health** - Provide for a variety of active living, retail, places of employment, cultural and recreational opportunities that are available to all. Place a premium on the preservation of open spaces, landscapes, and wildlife habitats.
- **Economic Development** - Plan for Reston’s financial success.

EQUITY

Since its founding, the Reston Community has been committed to promoting racial and social equity and removing barriers that perpetuate injustice in our society. More than an aspirational goal, these values are foundational to the development of the Reston community and central to the principles that guide the development of our built and natural environments. Viewed as radical thinking at the time, the vision was clear – to create a community of opportunity where all residents could fully participate in the success of the community by ensuring Reston would offer housing for all, would allow residents to “Live, Work & Play” in the same community, and would put the importance and dignity of each individual as the focal point of planning. Today, these values are in line with Fairfax County’s commitment to equity in planning and decision making as articulated in the Board of Supervisors’ 2017 One Fairfax Policy, committing the County and schools to intentionally consider equity when making policies or delivering programs and services. The One Fairfax Policy defines equity as: “The commitment to promote fairness and justice in the formation of public policy that results in all residents – regardless of age, race, color, sex, sexual orientation, gender identity, religion, national origin, marital status, disability, socio-economic status or neighborhood of residence or other characteristics – having opportunity to fully participate in the region’s economic vitality, contribute to its readiness for the future, and connect to its assets and resources.” Reston embraces this policy and the implications for their community.

The Comprehensive Plan is a guidance document that can help address the underlying drivers of existing structural inequities in the built and natural environments. To do so will require building on foundational planning principles related to fairness in a data and community informed approach to identifying vulnerable populations and geographic areas and ensuring equitable protection from hazards and the equitable distribution of amenities. Restonians seek to continue their long-standing commitment to removing barriers that perpetuate injustice in our society and unite the community around a shared set of goals for its future, bringing the vision of One Fairfax to life through its guidance and approach to community development, considering equity in traditional comprehensive plan topics, such as housing, transportation, parks, recreation, and cultural facilities, and public facilities.

Vision for an Equitable Community

Reston will be a complete community that promotes inclusive growth, diverse housing options, and access to community amenities that improve quality of life for all while expanding opportunity throughout all of Reston. Achieving this vision involves:

- Using a data and community informed approach to ensuring equitable development;
- Driving inclusive economic expansion and resilience by growing the economy and reducing employment and entrepreneurship disparities across race, geography, and educational attainment status;
- Ensuring a mixture of housing types, including housing that allows for different family sizes and income levels to live in close proximity to one another, affordably, and in proximity to jobs;
- Promoting a multi-modal transportation system, particularly in lower income areas where many residents may not own a vehicle and proximity to public transit can be critical to accessing jobs, education, shopping, and services;
- Balancing the competing demands for land to support a growing population along with economic opportunity, environmental justice, heritage resources, and protection of the natural environment;
- Prioritizing community health and safety through access to health care especially in areas with unmet health care needs, a resilient food system, accessible public spaces, and opportunities to be physically active;
- Encouraging and enabling affordable early childhood education to ensure all children can enter kindergarten at their optimal developmental level.
- Distributing community facilities, parks, public gathering areas, and public art to equitably provide all residents with opportunities to enjoy the benefits of a rich social and physical environment, in both the urban and suburban parts of Reston;
- Involving all people, including underserved and historically marginalized populations, in decision making about the future development of Reston.

COMMUNITY HEALTH

The Code of Virginia states:

“The comprehensive plan shall be made with the . . . harmonious development of the territory which will . . . best promote the health, safety. . . and the welfare of the inhabitants . . .”

From its founding, the original Reston Plan addressed community health through the recommendations designed to foster the creation of a “New Town.” Specific recommendations included establishing walking and biking trails for all levels of fitness, and providing a wide variety of open spaces, from smaller spaces for children to larger spaces for active play. Conservation of the streams and forests was emphasized, providing a healthy connection to nature. The plan designated space for an inclusive medical center, medical offices, and nursing and related home care. Public gathering spaces in the Village Centers and the Town Center provided places for people to meet. The original Reston Plan continues to foster the creation of a community where all residents enjoy a healthy lifestyle. This section builds on that original vision and current initiatives to implement the One Fairfax Policy.

Vision for a Healthy Community

The Vision for a healthy community is one where all residents can successfully “Live, Work and Play” and reach their full health potential. This Vision intends to improve the quality of life in line with the Virginia Code, One Fairfax, and the original planning and design of Reston. The following list identifies land use and design features needed to support community health. Other chapters, including Land Use and Design, Parks, Recreation and Open Space, Public Facilities, Environmental Stewardship, and Transportation, contain recommendations to implement community health features.

Healthy and Active Living

The Reston Comprehensive Plan is designed to establish land use recommendations that provide active parks, recreation, and open spaces along with multimodal transportation facilities for all levels of fitness. The Plan prioritizes walkability, recommends improving accessibility for all users, and ensures that facilities are equitably distributed throughout the community. Providing for the ongoing maintenance and future improvement of community facilities when evaluating the impact of future development is a priority. The vision for Healthy and Active Living includes:

- Expand the Trails System – Establish, as part of infill development, connections to the existing network of trails.
- Connect North and South Reston – Create pedestrian and bicycle facilities that connect to the existing trail system, and link north and south Reston.
- Improve Access to Transit – Support improved pedestrian access to the Metrorail stations and local bus systems, especially in lower income areas where residents may not own a vehicle and proximity to public transit is critical to improve access to recreation, jobs, shopping, and services.
- Build Complete Streets – Incorporate complete street design and placemaking that enables safe, convenient and comfortable travel, and access for all ages and abilities regardless of mode of transportation.
- Implement Inter-parcel Connectivity – Provide for inter-parcel connectivity for pedestrians and cyclists to create a healthy environment for active living in Reston.
- Parks, Recreation, and Open Space – Enhance and augment the existing hierarchy of open spaces and active recreation facilities to serve additional residents and address existing deficiencies (see Parks, Recreation and Open Space for specific recommendations).

Healthcare Facilities

To serve a growing population, the Vision recommends maintaining and growing Reston’s current health care capacity to ensure access for all residents. The vision for Healthcare Facilities includes:

- Support the growth of Health Care Capacity – Support opportunities for additional medical care

facilities, physician offices, urgent care facilities, diagnostic facilities, and comprehensive pediatric medical care facilities, in locations such as TSAs, Village Centers, and convenience centers.

- Shelter, Supportive Services and Permanent Supportive Housing - In alignment with recommendations in the Public Facilities chapter, consider the provision of locations for the homeless shelter, permanent supportive housing, and outpatient behavioral health and mental health facilities.

Healthy Food Infrastructure

Access to food markets and grocery stores is essential for serving a growing population. Innovative options to expand access to healthy food are encouraged. The vision for Healthy Food Infrastructure includes:

- Farmers markets - Maintain and grow opportunities for farmers markets, especially within the TSAs and Village Centers.
- Smaller Facilities - Create opportunities for smaller healthy food providers, such as healthy convenience food stores or small format food outlets in the TSAs or areas with food-accessibility challenges.
- Emerging Strategies – Incorporate innovative approaches to food production such as farming on roof areas, community gardens, urban farms, orchards, and urban beekeeping.

Green Infrastructure and Healthy Buildings

Connection to nature is a centerpiece of land use planning in Reston, including both the preservation of the natural environment and improvements in the design of the built environment. Reston’s commitment to Biophilic design protects the natural environment and promotes the physical, emotional, and intellectual health of its community members through the incorporation of nature into the built environment and through ready access to nature. The vision for Green Infrastructure and Healthy Buildings includes:

- Sustainable Energy and Community Health - Facilitate the use of electric charging stations and other sustainable energy devices, including the daylighting of buildings and the use of solar panels and geothermal systems.
- LEED Certification and Healthy Buildings - Prioritize through LEED, or equivalent certification processes, the implementation of healthy indoor air quality strategies. Prevent or minimize the exposure of occupants to toxic materials, chemical contaminants, or emissions from building materials and local roads, as applicable, including the DAAR.
- Healthy Neighborhoods – Design neighborhoods to improve the lives of residents, employees, and visitors with an appealing, healthy local environment that is well vegetated, connected, and activated for healthy living.
- Remediation and Health – For the removal, rehabilitation, retrofitting, and/or reuse of existing buildings, ensure that environmental issues are identified and remediated.
- Landscape Diversity - Provide a variety of trees and other plantings, including within streetscapes, to provide shade, filter air pollution, infiltrate stormwater, and support a healthy environment. Include options for shade in public spaces with landscaping or shade structures that provide protection from the sun and that mitigate heat buildup during the summer months.
- Connection to Nature - Incorporate natural elements, including a variety of native plants, into developments as a unifying theme for the Reston community.

Gathering Spaces and Community Health

A goal of the original Reston Comprehensive Master Plan was “to build a community, with facilities and social organization that can help meet the human requirements of our civilization.” The Plan recognized that implementation requires community engagement in planning as well as early and intentional development of facilities that promote social gathering and foster community health. The vision for Gathering Spaces and Community Health includes:

- Parks, Recreation, and Open Space – Work in alignment with specific recommendations in the Parks, Recreation and Open Space chapter for outdoor community gathering spaces throughout Reston.

- Plazas and Social Gathering Places – Provide plazas and other pedestrian-oriented civic and social gathering places adjacent to the Metro stations on both sides of the DAAR and the Village Centers.
- Indoor Public Gathering Spaces – Support the design of indoor public spaces in buildings throughout Reston, including space for meetings, indoor recreation, and indoor art spaces.

ECONOMIC DEVELOPMENT

The economic strength of Reston is built on a history of creativity, innovation, and community diversity in all aspects of life. These attributes are among the factors considered by businesses, organizations, and workers when they choose to locate to Reston. Fairfax County’s business climate is among the nation’s best for attracting innovative, entrepreneurial, and essential businesses. Reston is the County’s second largest commercial office market with over twenty-one million square feet of space and the Greater Reston Chamber of Commerce identifies over 300 different business product and service categories within its membership. Reston must continue to leverage its resources to nurture a climate of innovation and entrepreneurship that connects the local economy to the global, national, and regional marketplace and the Federal government and its contracting partners. Continuation of Reston’s proven economic development record will provide additional opportunities for its community and deeper investment in critical infrastructure and amenities.

The Economic Development vision for Reston reflects the impact that coordinated planning activities may have on the economic objectives of the county, consistent with the recommendations of the County Policy Plan for Economic Development, recognizing that implementation is cross-disciplinary and found in the mission statement of many county agencies. Sustained economic health for Reston also recognizes the importance of equity as described in the Fairfax County Policy for “One Fairfax.” The following vision elements build on the Countywide Objectives and Policies contained in the County Policy Plan for Economic Development.

Grow A Sustainable and Diversifying Workforce

The Reston Comprehensive Plan is designed to support the growth of a sustainable and diverse workforce to meet the needs of Reston’s and the County’s businesses and to attract future economic growth. A growing and diverse workforce will require housing, transportation, shopping, and recreational options to meet the needs of the changing 21st century workplace. The Plan promotes the development of housing options that are affordable and appealing to an expanding diverse workforce, as expressed in the Housing Chapter. The Plan also promotes an appropriate balance of jobs and housing that provides a variety of jobs and creates an opportunity for residents in Reston to live near their work, as addressed in the Land Use Chapter.

Enhance Locational Appeal and Built Infrastructure to Businesses, Organizations, and Workers

Reston is uniquely positioned with amenities such as the three Silver Line Metrorail stations, and proximity to Dulles International Airport, Tysons, and Washington, D.C. The Reston Comprehensive Plan prioritizes placemaking and walkability as critical elements of both this locational appeal and required infrastructure. Specifically, the Plan promotes improved vehicular access (including drop off and parking), bus, bike and walking to the three Metrorail stations, thus increasing regional coverage and connectivity. See further information in the Transportation Chapter.

Reston should continue to provide a quality of life and a built environment that appeals to, and attracts, both businesses, employers and the workforce of today and tomorrow. The Plan supports a high quality of life for its residents and workers, created, in part, by the many public and private amenities offered in the community, such as beautiful parks, trails and greenways, recreation activities, schools, performing and visual arts, health care access, and abundant choices for shopping, dining, and services. New development should meet the placemaking, quality and appearance standards set forth in this Comprehensive Plan, including its biophilic and sustainability requirements to increase its desirability as a location of choice. See the Land Use Chapter for further information.

Going forward the County and the private sector should continue efforts to expand the pool of qualified workers for the thousands of available jobs in Reston and nearby areas, including the availability of high- quality continuing adult education and retraining programs in Reston. Employers in Reston should have intentional, focused recruitment efforts that draw upon resources available through Fairfax County, the Commonwealth of Virginia, and local partners to expand recruitment pipelines, bolster a diverse applicant pool, and thus enhance Reston’s desirability as a place to work and foster strong affinities between businesses and the community’s arts, culture, educational and human services.

Diversify Reston’s Economy

A diverse Reston economic base makes the community more economically resilient to unforeseen downturns in different market sectors and supports the County “One Fairfax” Policy and equity goals. The Plan supports development helps to diversify the economy through providing opportunities for the recruitment or growth of under-represented industries and employers and the opportunity to attract and nurture small businesses and start-ups including innovative worker spaces and business incubators through, among other strategies, the provision of planned land uses and locations. The Plan is also structured to attract new, high-profile businesses that support high “quality of life” values such as offering competitive wages and giving back to the community. This is intended to enhance Reston as a premier destination in the County and recognizes that Reston’s success enhances all of Fairfax County and regional communities.

Partnership: Strong coordination among the public, private and institutional sectors are encouraged to identify and prioritize projects, services, programs and regulations that support business and job retention and growth

New development should strive to incorporate diverse businesses and institutions, particularly in ground floor spaces, including locally-owned establishments to reflect the diversity of Reston's population and this part of Fairfax County.

Ensure the Economic Vitality of Town Center, the TSAs, and Village Centers

The Reston Comprehensive Plan supports the economic vitality of businesses throughout Reston, including Reston Town Center (RTC), the transit station areas (TSAs), village centers, and other employment areas. This creates a variety of areas that contribute to Reston’s success as a place where residents and employees can live, work, and play. The vision includes paying attention to locations for new buildings, addressing aging buildings and infrastructure; providing appropriate options for suburban centers, offices and retail uses, and industrial parks to adapt to changing market conditions; and, enhancing transportation access and availability to central Reston, the rest of the County and the region, to protect and foster a strong business climate. See the Transportation Chapter for more information.

Promote High-Quality Education

Strengthen and support local access to a comprehensive range of high-quality educational opportunities and recognize the impact that access to high quality education has on local business recruitment efforts and attracting new workers to Reston. Encourage efforts to grow and strengthen the quality, capacity, and accessibility of local educational offerings.