
Contents

INTRODUCTION	8
PLANNING PRINCIPLES (October 24 version)	7
LAND USE (Jan 20, 2022 version)	12
LAND USE AND DESIGN	12
Reston Area-Wide Land Use Categories	13
Reston Land Use Map and Land Use Categories	14
Notes:	14
AREA-WIDE DESIGN AND PLACEMAKING	16
LAND USE AND DESIGN FOR THE TRANSIT STATION AREAS	19
INTRODUCTION	19
Location Map: Wiehle Transit Station TOD and FARs	24
Location Map: Town Center North Station TOD and FARs	31
North of the Dulles Toll Road District TODs	32
Town Center Urban Core Non-TOD District:	35
Town Center North Non-TOD District: (Mixed-Use)	35
Town Center West District Non-TOD:	37
Town Center Old Reston Avenue District Non-TOD: (0.5 FAR, Mixed-Use including office)	38
Town Center, Reston Heights District Non-TOD: (Mixed-Use,	39
Town Center Central Sunrise Valley District Non-TOD: (FAR 0.35 Industrial, and FAR 0.5 Office)	39
Location Map: Herndon Transit Station Area TOD	40
Herndon NON-TOD Districts	42
DESIGN AND PLACEMAKING: RESTON TRANSIT STATION AREAS	44
VILLAGE CENTERS	48
CONVENIENCE CENTERS	60
INTRODUCTION	60
OTHER COMMERCIAL AREAS	61
INTRODUCTION	61
BARON CAMERON COMMERCIAL AREA	61
BOWMAN GREENE OFFICE DEVELOPMENT	61
RESTON NEIGHBORHOODS	62
TRANSPORTATION (February 8, 2022 version)	66
PARKS, RECREATION AND OPEN SPACE (February 15, 2022 version)	86
HOUSING (Jan 21, 2022 version)	95

HOUSING	106
PUBLIC FACILITIES (Jan 21, 2022 version)	115
Fire & Rescue	117
Law Enforcement.....	118
Library	118
EQUITY (February 4, 2022 version).....	121
ENVIRONMENTAL STEWARDSHIP (Jan 20, 2022 version)	129
Tree Canopy Goals and Implementation	130
Water Resources Management and Implementation	131
Green Buildings / Green Neighborhood Practices and Implementation.....	134
Noise Impacts and Implementation	137
HERITAGE RESOURCES (July 23 version)	145
COMMUNITY HEALTH (Jan 6, 2022 version).....	151
ECONOMIC DEVELOPMENT (July 21 version).....	166
PUBLIC ART (October 18 version).....	172

Topic	Task Force Members	Status	Staff Initial Review	Staff Deep Dive	Link
Introduction		February 4, 2022 version			Link
Planning Principles	Tammi Petrine	October 24, 2021 version			Link
Land Use	Lynne Mulston	January 20, 2022 version			Link
Transportation	John Mooney	February 8, 2022 version			Link
Parks, Recreation & Open Space	Jennifer Jushchuk & Larry Butler	February 15, 2022 version			Link
Affordable Housing	David Vanell	January 21, 2022 version			Link
Public Facilities	Charles Colby	January 21, 2022 version			Link
Equity	Michelle Kimmel, Lynne Mulston, Reston Bell, Chris Daniel, Alvarez LeCesne and Richard Cabellos	February 4, 2022 version			Link
Environmental Stewardship	Tammi Petrine & Bill Penniman	January 20, 2022 version			Link
Heritage Resources	Chris Daniel	July 23, 2021 version			Link
Community Health	Michelle Kimmel, Lynne Mulston, Reston Bell, Chris Daniel, Alvarez LeCesne and Richard Cabellos	January 6, 2022 version			Link
Economic Development	Gary Maupin	July 21, 2021 version			Link
Public Art	Tammi Petrine & Bill	October 18, 2021 version			Link

INTRODUCTION

Robert Bob Simon's 1961 purchase of 6,750 rural acres in Virginia bear little resemblance to the Reston of 2022. As expected, Reston in 2022 consists of both suburban and urban sections known cumulatively as One Reston. To maintain and realize a successful community vision requires both fidelity to Reston's original seven founding principles and creative responsiveness to Reston's new challenges including the arrival of Metrorail and new business/ lifestyle models necessitated by Covid 19, climate change and rapid technological changes.

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



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

Harmoniously integrated wooded neighborhoods of variously priced and designed residences are clustered around 4 village centers, two private 18-hole golf courses, community and recreational facilities, four lakes, 55 miles of trails, and large interlinked and public natural areas.

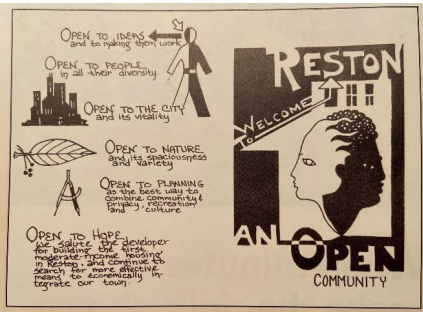


Reston, a proud and active biophilic community, has neighborhoods and Transit Station Areas, each with a different design, mix of uses and density. They are dependent on one another, and each require dedicated open space for nature. The interconnection of trails and transportation throughout Reston is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

From its very founding, the Reston Community has been committed to promoting racial and social equity and removing barriers that perpetuate injustice in our society. More than an aspirational goal, these values are foundational to the development of our community and are central to the principles that guided the development of our built and natural environment. Viewed as radical thinking at the time, the vision was clear - to

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

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



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

We are at a new stage in our community’s timeline. The advent of the recent TSA development demands that Reston’s commitment equity be prioritized again. Most housing created in the TSA, closest to jobs and mass transit, is not affordable to low- and moderate-income households, and increased TSA growth has not sufficiently created equitable access to opportunity, nor provided for increased community resources and infrastructure that are essential to being able to Live, Work & Play in Reston. Reston has an opportunity to once again engage the radical thinking that made it a model community at its founding.

INTERWOVEN EQUITY

Creating and Enhancing Communities of Opportunity and Equity within the Reston Comprehensive Plan

Equity has been interwoven throughout the Reston 2022 Comprehensive Plan to support community resilience and ensure the dignity and worth of the individual continue to be the focal point for Reston planning. This plan aims to create opportunities to ensure all residents can participate in the community and have the tools they need to thrive by promoting workforce development pathways, fair wages and benefits, affordable housing, and amenities and services that are accessible to all people.

In particular, this plan seeks to foster: *The engagement of diverse stakeholders at all stages of the planning and land development process* ☒ *A quality built and natural environment that supports community resilience* ☒ *Preservation and expansion of Reston’s current inventory of affordable housing* ☒ *A strong jobs-to-housing balance* ☒ *Workforce diversity, development, and access* ☒ *Multi-modal transportation system that is accessible to the entire community* ☒ *Accessible, quality public facilities such as libraries, schools, health and human services, and community centers for underserved*

populations ☒ Digital access ☒ Biophilic Design and Green Neighborhoods ☒ Accessible parks, recreation facilities, greenways, and open spaces near all neighborhoods ☒ Equitable access to the arts and cultural facilities. ☒ A healthy and safe community for all.

All Restonians will benefit by removing barriers that perpetuate inequity. As the One Fairfax Policy states, “For us to compete in the global economy, it is vital to help people reach their highest level of personal achievement. Not only does it create greater economic security for families, but also it generates increased business revenues and jobs.”

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

Top: Van Gogh Bridge at Lake Anne **Bottom:** Lake Anne, Reston

PLANNING PRINCIPLES (October 24 version)

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.

First Reston Clusters -

Top: Washington Plaza Cluster

Middle: Hickory Cluster

Below: Waterview Cluster



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

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

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

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

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

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

4. Development will be phased with infrastructure.

The phasing and funding of the expansion and modification of adequate transportation infrastructure and programs, and other infrastructure components--such as schools, parks, and other public facilities--will become operational with each phase of development.

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

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

- The Metro Station areas will be livable, walkable urban places, with sufficient open space, recreation facilities, infrastructure, and healthy

food options that encourage a less automobile-dependent lifestyle. The Transit Station Areas (TSAs) will be the places of highest commercial and residential density, with building heights that step down from the Town Center to the other station areas, east and west, north and south. Housing will be provided for all income levels and sizes.

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

6. The Metrorail corridor will be transformed.

Over time the corridor will become an area with robust, livable, walkable mixed-use communities of all income levels having an appropriate balance between residential and non-residential uses. Each of the Transit Station Areas will meet multiple community needs. To maximize the use of rail, the highest densities will be concentrated within one-quarter mile of the rail stations and taper down within one-half mile.

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

Residential and non-residential populations in each Transit Station Area

Below left: Comstock Development at the Wiehle Station

Below center: Reston Town Center

Below right: Reston Gateway at the Town Center Station



will be balanced to further maximize rail use and reduce dependence on automobiles. Future air rights development over the Dulles Toll Road should be pursued to enhance development opportunities, encourage transit use, and improve north-south connectivity across the Dulles Toll Road.

7. Reston will become a more vibrant employment center.

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

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

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

9. Connectivity and mobility will be strengthened.

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

Below left: Reston Town Center Park

Below center: Waterview Cluster

Below right: Heron House Residential, Lake Anne



Middle: Van Gogh Bridge connection

Top: Hidden Creek Golf Course, recreation facility

Bottom: Reston trail system dedicated to health and wellness



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

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

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

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

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

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

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 Chapter must be used in tandem with the other Chapters in the Reston Comprehensive Plan including the Earned Density, Transportation, Open Space, Environment, Affordable Housing and other Chapters without duplicating recommendations. The highlights of the Land Use and Design Chapter include the following:

Residential

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

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

Non-Residential

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

- Create a new civic center with the co-location of a new library, elementary school, Fairfax County Government Center, police station, recreation center, other public facilities, and a large public open space in the North Town Center,
- Provide opportunities for significant new “Class A” office and retail development in a mixed-use setting within a ½ mile of each of the Metro stations,
- Enhance the village centers to provide opportunities for smaller offices, local retail and public uses that serve as a focus of community life,
- Support opportunities in designated commercial areas for larger retail stores and destination retail uses,
- Provide opportunities for industrial, retail, office, medical, and hotel uses along the Dulles Toll Road and beyond ½ mile of the Metro stations, and
- Provide opportunities to expand the existing hospital and medical uses.

Top: Residential - Waterview Cluster Townhouses, Lake Anne

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



Design

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

AREA-WIDE APPROACH TO LAND USE AND DESIGN

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

Top: Low density single family detached home (0.1-4 DUs/Acre).

Middle: High density single family townhouses (5-12 DUs/Acre).

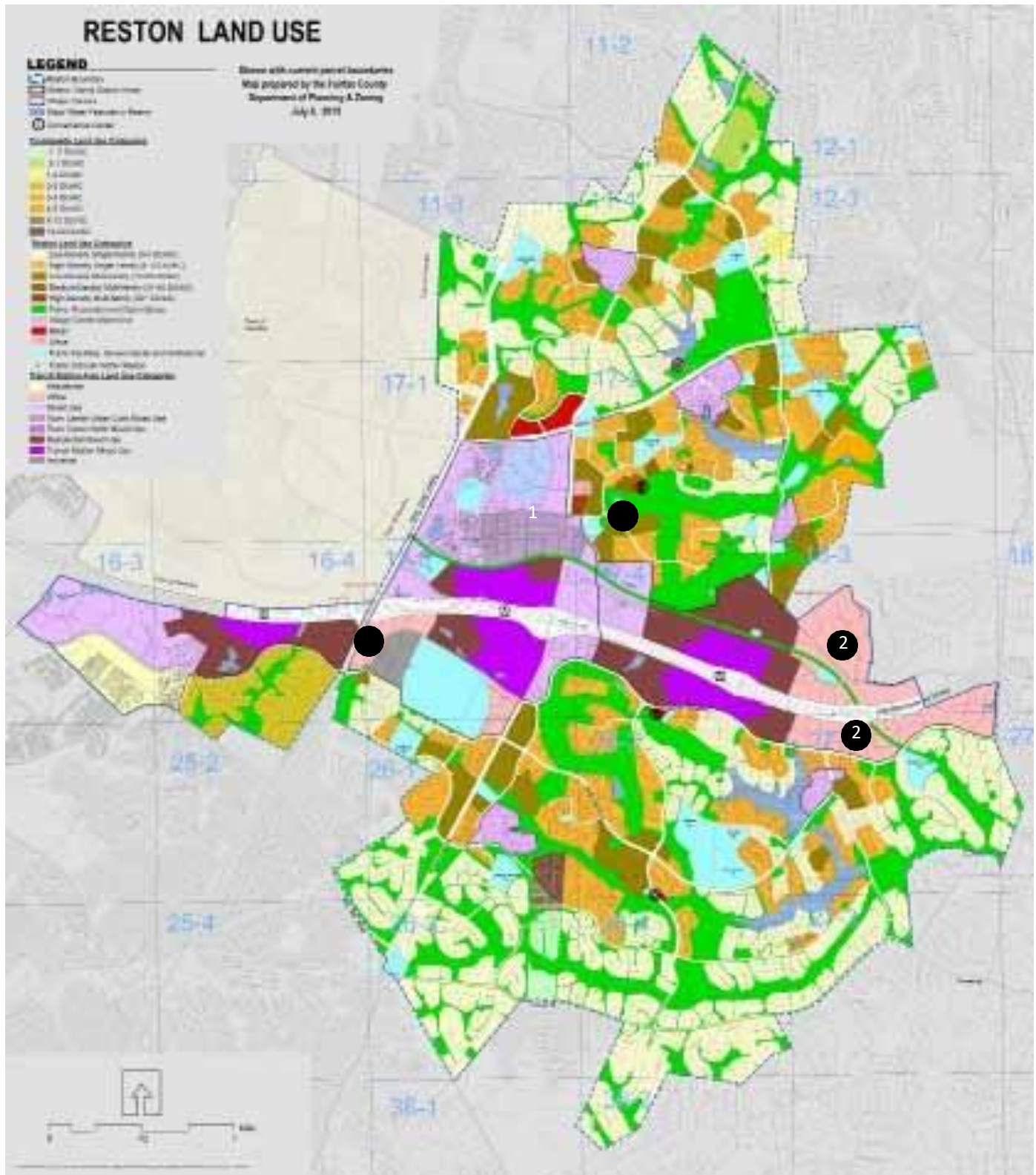
Bottom: Low density multi-family, garden apartments (13-20 DUs/Acre).



Reston Area-Wide Land Use Categories

Residential		
Land Uses	Density	Description
Low density single family	0.1-4 DUs/Acre	Low density single family detached units with varied lot sizes
High density single family	5-12 DUs/Acre	Single family attached units such as townhouses and 2 over 2 units
Low density multi-family	13-20 DUs/Acre	Low-rise structures one to four stories, such as garden apartments
Medium density multi-family	21-50 DUs/Acre	Mid-rise structures of five to eight stories
High density multi-family	Greater than 50 DUs/Acre	Highrise structures on nine or more stories in the TSAs only
Non-Residential		
Land Uses	Density	Description
Village Centers/mixed use	0.25 FAR	0.25 FAR of retail, office and institutional space with future residential at less than 20 DUs per acres
Convenience Centers	0.25 FAR	0.25 FAR of commercial space and without residential
Other Non-residential Areas including Office	0.25 FAR	0.25 FAR of commercial space without residential (Bowman Greene and Home Depot Area)
Parks, Recreation and Open Space	NA	Public parks, plazas, recreational space, lakes ponds, stream valley areas, natural areas, private open space, golf courses (Note: Density for these areas has been transferred to other areas in Reston)

Reston Land Use Map and Land Use Categories



Notes:

- 1** Charter Oak Apprtments - 13-20 DUs/Acre
2 Office, Industrial, Flex, Health Facilities

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

Land Use Categories

Transit Station Mixed Use	Public Facilities / Government / Institutional
Residential Mixed Use	Mixed Use
Town Center North Mixed Use	Office
Town Center Urban Core Mixed Use	Residential
Major Open Space Amenities	Industrial

Legend

- Region Transit Station Areas
- M Merrimack Station and Line
- Route 1 (overlaid on the Merrimack River)

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

- 15

They are planned for a mix of office, hotel, retail, institutional, and residential uses. The goal is for each Transit Station Mixed-Use area to achieve 50 percent non-residential uses and 50 percent residential uses based on square footage.

- **Residential Mixed-Use:** These areas are within a 1/4 - 1/2 mile of the Metro stations. In some instances, the areas in this category may be slightly further than 1/2 mile from a Metro station. These areas are planned primarily for a mix of existing office uses with residential uses and commercial uses. The long-term goal is for each Residential Mixed-Use area to achieve 75 percent residential and 25% commercial uses based on approved square footage.
- **Town Center Urban Core Mixed-Use:** This area is planned for a mix of uses including office, retail, hotel and residential.
- **Town Center North Mixed-Use:** This area is planned for civic uses along with athletic, educational, office, medical uses, hotel, residential, affordable and workforce housing, library, and support retail uses. In the county-owned parcels, various county agencies will maintain and expand their civic presence.
- **Mixed-Use:** These areas are planned for a mix of uses including office, retail, institutional, hotel and residential uses.
- **Office and Industrial:** These areas are planned for office uses, including research and development (R & D) uses, flex space, medical space and industrial space. Supporting retail and service uses, such as hotels and restaurants, are also encouraged in these areas.
- **Residential:** These areas are planned almost exclusively for residential uses, including multi-family housing and townhouses. Supporting retail uses must be compatible with the character of the neighborhood.
- **Public Facilities, Government and Institutional:** These areas are planned for public uses, such as a library, school, hospital, recreation center, parkland, and government offices. The Conceptual Land Use map identifies existing public or institutional uses in the TSAs.

AREA-WIDE DESIGN AND PLACEMAKING

Reston is a planned community with a distinct physical character in its neighborhoods and Village Centers. That character is largely defined by the clustering of homes and businesses in a manner that allows for ample and interconnected open space and the integration of wooded areas into neighborhoods and around commercial development. The Transit Station Areas (TSAs), located along the Dulles Toll Road of Reston, have more variety in their design and higher density. The existing Reston Town Center urban core, anchored by Fountain Plaza, has a truly urban form and design. Other areas are much more suburban. Development and redevelopment in Reston, must seamlessly blend the new development with the existing development while fostering environmental sustainability, including infrastructure for pedestrians and people on bicycles.

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

Table of Design and Placemaking Principles

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

RESTON AREA-WIDE LAND USE CALCULATIONS

The following two tables summarize the estimated residential and non-residential development potential in the Land Use Chapter. These tables provide a critical analytic tool. The numbers in the table represent estimates of the total residential and non-residential development if every parcel is developed at the maximum potential density and recommended land use mix. The numbers provide the analytic tool necessary to calculate the infrastructure to support the estimated land use including but not limited to: a) number of elementary, middle and high schools; b) adequate parkland including the number of rectangular and diamond recreation fields; c) police and fire facilities; d) water and sewer service; and e) the impact on the transportation system. The numbers also provide a method to keep track of the progress of development and to make any amendments as necessary to the infrastructure or land uses recommended in the Reston Comprehensive Plan.

Top: Residential development, Reston Town Center

Below: Office development, Wiehle Transit Station

Residential Calculations (Includes WDUs and ADUs):

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

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



Non-Residential Calculations:

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

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



LAND USE AND DESIGN FOR THE TRANSIT STATION AREAS

INTRODUCTION

The recommendations in this section of the Land Use Chapter apply only to the three Transit Station Areas (TSAs). Each TSA area will have a core area that is recommended for Transit-Oriented Development (TOD). These core TOD areas are planned to include 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 will encourage pedestrian activity to enliven the area throughout the day and evening with places and connections that are safe, comfortable, and attractive. Objectives for TOD areas will result in the evolution of a portion of the existing industrial areas along the Dulles Toll Road into active transit and pedestrian-oriented neighborhoods. Parcels retain approved zoning even with less than the recommended maximum density.

Development Review Performance Objectives

All development proposals within the TSAs will be evaluated to determine if they meet or contribute to the following objectives.

- **Achieve High Quality Site Design and Architecture** - Excellent site design in the TSAs must continue to emphasize public gathering spaces and integrate the natural environment. Architecture should be visually attractive, reduce its carbon footprint, and be healthy for users. Distinctive architecture should set Reston apart from ordinary development elsewhere.
- **Provide Pedestrian and Bicycle Connectivity throughout the Transit Station Areas (TSAs)** - Pedestrian and bicycle connections must be provided through complete streets within the TSAs and new or extended trails on both sides of the Dulles Toll Road connecting the three Metro stations to sites throughout the TSAs and areas outside of the TSAs. Pedestrian and bicycle crossings of existing streets must be improved to increase pedestrian safety, visibility and convenience.
- **Non-residential development in the TOD districts** - Applicants must contribute a specified fee per non-residential square foot of new development unless superseded by action of the Board of Supervisors. This amount is to be adjusted annually based on the Consumer Price Index and will contribute to the Fairfax County Housing Trust Fund used to create affordable and workforce housing near Metro stations in Reston.

If non-residential floor area is achieved through a bonus for providing ADUs and WDUs, the bonus floor area will not be included when calculating the contribution amount. Ground level retail located in office, hotel, and residential buildings will also not be included when calculating the contribution. In addition, educational, institutional, and governmental uses also will not be included when calculating the contribution amount.

-
- **Provide Public Uses** - Public uses such as a library, school, fire station, athletic fields and recreation center will generate activity in off-peak hours. These public facilities must be designed and phased to meet the needs of the existing and future residents of the community. In instances where space for a public use in a private development is provided in a TSA, the square footage associated with these uses will be included in the overall calculation of the proposed FAR for the purposes of determining conformance of a mixed-use proposal with the applicable FAR specified in the District Recommendations unless modified by the Board of Supervisors.
 - **Provide Retail, Hotel Uses and Institutional Uses** - Retail uses on the ground floor of mixed-use buildings are encouraged in all TSAs. Free-standing retail uses are discouraged in the TSAs. Retail uses should be integrated into buildings containing other uses. Hotel uses are also encouraged in all TSAs because they generate potential transit users and have less impact on the road network, and they contribute to the objective of generating activity throughout the day and into the evening. Specific institutional uses including childcare centers, places of worship, arts and cultural uses, and quasi-public uses integrated into a building may also generate activity in off-peak hours and are encouraged to further diversify the uses in the TSAs.
 - **Encourage Coordinated Development Plans** - Consolidated or coordinated development plans are encouraged. Coordinated development plans are two or more concurrent and contiguous development applications that demonstrate coordination of site design, building locations, open space, inter-parcel access where appropriate, roadway improvements, and parking facilities. Coordinated plans must 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** - Some development projects in the TSAs will be phased. Each phase of a development proposal must be reviewed for conformance with the overall vision, with careful consideration given to interim conditions. Priorities that will be addressed in the earliest phases of site development plans include critical links within the street grid, parks and open space, a balanced mix of uses, pedestrian access to the Metro stations, and the integration of development with the station entrances. Developments will be phased so as to create interim conditions that are attractive and inviting for pedestrians. Interim conditions that will enhance the desired urban character of the TSAs are encouraged for the portions of a project that will not be built until later phases. Examples include green space or low intensity temporary use. It may also be acceptable to maintain existing uses as long as they do not preclude the achievement of other priorities, such as the street grid.

- **Encourage Educational Institutions** - There is a desire for institutions of higher learning to complement the other uses planned for the TSAs. The Wiehle East TOD District has been identified as the preferred

location for developing a major presence of institutions of higher learning.

To encourage educational uses, space devoted to this use will not be included in the calculation of the proposed FAR for the purposes of determining conformance of a mixed-use proposal with the specified mix of uses, provided it does not constitute more than one third of total development.

This square footage will be 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 the location of existing building on the site, alternative streetscape and other design improvements intended to implement the Plan's vision may be considered.
- **Protect Existing Low Density Residential Areas** - Most existing residential communities adjacent to the TSAs are neighborhoods of single-family detached homes and townhomes. These communities are often separated from the TSAs by major roadways. Appropriate design measures such as reduced building height and massing for new development closest to these existing neighborhoods must be utilized. Parking in TSAs must be managed to avoid spillover into existing residential areas. Residential Permit Parking Districts

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



Transit Station Area Organization

Transit Station	Transit Oriented Development (TOD) Districts	Non-Transit Oriented Development (Non-TOD) Districts
WIEHLE TRANSIT STATION	<p>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) <ul style="list-style-type: none"> o East of Wiehle Mixed-Use Section o West of Wiehle Mixed-Use Section • Wiehle Transit Station North Residential Mixed-Use Sub-District TOD (75/25) <ul style="list-style-type: none"> o East of Wiehle Residential Mixed-Use o 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) <ul style="list-style-type: none"> o East of Wiehle Section o West of Wiehle Section • Transit Station South Residential Mixed-Use Sub-District TOD (75/25) <ul style="list-style-type: none"> o East of Wiehle Section o Association Drive Section o Roland Clarke Place Section 	<p>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 <ul style="list-style-type: none"> o Michael Faraday Court Section o Lake Fairfax Business Center Section (Industrial) o 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 Subdistrict • Fannie Mae Subdistrict
TOWN CENTER TRANSIT STATION	<p>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 Section TOD • Transit Station South Residential Mixed-Use Sub-District TOD (75/25) 	<p>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 <ul style="list-style-type: none"> o East of Fountain Drive Sub-District Non-TOD o 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 Section Non-TOD • Town Center Central Sunrise Valley District Non-TOD
HERNDON TRANSIT STATION	<p>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>HERNDON STATION NON-TOD DISTRICT</p> <p>Herndon Transit Station 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 Uses

Top: Wiehle Station TOD

Middle: Town Center Station TOD

Bottom: Herndon Transit Station TOD



The planned development intensity and the mix of uses for the TOD districts are shown on the Land Use Map. Each of the Transit Station Areas (TSAs) includes a Transit Oriented Development Area (TOD) District and several Non-Transit Oriented Development (Non-TOD) Districts. The land use concept for the TODs is informed by experience in the Washington Metropolitan area that indicates that a higher proportion of residents within walking distance of a Metro station will use transit as compared with workers. Within a 1/4 mile of the Metro stations, land use will place an emphasis on locating most of new office uses in mixed-use developments. Between 1/4 and 1/2 mile of the Metro stations, the predominant land use will be multi-family housing to realize the objective of achieving an improved jobs-to-housing balance in Reston. This approach of differentiating new development types in areas closest to the stations versus areas more removed from the stations forms the basis of the two TOD district-specific land use categories described in the following. Individual developments may have the flexibility of adjusting the residential and non-residential percentage provided applications are submitted concurrently, but only if the required percentage ratio for the area is maintained.

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

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

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

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

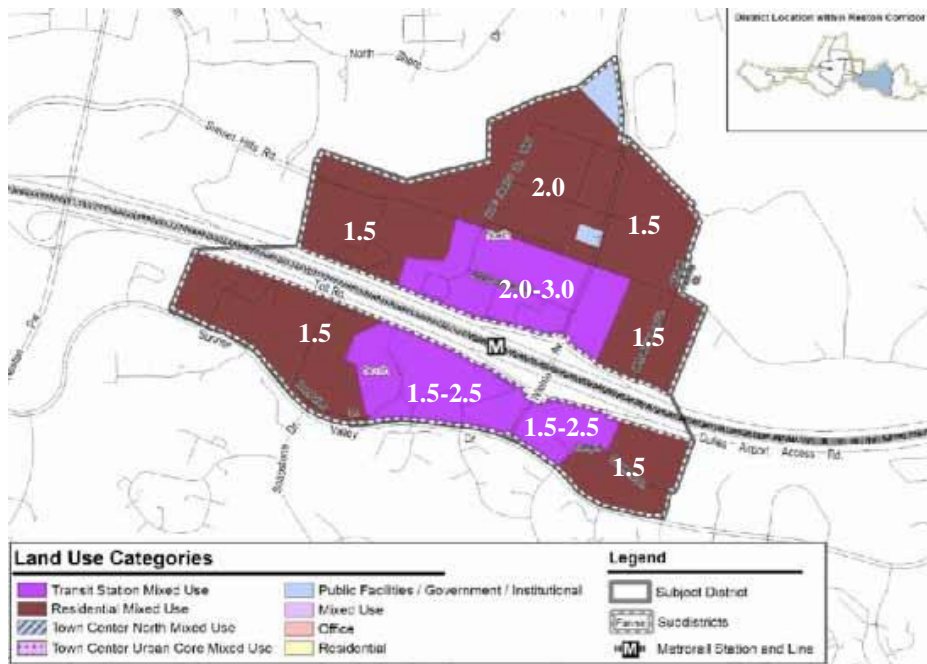
This area is planned for existing and approved office uses, significant new residential uses, and new retail and hotel uses. The planned development intensity is regulated by a maximum FAR.

Non-TOD Districts and Mix of Uses

Non-TOD Districts are outside the 1/2 mile radius from Metro stations. The Non-TOD Districts vary in character and the mix of uses present within each. These districts, unless otherwise noted, should maintain their existing character, uses and zoned intensities due to their proximity to existing residential neighborhoods outside of the TSAs. Non-TOD areas do not require ratios of residential to non-residential. Non-TOD areas primarily rely on existing zoning.

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

Location Map: Wiehle Transit Station TOD and FARs



Wiehle TOD North District:

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

The vision for this district is for redevelopment in a mix of mid-rise and high-rise buildings with more diverse land uses than currently exist, while protecting the open space designation of Hidden Creek Golf Course. Residential buildings will front on tree-lined streets and be designed with inviting street level façades. Reston Station Boulevard will be extended west to Plaza America and east across Wiehle Avenue to Sunset Hills Road. This street will serve as the main street for the 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 must improve pedestrian and bicycle crossings to increase pedestrian and bicyclists' safety and convenience.

Top: Approved Comstock development, located north of the Dulles Toll Road, Wiehle Transit Station Area North, Mixed-Use TOD

Bottom: Approved Mid-Line development, located North of the Dulles Toll Road, Wiehle Transit Station Area North, Mixed-Use TOD



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

Sunset Hills Road is the northern boundary of this District. Wiehle Avenue is the primary north-south street. The vision for this district is for significant redevelopment in a mix of mid-rise and high-rise buildings. Residential buildings will front on tree-lined streets and be designed with inviting street level façades. The Development proposals must provide pedestrian and bicycle crossings to increase safety and convenience for bicyclists and pedestrians.

- o **Transit Station Mixed-Use East of Wiehle - TOD (2.0 to 3.0 FAR, 50% residential, 50% non-residential)**

A portion of the approved Mid-Line Development is also located in this District and east of Wiehle Avenue. Ground level retail and support service uses will be incorporated into buildings to enhance the pedestrian environment.

- o **Transit Station Mixed-Use West of Wiehle - TOD (2.0 to 3.0 FAR, 50% residential, 50% non-residential)**

Reston Station, an approved mixed-use development in the northwest quadrant of the intersection of Wiehle Avenue and the Dulles Toll Road, is located in this area on top of a seven-level, county-owned and operated transit center and park-and-ride facility with 2,300 parking spaces. Ground level retail and support service uses will be incorporated into buildings to enhance the pedestrian environment.

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



Bottom: pro-



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

Hidden Creek Golf Course on the north, Lake Fairfax Park on the northeast, and the Plaza America Shopping Center on the west form the boundaries of this District. Existing development in the area includes low-density office parks including medical offices, advanced educational facilities, retail and service-oriented uses (including fast food restaurants, childcare facilities and fitness centers). Reston Fire and Rescue Station No. 25 is located in this District. The Residential Mixed-Use TOD area located north of the Dulles Toll Road is planned for predominantly residential uses (approximately 4,600 dwelling units) with a mix of other uses including office, hotel and supporting retail uses. The Reston Greenway is located in this area that includes the W&OD Trail, open spaces, a large rectangular field, green areas and public gathering spaces. This area includes parcels located east of Wiehle Avenue and west of Isaac Newton Square.

- o **Transit Station East of Wiehle Section:**

- o **East of Wiehle Avenue: Transit Station Residential Mixed-Use - TOD: (1.5 FAR, 75% residential, 25% non-residential)**

This area located east of Wiehle Avenue and south of Sunset Hills Road includes the remaining portions of the approved Mid-Line and other developments. The Residential Mixed-Use TOD area is planned for predominantly residential uses with a mix of other uses including office, hotel and supporting retail.

**- East of Wiehle Avenue: Transit Station
Residential Mixed-Use - TOD:**

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

This area is also located east of Wiehle Avenue and north of Sunset Hills Road across Wiehle Avenue and east of Isaac Newton Square. The area includes office buildings that should remain and several restaurants. Connections to Lake Fairfax Park must be provided. In addition, connections to the adjacent industrial area should be provided as new development occurs.

o Transit Station Residential Mixed-Use

West of Wiehle Section:

- West of Wiehle Transit Station

(1.5 FAR, 75% residential, 25% non-residential) This Residential Mixed-Use area includes the small area with an approved project located west of Isaac Newton Square and north of Sunset Hills Road. It also includes the large area located beyond ¼ mile from Metro between the approved Reston Station development and Plaza America.

- Isaac Newton Square

(2.0 FAR - 75% residential, 25% non-residential) This area is bounded by Wiehle Avenue, Sunset Hills Road and Hidden Creek Golf Course. It is planned for residential, office, retail and hotel space with 90 percent new development (approximately 3,200 units of the 4,600 units in the Residential Mixed-Use area). This area also includes the Wiehle Avenue Fire Station #25, the W&OD Trail and a VDOT parking lot. Because of the older, low-density buildings, surface parking lots and undeveloped areas in the business park area, a shift to a residential focus for this area can be achieved. Residential buildings will front on tree-lined streets and be designed with inviting street level façades. This area represents an opportunity to create a new residential neighborhood organized around a local-serving park. Development along the W&OD trail will be designed to create connections to the park property and will include plazas, a rectangular field, greens and other public gathering spaces abutting the trail. Attention to design is necessary to maintain safe passage for trail users in coordination with the NVRPA. The VDOT parking

lot along Sunset Hills must be substantially improved with open space and landscaping.

Wiehle TOD South District:

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

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

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

• Wiehle Transit Station East of Wiehle Avenue:

Transit Station Mixed Use Sub-District TOD

(1.5 to 2.5 FAR, 50% residential, 50% non-residential) A development for this area has been approved known as Campus Commons and other parcels to the east accessed by Campus Commons Drive. Redevelopment proposals that include land to the east of Wiehle Avenue must provide improved pedestrian and bicycle crossings that will increase safety, visibility and convenience for pedestrians and bicyclists. Local-serving facilities such as plazas, parks, and trails must be provided throughout the district to serve leisure and recreation needs.

• Wiehle Transit Station West of Wiehle Avenue:

Transit Station Mixed Use Sub-District TOD

(1.5 to 2.5 FAR, 50% residential, 50% non-residential) Although development has been approved for the area located west of Wiehle Avenue adjacent to the Metro Station, the potential for a revised development plan for the area is encouraged. A substantial open space area should be provided adjacent to the Metro Station. In addition, access to the Metro Station must be substantially improved to include a public drop-off/pick up, Metro parking, and pedestrian connections from adjacent residential areas. A cycle track should also be provided along Sunrise Valley Drive.

Wiehle Transit Station South Residential Mixed-Use Sub-District TOD

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

Compatibility with the adjacent low-density residential neighborhoods across Sunrise Valley Drive is a primary concern for redevelopment. The cycle track must be extended along Sunrise Valley Drive.

- **Wiehle Transit Station South Residential Mixed-Use East of Wiehle Avenue Subdistrict TOD (1.5 FAR, 75% residential, 25% non-residential)**

This area is located east of the Transit Station Mixed-Use area and from ¼ mile to ½ mile of the Wiehle Metro Station. The existing development is encouraged to remain. To the extent development occurs, existing man made and natural features in the vicinity of Sunrise Valley Drive must remain to create open space linked by trails and pedestrian connections. Opportunities to cluster amenities in nodes along existing natural and stormwater facilities must be used to form a connected park amenity. Compatibility with the existing single-family neighborhoods located across Sunrise Valley Drive is a primary concern for development in this area.

- **Association Drive Residential Mixed-Use Section (1.5 FAR, 75% residential, 25% non-residential)**

This area is planned for predominantly residential uses. The existing pattern of low-density development along Association Drive represents an important opportunity to achieve mixed-use with 75 percent residential and 25 percent non-residential uses. Ground level retail and support service uses are strongly encouraged. A major requirement in this area is the preservation of mature trees, many of them clustered. One or more existing association buildings and their respective landscape features may be candidates for historic preservation through rehabilitation or adaptive reuse and eligible for the National Register for Historic Places. A paved pedestrian pathway to the Wiehle Metro Station Metro must be provided.

- **Roland Clark Place Residential Mixed-Use TOD (Up to 3.55 FAR, 75% residential, 25% non-residential)**

This neighborhood area is located between Sunrise Valley Drive and the Dulles Toll Road with singular access from Roland Clark Place. Residential properties on both sides of Roland Clark Place adjacent to Sunrise Valley Drive have already developed. The combined properties located at 1941 and 1950 Roland Clarke Place should be planned together with a mix of uses of up to a 3.55 FAR with 75% residential and 25% non-residential. Because of the on-site presence of a Resource Protection Area (RPA), an interstate gas transmission pipeline and other environmental features, the adjacent 1939 Roland Clarke Place property (the Pond Building) was approved for office use at 0.35 FAR. When calculating the mix of uses under the recommendations in this Residential Mixed-Use TOD district, applications for 1941 and 1950 Roland Clarke Place could

combine the square footage of non-residential uses present in 1939 Roland Clark Place (the Pond Building), with future non-residential uses as part of a combined application. A wide range of non-residential uses including offices, and public uses and facilities could be provided as part of a development proposal to provide the necessary mix of 25% non-residential and 75% residential uses. The square footage of the public uses and facilities could be applied towards the percentage of expected 25% non-residential uses to provide a public benefit to the broader Reston community. Resolving problems with noise from the Dulles Toll Road must be considered with any residential development in this area. An additional vehicular and pedestrian connection to the west, as well as an open space area to serve the entire Roland Clark neighborhood are needed as a part of the redevelopment of the combined 1941 and 1950 Roland Clarke Place.

Reston East Non-TOD District:

(0.5 FAR Office, Industrial, Flex, Health and Public Facilities)

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

- **Reston East Sub-District North of the Dulles Toll Road Non-TOD (0.5 FAR, Office, Industrial, Hotel and Retail)**

This area spans both north and south of the Sunset Hills Road and east of Michael Faraday. Development on the north side of the Dulles Toll Road includes areas of industrial uses in Lake Fairfax Business Center, limited office uses, data center, large fitness facility, ice rink, and U.S. Post Office facility. This area is planned to remain as an important industrial area.

The area from the proposed South Lakes overpass extension east to the VDOT maintenance facility will remain industrial at the intensity of the existing zones.

- o **Michael Faraday Court Section (TOD and Non-TOD): (0.5-1.5 FAR, Industrial or Mixed-Use):**

The northern and western TOD portion of Michael Faraday Court has older, low-rise buildings that are potential redevelopment sites. The SkateQuest ice rink, an important private community recreation facility must be preserved in any redevelopment of this area.

To provide an incentive for this facility to continue operation after redevelopment, a redevelopment option of mixed-use with residential up to 1.5 FAR is planned provided these parcels provide convenient and safe pedestrian access to Lake Fairfax Park, the W&OD trail and to the pedestrian network for the TOD and Non-TOD District. Vehicular access will be provided in a safe and interconnected grid of streets.

Photographs: Reston East Sub-District North of the Dulles Toll Road - Non-TOD

Top: Interior of SkateQuest

Bottom: Reston Post Office



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



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



o **Lake Fairfax Business Center Non-TOD Section:
(0.5 FAR, Office, Industrial, Flex, and Health)**

This tract is planned to remain for low and medium intensity industrial, research and development, and similar uses. The tree area on the eastern boundary of Lake Fairfax Business Center must be retained to buffer the residential, Equestrian Park area. Any redevelopment must 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. Stringent environmental controls must be applied 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.

o **Eastern Section located between the approved TOD and the Proposed Extension of South Lakes Drive and North of the Dulles Toll Road:
(0.5 to 1.0 FAR, Mixed-Use 75% residential, 25% non-residential)**

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 located adjacent to approved, mixed-use development in the Wiehle Station East TOD area. The redevelopment with residential uses up to 1.0 FAR should be permitted, and it must provide harmony with the adjacent mixed-use, TOD area. The redevelopment criteria must include connection to Reston Station Boulevard, maximum tree canopy, updated stormwater management, and orientation of buildings to complete streets instead of alleys. Setbacks and dedication of a portion of Sunset Hills Road are necessary. Dedication of land and construction of a portion of the extension of South Lakes Drive must be provided if adjoining the selected site. The area located east of the extension of South Lakes Drive will remain industrial.

• **Reston East Sub-District South of the Dulles Toll Road -Non-TOD:
(0.5 FAR, Office, Industrial, Flex and Health Uses)**

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

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

This district includes Plaza America and the area north of Sunset Hills Road, between Old Reston Avenue and American Dream Way. The Sunset Hills District includes an existing multi-story office building and a significant adjacent open space. This area also includes an option for residential use. Three ponds and a connecting stream must be preserved. A significant amount of open space must be retained and integrated into the adjacent W&OD Trail. RPAs must be established surrounding the wetlands ponds. Opportunities to provide small-scale recreational waysides (e.g., seating areas, playgrounds) near the W&OD in collaboration with NVRPA must be provided.

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

This District has the following two Sub-Districts:

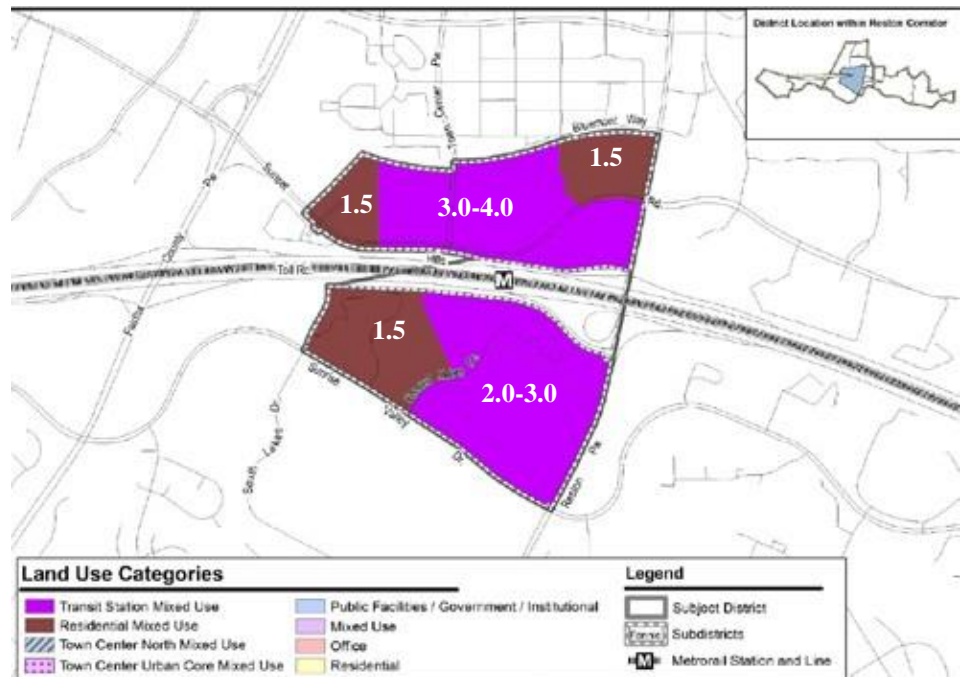
- Plaza America Sub-district is bounded by the parameters of the existing Plaza America retail and office complex. They retain their existing mixed-use land use and zoning.
- Fannie Mae Sub-district is bordered by Sunset Hills on the south, Old Reston Avenue to the west and American Dream Way on the east. The existing 0.62 FAR for office and 0.5 FAR for mixed-use is retained. In addition, vehicular access must be retained to the adjacent site that includes an historic resource. The three ponds and stream must be preserved as part of the creation of public open space. providing adequate tree canopy in addition to the minimum standards must also be a priority. Compatibility with the adjacent residential neighborhoods will be required.

Right below: Existing Fannie Mae pond and water feature

Left below: Existing Fannie Mae Building and open space area



Location Map: Town Center North Station TOD and FARs



Reston Town Center TOD

The Town Center Station TOD is the “downtown” area with significant residential and commercial components to complement existing development in the adjacent Reston Town Center. New office uses will be concentrated close to the station. The Town Center Station TOD District is envisioned to complement the existing Reston Town Center, urban core with neighborhoods that are well-connected to transit by new pedestrian-oriented streets, and new pedestrian-only connections. These neighborhoods must have a mix of diverse uses including arts and entertainment uses like those already found

in the Town Center Urban Core. Ground level retail and support service uses should be incorporated into new development in order to enhance activity in the area. The percentage of residential and non-residential must remain as required in the TODs. Individual developments may have the flexibility of adjusting the percentage of residential and non-residential use as long as applications are submitted concurrently, thereby, maintaining the required percentages for the area.

This district has the following two sub-districts:

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

North of the Dulles Toll Road District TODs

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

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

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

The availability of vacant land near the Metro station in this sub-district presents an opportunity to realize the desired mix for Transit Station Mixed- Use areas of 50 percent non-residential uses and 50 percent residential uses. Development will be organized around a large, signature community gathering space near the station entrance. This Sub-District is well underway with ongoing construction of the Reston Gateway project. Future

Phase 2 of Gateway must supply the large gathering space adjacent to the Town Center Metro Station. The vision for this Sub-District is for substantial redevelopment at higher intensities in predominantly mid-rise and high-rise buildings and a wider array of support services. Development must create a series of urban plazas and parks to provide gathering places for people of all ages to enjoy festivals and community events. Plazas, parks, trails, and public art must be provided throughout the Sub-District to serve local leisure and recreation needs. Opportunities to provide small-scale spaces (e.g., seating areas, playgrounds) and larger recreational and cultural facilities near the W&OD in collaboration with NVRPA must be provided.

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



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

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

new residential development. Individual development may have flexibility to vary from the percentages if other developments are zoned with a use mix that maintains these proportions for the area designated in the Residential Mixed-Use category. Ground level retail and support service uses are encouraged. Support retail uses will be in office, hotel or residential buildings complementary to other uses.

South of the Dulles Toll Road District TODs

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

- **Transit Station South Mixed-Use Sub-District TOD:**

- (2.0 to 3.0 FAR, 50% non-residential, 50% residential)**

Development proposals must provide 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. Residential buildings must front on tree-lined streets and be designed with inviting street level façades. A larger-scale park that includes cultural and recreational facilities must be located within this district to provide outdoor spaces and areas for community events. This open space will serve as a gathering space and may include a concentration of ground level retail uses. Plazas, parks, and trails must be provided throughout the Sub-District. The exact number of urban parks, their sizes and distribution will be determined by the amount and type of new development, in accordance with the Urban Parks Framework in the Policy Plan. The approved Halley Rise plan is underway for the southern portion of this area.

- **Transit Station South Residential Mixed-Use Sub-District TOD:**

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

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

Photographs: South of the Dulles Toll Road, Transit Station South Mixed-Use Sub-District TOD, Approved Halley Rise development



The Town Center Station Area has six Non-TOD districts. The Non-TOD districts include: Town Center Urban Core, Town Center North, Town Center West, Old Reston Avenue, Reston Heights, and Central Sunrise Valley (see the below map for the location of each Non-TOD District). The next pages provide recommendations for each district.

Location Map: Town Center Transit Station Non-TOD Districts



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

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



The Town Center Urban Core District is bounded by New Dominion Parkway on the north, Old Reston Avenue on the east, the W&OD trail on the south, and Town Center Parkway on the west. Existing development includes the Reston Town Center that has office, residential, retail and hotel use. It also has a central plaza that serves as a significant gathering place. The part of the district to the east of Reston Parkway is planned for residential uses. The Stratford House development is planned for its currently approved density. The three-story office building located at the corner of Reston Parkway and Temporary Road has been approved for a high-rise residential use at up to a 3.0 FAR. The part of the district to the east of Town Center Parkway is planned for and developed with a variety of uses, including office, retail, residential and community-serving uses, at an approved intensity of up to 0.95 FAR for commercial uses. Residential uses do not have a maximum density.

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 and Mix of Uses)

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

- **West of Fountain Drive Sub-District Non-TOD:**

- (Reston Civic Square/Central Green)**

The vision for the Reston Civic Square is consistent with the conceptual layout provided by joint owners, Fairfax County and INOVA, as shown in the below Concept Plan. For designated Reston Association covenanted land, all applications pertaining to the Reston Civic Square must be presented to Reston's Design Review Board (DRB) for review and approval. This area is bordered by Baron Cameron, Town Center Parkway, Fountain Drive, and north of New Dominion Parkway. The Civic Center will include a variety of required county, regional and institutional uses. Civic uses include: o New expanded regional library (minimum 39,000 sf plus 4,000 sf of meeting space)

- o North County Governmental Center (the Supervisor's offices and North County police station)
- o 10-acres of required open space
- o Hunter Mill District FCPA recreation center (minimum of 90,000 sf)
- o FCPA full-sized rectangular athletic field with adjoining playground, inclusive of underground parking
- o Elementary school
- o Expanded 25,000 sf Embury Rucker Shelter with a daytime service facility and 30 transitional housing units attached,
- o Expanded 186,000 sf North County Human Services office building
- o 30 existing affordable townhouses

The ten-acre open space inventory includes:

- o Major, 3.5-acre community park and a separate gathering space located near the center of the Civic Center to will serve as a key design feature
- o Full-sized rectangular field with adjacent playground and run-out area
- o Edgewater Park
- o Recreational Center
- o Tree save areas

The conceptual street grid is shown on the Civic Square Plan Concept Map, and it has been approved by Reston Association's DRB. The Civic Square flows north from Reston Town Center and transitions between the County civic use space to the west, south and to the east. In addition, to be considered in the design, alternative civic need areas may include a fire station, an additional athletic field, and a large Reston area universally accessible playground. The final design will be made in collaboration with residents and community organizations. Trails and public art must be provided. Significant setbacks between buildings must be provided between the existing Paramount and Winwood properties, and future buildings on blocks 7 and 8 for adequate safety and environmental needs. Buildings and the overall site plan must be consistent with Reston sustainable and biophilic design standards.

The joint owners, the County and INOVA, signed an original Interim Real Estate Exchange Agreement on September 22, 2015, redistributing property boundaries into contiguous lots. The total residential density for all blocks is

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



recommended at 20 dwelling units per acre. All of the residential density and 100,000 square feet of non-residential density will be assigned to blocks 2, 4, and 6. The Emery Rucker transitional housing and affordable housing units are exempt from the residential density calculation. Blocks 1, 3, 5, 7, 8, and 9 will be County-owned, and they are reserved for only civic uses except for limited ancillary retail.

Blocks 2, 4, and 6 are located on the higher elevation, eastern portion of the sloping parcel. These blocks are planned for residential and 100,000 square feet of non-residential uses including accessory, ground floor retail. These blocks will have a maximum residential density of approximately 940 dwelling units excluding a bonus for ADU and WDUs. Building heights must decline from block 6 to block 2 and starting at a maximum of 12-stories. Adequate setbacks from the existing, adjacent development must also be provided to achieved harmony with the existing, adjacent development. Residential buildings will front onto tree-lined, Library Street with inviting street-level façades. Adequate tree save areas must be provided in an area with current large stands of trees.

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

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

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



Due to the existing approved development and the neighboring Spectrum development, an environmentally sound development with preserved and added green spaces, and a well-designed transportation network will be required. Neighbors include: Winwood at 125 new units, Paramount at 100 units, and Oak Park Condos at 180 units.

**Town Center West District Non-TOD:
(0.5-1.0 FAR, 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 Dulles Toll Road, and on the west by Fairfax County Parkway. It is developed with a diversity of uses including townhouses and multi-family housing, the Reston Hospital Center and associated medical office buildings, a County-owned property occupied by a YMCA facility, a Reston Association storage facility and a Target store. The district is planned to maintain the existing character, uses and development intensities.

Parks, trails, and public art must be provided throughout the sub-district. Opportunities to provide small-scale recreational waysides (e.g., seating areas, playgrounds) or larger recreational or cultural facilities (e.g., gathering places) near the W&OD and in collaboration with NVRPA must be explored.

The Reston Hospital and adjacent medical office buildings are in this District, and an expansion within the zoning up to 1.0 FAR is recommended. In addition, residential development is also located west of Town Center Parkway. The Land Use Map provides information for the uses in this area. Industrial uses to remain are located near Target and south of the W&OD trail.

**Town Center Old Reston Avenue District Non-TOD:
(0.5 FAR, Mixed-Use including office)**

The Old Reston Avenue District is bounded on the northwest by the Stratford House residential community, Old Reston Avenue on the east, the Dulles Toll Road on the south, and Reston Parkway on the west. Existing development includes office uses in medium and high-rise buildings, free-standing auto-oriented uses at the intersection of Old Reston Avenue and Sunset Hills Road, and the Carlton House residential building. The Old Reston Avenue District is planned for office and retail uses up to 0.50 FAR or at currently approved development intensities, or with respect to Tax Map 17-4 ((1)) 1 office and residential uses up to 0.64 FAR. A new office building has been approved that integrates and preserves the Bowman House. Other scenic assets and natural features such as a pond and gazebo should be preserved. The Oracle Campus located east of Reston Parkway includes office and residential uses at an already approved intensity of 1.11 FAR. Opportunities to provide small scale recreational features including seating areas and small playgrounds near the W&OD Trail should also be provided.

Left: *Preserving scenic character should be*
ret



Town Center, Reston Heights District Non-TOD: (Mixed-Use, 2.8 FAR for the International Center, and 1.07 for Reston Square)

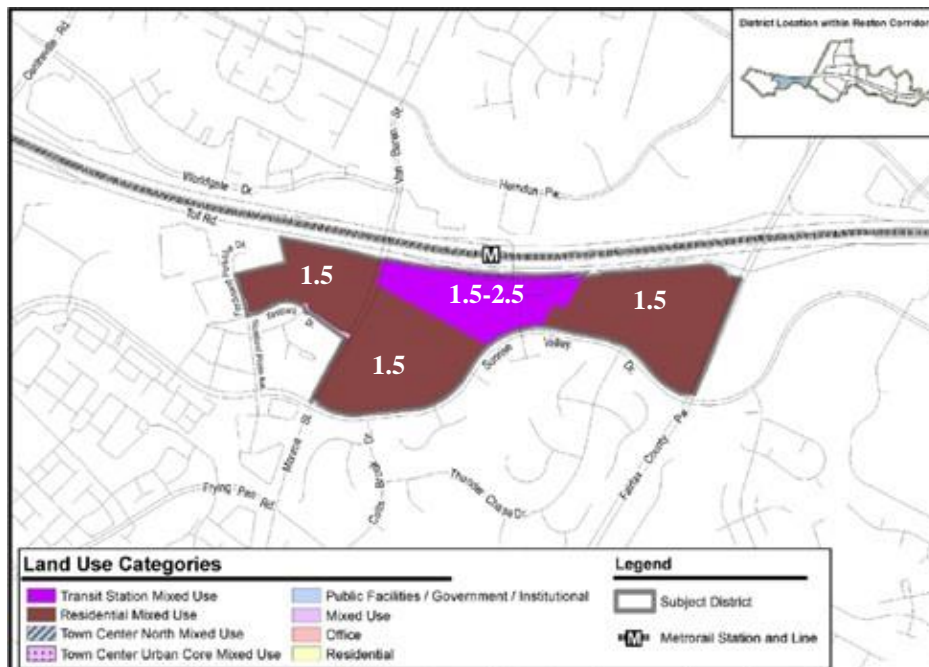
The Reston Heights District is a Transit Oriented District located east of Reston Parkway, up to and including the Westin Hotel and Mercer Condominiums, north of Sunrise Valley Drive and south of the Dulles Toll Road. It includes an office building, two hotels, high-rise multi-family units and retail at an approved intensity of 2.8 FAR for the Reston International Center and 1.07 FAR for Reston Square. Two existing low-rise office 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: (FAR 0.35 Industrial, and FAR 0.5 Office)

The Central Sunrise Valley District is generally bounded by the Dulles Toll Road on the north, Edmund Halley Drive on the east, South Lakes Drive on the south, and the Fairfax County Parkway on the west. It is planned for and developed with office and light industrial uses. The District includes the headquarters of the U.S. Geological Survey (USGS). The area west of the USGS and south of Sunrise Valley Drive is planned for light industrial use up to 0.35 FAR, while office use up to 0.5 FAR is appropriate for the balance of the district.

Plazas, other parks, trails, and public art must be provided 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. RPAs must be created adjacent to existing natural and stormwater features.

Location Map: Herndon Transit Station Area TOD



HERNDON MONROE TRANSIT STATION AREA DISTRICT

The Herndon Transit Station Area TSA District includes the Herndon Metro Station. It is bounded on the north by the Dulles Toll Road, the east by Fairfax County Parkway, the south by Sunrise Valley Drive, Frying Pan Road and Fox Mill Road, and the west by Centreville Road. Plazas, parks, trails, and public art must be provided throughout the district. The exact number of parks, their sizes and distribution will be determined by the amount and type of new development, in accordance with the Urban Parks Framework in the Policy Plan. Lack of recreational facilities in this area must be offset through provision of on-site facilities or contributions to nearby parks within walking distance. The existing privately owned, Sunrise Valley Wetlands provides an opportunity to link a natural habitat by trails and pedestrian facilities planned to other smaller scale parks along Sunrise Valley Drive.

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

HERNDON TRANSIT STATION AREA

This TSA includes the Herndon Station TOD District and the Woodland Park/ Great Oak Non-TOD District. The Herndon Station Area is generally bounded by the Dulles Toll Road on the north, the Fairfax County Parkway on the east, and the Woodland Park mixed-use neighborhood on the south and west. Monroe Street is the primary north-south street in the district. Ground level retail and support service uses should be incorporated into new development in order to enhance activity in the area. The percentage of residential and non-residential must remain as required in the TODs. Individual developments may have the flexibility of adjusting the percentage of residential and non-residential as long as applications are submitted concurrently, thereby, maintaining the required percentages for the area.

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

Top: Herndon Metro Station and Bus Transfer Center, TOD

Bottom: Office building and Wetlands in the Herndon District TOD



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

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

Existing development in the Sub-District is a combination of low-rise office buildings with surface parking and mid-rise office buildings with structured parking. The Herndon Park-and-Ride facility adjacent to the Herndon Metro Station, and county-owned and operated transit center provides approximately 3,700 spaces for Metro parking. The Sunrise Valley Wetland is an approximately 14-acre man-made wetland area in the district with a notable diversity of wildlife and a boardwalk facility that crosses the wetland. In addition, there is a parcel in the northeastern corner of the Woodland Park mixed-use development along Monroe Street. In addition, there is a vacant parcel for office buildings in the northeastern corner of Woodland Park East.

Base Plan - The sub-district is planned for office use at .50 FAR or residential land use at up to 30 dwelling units per acre. The parcel at the eastern end of Woodland Park is planned for mixed-use development up to .70 FAR and has an approved plan for two office buildings with combined 580,000 square feet for office use and 20,000 square feet for ground-use retail.

Redevelopment Option - The vision for this district is for redevelopment with more diverse land uses than currently exist and a wider array of support services. Plazas, parks, trails, and public art must be provided throughout the Sub-District to serve local leisure and recreation needs. The exact number of parks, their sizes and distribution will be determined by the amount and type of new development, in accordance with the Urban Parks Framework in the Policy Plan.

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

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

This subdistrict includes areas east, south and west of the property distinguished from the central Herndon Station District (50% residential/50% non-residential). The area has an existing office park. Redevelopment will be predominantly residential uses with a mix of other uses including office, hotel and supporting retail. In addition, the wetlands area should be preserved. The availability of vacant land in this district creates an opportunity to achieve the Residential Mixed-Use goal of 75 percent residential uses. Individual developments may have flexibility to vary from the stated percentages if other developments are built or rezoned with a use mix that maintains these proportions for the area designated as the Residential Mixed-Use category.

Ground level retail and support service uses are encouraged to add to the vibrancy and enhance the pedestrian environment. The building heights must be limited and in harmony with the nearby Polo Fields subdivision.

Herndon NON-TOD Districts

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

- **North of Sunrise Valley Drive Sub-District Non-TOD: (0.7 FAR, Mixed-Use)**
This area of Woodland Park/Great Oak Non-TOD Sub-District consists of approximately 163 acres, and it is bounded by the Dulles Toll Road on the north, Monroe Street on the east, Sunrise Valley Drive on the south and Centreville Road on the west. It is planned and developed as a major mixed-

Herndon Non-TOD District - Top:

Woodland Park retail center Middle

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



use development up to 0.7 FAR, with office, retail, hotel, and residential uses. This area along the Dulles Toll Road has high visibility and is appropriate for high quality development including corporate headquarters, hotels, and office buildings. Mixed-use developments must create a quality living environment with active recreation facilities and other amenities for residents. Residential development will be sited away from the Dulles Toll Road and towards Sunrise Valley Drive. Support retail and service uses are appropriate in office, hotel, and residential buildings. Pedestrian connections throughout the area and to the transit must be provided. Clustering of buildings is encouraged. The overall design must concentrate open space into common areas, parks, and plazas to provide visual focus and attractive outdoor spaces for residents and employees.

Plazas, parks, and trails must be provided throughout the District to serve local leisure and recreation needs. The number of parks, sizes and distribution will be determined by the amount and type of new development, in accordance with the Urban Parks Framework in the Policy Plan. Development in Woodland Park must incorporate recreational amenities for employees and residents, such as walking and jogging paths, exercise stations, and multi-use courts appropriate to the mix of potential users and their needs, without loss of existing ballfields. The development of this area will incorporate a vehicular circulation network that is appropriate to the type and intensity of the ultimate 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 detached 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.

Right Location Map - Herndon Non-TOD District, Woodland Park/Great Oak



DESIGN AND PLACEMAKING: RESTON TRANSIT STATION AREAS

Reston is a diverse, planned community with a variety of density and community approved designs in its neighborhoods and village centers. The overall plan is largely defined by the clustering of homes and businesses in a manner that allows for ample open space and the integration of wooded areas into neighborhoods and around commercial development. The TSAs, located along the central east-west spine of Reston, have more variety in their character.

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

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

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

Design Vision

The Reston Comprehensive Plan articulates the following vision to help guide future development in the TSAs. Development and redevelopment must be of the highest caliber in terms of planning, architectural design, compatibility, and livability. Redeveloped areas must be designed as 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

Development in the TSAs must be guided by the Guidelines for Development: Reston Transit Station Areas (TSAs) already endorsed by the Board of Supervisors.

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

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

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

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

community, healthy living, arts and enjoyment of nature in Reston.

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

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

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

Design Sustainable Environments - Encourage sustainable neighborhoods, buildings and infrastructure that meets the community's present needs while preserving Reston's essential character and ensuring the ability of future generations to meet their needs (see Environmental Stewardship Chapter.)

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

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

- Concentrate the tallest buildings and highest land use intensities closest to Metro stations.
- Transition of building heights must be compatible with lower density neighborhoods in the surrounding community.

Recommendations: The Pedestrian Network - The recommendations for the pedestrian network are organized into two sections: Building Street and Block Pattern, and Building and Site Design Recommendations. Publicly accessible places and sidewalks connect pedestrians to homes, places of employment, retail establishments, restaurants, parks, plazas, and trails. The design of pedestrian and bicycle networks must be integrated 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. This street system must be more walkable, provide travel choices for pedestrians and motorists, and have breaks in building massing to help create a built environment that is appropriately scaled for pedestrian activity. These local streets will provide east-west travel alternatives for sections of Sunrise Valley Drive and Sunset Hills Road to help relieve congestion at key intersections. Blocks should not be longer than 600 feet. Some blocks may be irregularly shaped and have block sides longer than 600 feet. If this occurs, a mid-block pedestrian connection such as a publicly accessible walkway through a building or a garage must be considered. See the Guidelines for Development: Reston Transit Station Areas (TSAs) document for important recommendations for streetscape design in the TSAs.

- **Building and Site Design Recommendations** - Building and site design must support the pedestrian network to create a vibrant urban environment.

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 and Site design for townhouses must orient buildings to complete streets instead of alleys.

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. The build-to line must be consistent 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 must adhere to a consistently established build-to line for each block. The location of the build-to lines will relate to the streetscape guidance, the intensity and activity of the land uses, and the desired relationship of pedestrians to these uses. The location of the build-to line may vary depending on the character of the street and the District. Existing uses and buildings

that do not conform to the build-to line established by new development will 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. Ground-floor commercial uses must be accessed directly from the adjacent public sidewalk or building zone. In the absence of significant changes in grade, storefronts must be at the same grade as the sidewalk and building zone. Ground-floor residential uses must be appropriately separated 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. Sites must be designed 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 will minimize 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. Shadow studies must be utilized to ensure that adjacent buildings have adequate light. For buildings taller than four stories, the step-back may be located anywhere from four to eight stories above sidewalk level. Step-backs must be reviewed in proposed developments to confirm 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 through the use of windows, doors and other glazed areas. Transparency in the fenestration of appropriate ground floor uses can visually activate the pedestrian experience and allow for “eyes on the street” that can enhance the feeling of safety for pedestrians. Where ground floor retail, commercial, community or other non-residential uses occur, the façade above and below the finished elevation of the first-floor ceiling should be largely

transparent. Transparency will permit visibility from the sidewalk into a building and its active uses. Opaque, mirrored, and translucent glass should be avoided. In residential buildings, the level of ground floor transparency may be lower for private uses, such as living areas. Residential lobbies and other common spaces will exhibit higher transparency to provide a visual connection to the pedestrian network. All fenestration and lighting should be “bird friendly” consistent with guidelines published by the American Bird Conservancy or equivalent standards.

Parking Design

Parking facilities guidelines:

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

Structured Parking - Underground parking is the least intrusive form of parking on the built environment and is the preferred method for parking in the TSAs. Above-grade parking structures will be “wrapped” with active uses to the maximum extent possible. If exposed parking structures are unavoidable, architectural detailing, lighting, and landscaping must be employed along the building façades to mitigate its negative impacts. If a parking level is not wrapped with an active use, the façade must be designed so that it appears as an attractive architectural element and vegetated exteriors are encouraged. The architecture of garages must be consistent with or complement surrounding buildings. Architectural treatments and screening must be provided for garage, loading access, utility vaults and mechanical rooms. New standalone above-grade parking structures are discouraged.

Surface Parking Lots - Surface parking is appropriate for short term parking, such as parking for retail or public facilities (such as libraries or recreation centers) or for passenger drop-off and pick-up areas. When provided,

surface parking lots should be located to the side or rear of the primary use and contain pedestrian connections that lead to the front door of a building. They must be intensively landscaped, and well-lighted. Surface parking lots may provide low walls or fences at the back of the sidewalk or parallel to the adjacent build-to line.

On-Street Parking - On-street parking makes sidewalks safe and provides necessary short-term residential and re-tail parking, as well as activating streets. Reserving a portion of on-street parking spaces for short term delivery and loading (e.g., food and package delivery) also should be considered in appropriate locations. Many new streets within the TSAs should provide on-street parking. Where on-street parking is provided, curb cuts for vehicular access must be minimized 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 Dulles Toll Road may be taller and building heights will be lowest in locations adjacent to existing residential neighborhoods located outside of the TSAs. In the Reston Town Center Station TOD District, building heights may be comparable to or exceed those in the Town Center Urban Core.

Careful design protects view corridors and maintains access to sunlight in these sensitive locations. The general recommendations regarding building height include:

- Building heights and massing must 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 must advance the overall quality of design in the district.
- During the development review process, shadow studies for buildings must be provided to ensure that adjacent buildings and public spaces will have adequate access to sunlight.

VILLAGE CENTERS

Reston was planned with Village Centers serving as a focal point of activity for the surrounding neighborhoods. The existing Village Centers – Lake Anne, Hunters Woods, South Lakes and North Point - are planned to continue to serve this purpose. Tall Oaks no longer functions as a Village Center. The remaining four Village Centers must 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, but envisions future planning efforts to allow redevelopment to fully achieve the goal of becoming vibrant community gathering spaces. This type of planning process took place from 2007-2009 for the Lake Anne Village Center that resulted in detailed recommendations for redevelopment that were updated in 2014. A Village Center redevelopment amendment to the Comprehensive Plan must be preceded by extensive community engagement and public hearings. 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

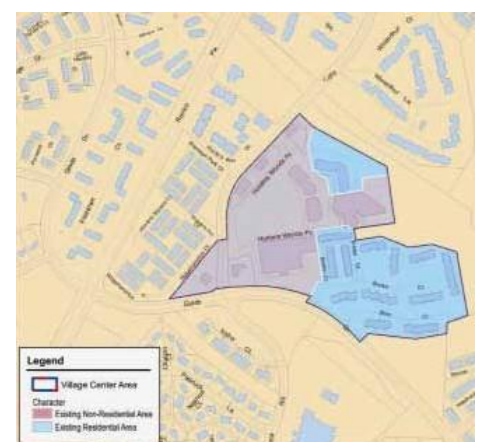
Each of the Village Centers consists of a non-residential and adjacent residential areas. High density development is not planned for Village Centers. The focus of redevelopment must be on the non-residential area. Providing housing in the non-residential areas will require an amendment to the Reston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

Planning Objectives Land

Use

- The mix of uses must include neighborhood-serving retail and service uses for neighborhood convenience and activation of the area after work hours.

Below: Hunters Woods Village Center



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

Village Center Design and Placemaking

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

Top: North Point Village Center

Bottom: South Lakes Village Center



In the future, the village centers will be redesigned around a public plaza, civic uses, ground floor retail, restaurants, traditional main street elements such as wide sidewalks, and the incorporation of nature. Any transformation must provide outstanding site design and architecture.

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 of uses to existing residential neighborhoods both within the Village Center and surrounding the Village Center. This transition must be sensitive to the character and feel of the existing uses.
- Plan for phased redevelopment by incorporating temporary uses and ensuring that existing structures are included in the overall plan vision.
- Maintain the boundaries of Village Centers, unless expanded boundaries are essential to the successful redevelopment of any particular Village Center.

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

- Bicycling will be encouraged.
- Pedestrian connectivity/safety is a key factor in designing pedestrian links.
- Village centers must be served by regular bus service.
- Pedestrians must be provided with safe and convenient access.
- Signage must contribute to easy pedestrian wayfinding throughout.

RECOMMENDATIONS FOR EACH VILLAGE CENTER

The Village Centers in Reston must serve as a focal point of activity for the surrounding neighborhoods. Each Village Center faces unique circumstances. Each Village Center includes commercial uses in the non-residential area, and residential uses in the surrounding residential area. The following paragraphs provide recommendations for each Village Center.

Hunters Woods Village Center

Hunters Woods Village Center is approximately 34 acres, with approximately 18 acres in the non-residential area and 16 acres in the surrounding residential area. The surrounding residential area includes low-rise multifamily units and the high-rise Hunters Woods Fellowship House for seniors. The non-residential area includes the Reston Community Center, a place of worship, and neighborhood-serving retail uses. Vehicular access and visibility are from Glade Drive and Colts Neck Road. The 18-acre non-residential area in the Hunters Woods Village Center is recommended for neighborhood serving retail, accessory office, institutional uses, and service uses up to a 0.25 FAR. In addition, future residential development at less than 20 dwelling units per acre could be integrated into a redevelopment of the entire non-residential area with a new Comprehensive Plan. The existing residential areas located adjacent to the non-residential area will remain unchanged to preserve a range of housing options including affordable housing. Currently, there is no redevelopment plan for this Village Center.

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



Top left: Photograph of existing North Point Village Center

Middle left: Photograph of existing South Lakes Village Center

Bottom left: Map of Hunters Woods Village Center

Below right: Map of South Lakes Village Center

North Point Village Center

North Point Village Center is approximately 27 acres, with approximately 17 acres in the non-residential area, and 10 acres in the surrounding residential area. The surrounding residential area includes low-rise multifamily units including affordable housing to remain unchanged. The non-residential area includes existing neighborhood serving retail uses. Vehicular access is from 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, office, and institutional uses up to 0.25 FAR. In addition, future residential development at less than 20 dwelling units per acre could be intergrated into a redevelopment of the entire non-residential area with a new Comprehensive Plan. Currently, there is no redevelopment plan for this Village Center.



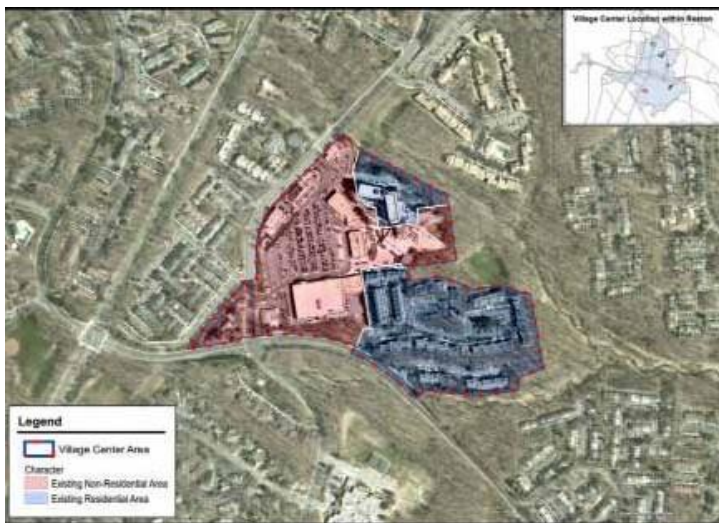
South Lakes Village Center

South Lakes Village Center is approximately 19 acres, with approximately 11 acres in the non-residential area, and 8 acres in the surrounding residential area. The surrounding residential area includes low-rise multifamily units and a mid-rise multifamily development reserved for seniors to remain. The non-residential area includes neighborhood serving retail uses. Vehicular access is from South Lakes Drive and Twin Branches Road. The land use recommendations for the 11 acre non-residential area of the South Lakes Village Center are for neighborhood serving retail and service uses, accessory office, and institutional uses up to 0.25 FAR. In addition, future residential development limited to less than 20 dwelling units per acre could be integrated in a redevelopment of the entire non-residential area with a new Comprehensive Plan. Currently, there is no redevelopment plan for this Village Center.



Tall Oaks Village Center

Tall Oaks is no longer a Village Center. It has already been redeveloped as housing with very limited retail and office development that is more appropriate as a Convenience Center. Additional development is not planned.



Lake Anne Village Center

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

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

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

Below: Historic Lake Anne Village Center



Parcel Consolidation - The preferred approach to redevelopment in the Lake Anne Village Center is through the coordinated redevelopment of Land Units A and D. This would include consolidation of the Washington Plaza surface parking lot (Land Unit A) and the Crescent Apartment property and the gas station (Land Unit D). If consolidation of these two land units occurs, the Full Consolidation Option level of development can be achieved as described in the Land Unit Recommendations for Land Units A and D. In addition, parcels in Land Units B, C and E may be considered for inclusion in a consolidation effort. Consolidation of these land units would allow for redevelopment to occur in a well-designed, integrated and efficient manner. Pedestrian access through and among parcels could be more easily designed and roads could be more readily realigned to improve their safety and functionality. The Full Consolidation Option would also provide an opportunity to improve the visibility of Washington Plaza and below-grade parking could more readily be constructed in strategic locations. The Land Unit Recommendations specify the desired mix of uses and levels of development intensity by individual land unit. However, under the Full Consolidation Option, flexibility may be provided in locating uses and intensity in order to achieve the goals and objectives stated above, as well as to meet the Area-wide Recommendations and the conditions in the Land Unit Recommendations.

Coordinated Development Plans - Coordinated development plans may be an alternative to parcel consolidation. Coordinated development plans refer to two or more concurrent and contiguous development applications that demonstrate coordinated site design, including coordi-

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



nation 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.

Housing Affordability and Diversity - Fairfax County housing policies include promoting the development of multifamily housing in mixed-use centers 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 must be met:

- Any new residential development in Lake Anne Village Center must include at a minimum 12 percent of the total number of units as affordable housing pursuant to the Affordable Dwelling Unit (ADU) provisions of the Fairfax County Zoning Ordinance and the county's policy regarding workforce housing;
- Any residential redevelopment must replace any affordable housing that currently exists but is lost in redevelopment. This will be viewed as a collective responsibility that can be addressed through parcel consolidation and property owner cooperation;
- Redevelopment within Lake Anne must include residential units designed according to Universal Design principles; and
- The maximum density specified under these guidelines is the total amount allowed, and the total number of units specified is inclusive of density bonuses provided for affordable housing.

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

- Transportation improvements must be appropriately phased with development, and development proposals must only be approved following additional

transportation analysis and the provision of appropriate transportation mitigation measures;

- Transportation issues associated with any development, particularly those associated with access, will need to be adequately addressed through appropriate traffic impact analyses. Development plans must identify specific improvements needed to support the applications and include acceptable plans for ingress/egress and vehicular circulation. Parcel and access consolidation, pedestrian circulation, safety, Transportation Demand Management measures, and transit improvements will be addressed. Dedication of right-of-way for trails, roadway improvements and associated easements may be required;
- Use of public transportation to serve travel demand will be optimized to maximize the reduction in travel by private vehicles. Examples of such measures include:
 - o Private subsidization of internal circulating transit services, which may also connect to transit service outside of the Village Center;
 - o Construction of bus shelters; and
 - o Monetary contributions toward enhancement of existing transit service;
- Safe pedestrian circulation must be ensured through an adequate and appropriate sidewalk/trail system, and separate bicycle lanes or trails will be considered and provided where appropriate. A combination of public and private sector funding may be necessary to provide for the larger transportation improvements required to serve the Lake Anne Village Center area;
- LOS D standard or better will be applied to determine mitigation needed at critical approach intersections. Development applications will include analyses that demonstrate that the proposals can maintain a LOS D or better standard and provide commitments to mitigate traffic in instances where they cannot. Future detailed traffic analyses must ensure that traffic queues at Lake Anne Village Center intersections will not adversely affect other nearby intersections;
- Adequate funding for necessary transportation improvements to maintain LOS D or better must be provided. Roadway and circulation improvements must address needed improvements to the arterial roadway network, collector and local streets, and the pedestrian system. Collector and local street improvements will be provided in conjunction with development proposals;
- At a minimum, improvements are necessary at the current intersection of Village Road and North Shore Drive. This intersection has current operational

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

- To facilitate improvements and traffic flow at the intersection of Village Road and North Shore Drive, the following additional options will be considered:
 - o The slight realignment of North Shore Drive, to the east of Village Road on Land Unit D, to smooth out the horizontal curve, enhance sight distance, and improve vehicular and pedestrian safety; and
 - o The construction of a roundabout on North Shore Drive at the intersection of a realigned Village Road and North Shore Drive pending detailed additional analysis that compares the benefits of a roundabout versus other congestion mitigation measures.

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

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

- Adequate lighting consistent with Reston standards must be provided. Site design will ensure that landscaping does not impede visibility or create unsafe conditions; and
- Signage must contribute to easy pedestrian wayfinding throughout the Village Center. Signage must be compatible with existing signage at Washington Plaza in terms of scale, design, color, materials and placement to create a unified identity for the Village Center.

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, that are compatible with the planned mixed-use developments in terms of character and scale, should be encouraged. Other desired uses also include the provision of performing arts space, educational and/or additional religious institutions, a library, park and recreation facilities.

Urban Design - These urban design guidelines are 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. Under Reston covenants, the Reston Association's Design Review Board must be kept apprised of proposed redevelopment proposals.

Urban Form - The urban form objective is to provide a

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

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

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

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

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

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

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

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

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

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

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

Utilities - On-site utilities must be placed underground or out of sight from the front of buildings, pedestrian walkways and other public entrances. Service areas and loading docks will be screened with appropriate landscap-

ing, 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 tree canopy on North Shore Drive in Land Unit C.

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

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

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

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

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



LAND UNIT RECOMMENDATIONS

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

Land Unit A

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

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

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 Rede-

velopment 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 non-residential 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, urbangreens 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, urbangreens, 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 the main Lake Anne parking lot. Elsewhere in the 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 designation 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, urbangreens, 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.

Land Unit E

This land unit is located to the northwest of Washington Plaza and is bounded on the south by North Shore Drive, on the north by Baron Cameron Avenue and on the east by Village Road. The land unit contains the existing Fellowship House senior housing development, a multi-

wing high-rise building containing 240 units.

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

Redevelopment Option - This parcel is currently under construction to create a new Fellowship House. An approved plan permits townhouses to be built to the west of the new senior, affordable high-rise housing. The total amount of development allowed under the Redevelopment Option will be no more than 386,000 square feet. The residential component should consist of up to 384,000 square feet (up to 320 multifamily dwelling units), and the non-residential component (office, ground-level support retail, civic, and/or other complementary non-residential uses) should consist of up to 2,000 square feet, subject to the following conditions:

- Any redevelopment of this property should replace the loss of any of the existing affordable rental units among all the Land Units;
- Usable open space in the form of plazas, urbangreens, courtyards, or parks should be provided to make attractive gathering places for residents. The provision of roof top plazas over structured parking with well-defined public access is encouraged where feasible; and
- Tree preservation and 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

INTRODUCTION

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

Soapstone Convenience Center

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

Fairways Convenience Center

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

Lake Newport Convenience Center or Lake House

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

Top: Sunrise Valley Center Middle:

Fairways Center Bottom left:

Soapstone Center Bottom right:

Lake House



OTHER COMMERCIAL AREAS

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

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

Bottom: Bowman Greene Office (Bow-
man House and office condominiums)

INTRODUCTION

Other commercial developments located outside the Transit Station Areas 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 must continue to serve as an important location for a wide range of retail and to maintain its existing character (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. Residential uses are not 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.



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. The original 1962 Reston Master Plan was followed by the approval of the Planned Residential Community (PRC) Zone. This new flexible zoning in combination with the Reston Comprehensive Plan allows the clustering of housing that has become a hallmark of neighborhood planning in Reston. The Reston Neighborhoods Section recommends maintaining the key features of this form of cluster development including:

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

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

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

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

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

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

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



- 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:
- Larger lot single family detached residential neighborhoods should maintain their large lot sizes as they provide an effective transition to low density residential communities on the periphery of Reston.
- Discourage the consolidation of residential neighborhoods for redevelopment that is incompatible with the Reston Land Use map.
- Any proposal to redevelop Reston's residential areas should conform to the Guidelines for Single Family and Multi-family Redevelopment as outlined below.

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

RECOMMENDATIONS

1. 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, and more specifically to remain as golf courses.

2. 1321 Lake Fairfax Drive (Tax Map parcel 18-1 ((1)) 2) - Recreation use is planned. A log building associated with the Fairfax Hunt Club is located on the almost 7-acre property. A cemetery, listed in Fairfax County records as Unnamed cemetery #FX242, is also located on or adjacent to the property. The Fairfax Hunt Club clubhouse is eligible for listing in the Fairfax County Inventory of Historic Sites and should be retained and preserved. In addition, the Archaeological staff of the Park Authority should be consulted about required surveys and studies for the cemetery. When the extent of graves is discovered, it is recommended that the cemetery be preserved and state policies and procedures must be followed. As an option to the current recreation use, the parcel may develop as residential use at 0.5-1 dwelling units per acre. In the event this parcel is redeveloped for residential use, then the new residential neighborhood should be incorporated into the planned community of Reston, if possible.

3. An area adjacent to the western edge of Lake Fairfax Park on Colvin Run - This area has been developed as multi-family residential use at 4-5 dwelling units per acre.

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



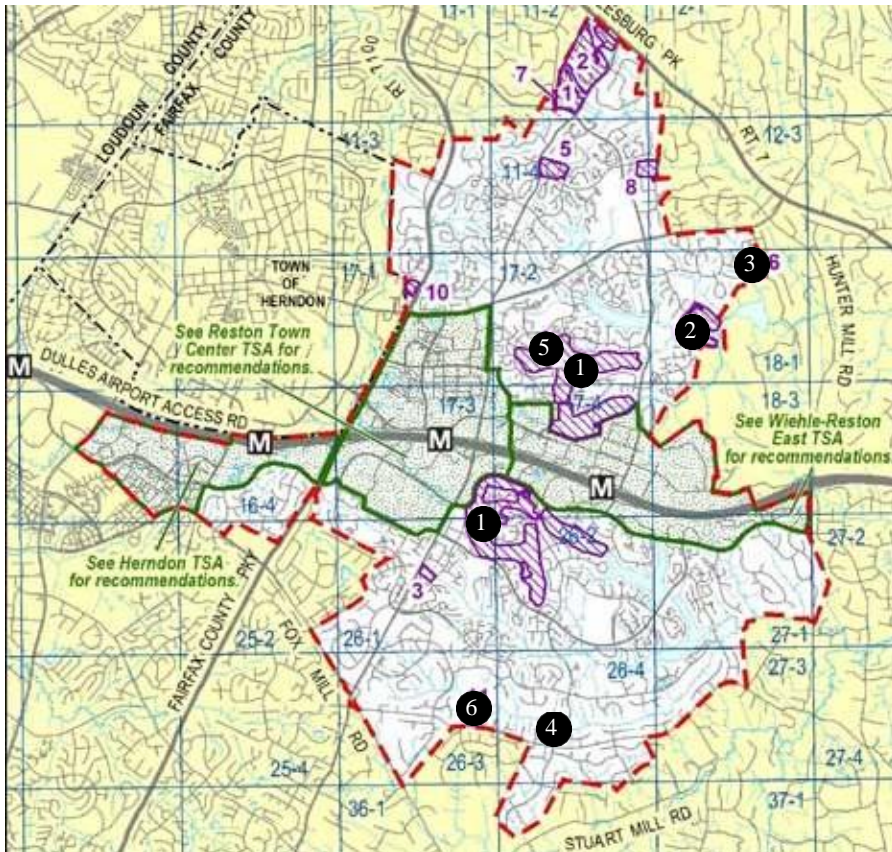
4. The area north of Lawyers Road and south of the Glade Stream Valley - This area is planned for residential use at 0.1-2.0 dwelling units per acre as shown on the Plan map. It is developed as an institutional use, St. John Neumann Catholic Church. Any future changes or redevelopment proposed for this 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 - Located in Reston's PRC, Charter Oaks Apartments is bounded by North Shore Drive to the West, Hidden Creek Country Club to the North and East, and Charter Oak Townhome Cluster to the South. The two (2) parcels TAX MAP 0172 22 0001A1 and 0172 22 0001A2 sit on 12.3691 acres (3.2746a 60 units and 9.0945a 202 units, the apartments have a gross floor area of 312,828 offering a mix of affordable 1 – 2 bedroom apartments. Built in 1970 zoned as PRC – Commercial/Industrial Development, Charter Oak Land Use Code is "Garden Apartments" rental (≤ 4 story). Given the importance of this "affordable" rental inventory to Reston's socio-economic balance, and the contribution to open space, redevelopment of this property is not envisioned. The density on the land use map shows 13-20 DUs per acre.

Below left: Map locations for selected parcels in Reston

Below right: Examples - Single family attached/townhouses (5-12 DUs/acre)

6. Deepwood Townhouse Development - Surrounded by Reston PRC; off Glade Drive east of Hunters Woods Shopping Center. This area is an established townhome neighborhood with no redevelopment planned.



RECOMMENDATIONS FOR SINGLE FAMILY (attached and detached)

Reston's residential areas will be protected. Proposals will be in accordance with the Policy Plan's Guidelines for Neighborhood Redevelopment and the following criteria:

- The proposals must be consistent with the Reston Vision and Planning Principles.
- Clusters wishing to pursue modification must submit a proposal which includes a petition bearing the signatures of a minimum of 80 percent or more of the owners and must, at a minimum, account for 85 percent of the land area being proposed for modification. For clusters with fewer than 15 residences, the petition should include the signatures of 100 percent of the owners, accounting for 100 percent of the land area being proposed for re-planning.
- Proposals for modification to residential areas must propose residential uses only and in density and unit types consistent with the Community-wide land use designations as identified on the Land Use Map Legend. The architecture and massing of the development should feature context-sensitive design that fits into the natural and architectural character of the surrounding area.
- Maintain the existing amount of natural areas.
- Maintain the existing mature tree canopy.

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



RECOMMENDATIONS FOR MULTIFAMILY

The multifamily developments in Reston are an integral part of the community. These areas are planned to retain existing densities and unit types that reflect the Reston character. This plan does not propose or recommend significant modification of any multifamily area. Should any minor modification of a multifamily community be anticipated, such proposals must meet the following criteria:

- The proposal must be consistent with the Planning Principles and demonstrate that it furthers relevant Reston planning goals and objectives as set forth in the Reston Comprehensive Plan.
- The emphasis for the existing multifamily is retaining the existing supply of affordable housing. The proposal must provide for retention of market rate affordable housing units, and WDUs and ADUs as previously approved.
- The architecture and massing of the development should feature context-sensitive design that fits into the natural and architectural character of the surrounding area.
- Maintain, at a minimum, the existing amount of natural areas.
- Maintain the existing mature tree canopy.

TRANSPORTATION (February 8, 2022 version)

INTRODUCTION

The Reston transportation system will provide safe and efficient travel and mobility options, motorized and non-motorized, in an equitable manner for residents, employees, and visitors, regardless of their characteristics as protected under Fairfax County's 2017 One Fairfax Policy. It will include robust transportation facilities including roadways and streets, bikeways, and trails and sidewalks. It will also include excellent public transit services, management of the system's elements, placemaking features, and mitigation of climate impacts.

The following principles will guide all transportation development and improvements within Reston:

- Members of the community will be able to access their desired destinations through practical and dependable means of transportation, regardless of the mode of transportation they choose.
- Connections between modes of travel will be convenient, safe, and efficient.
- Reston streets will be "complete streets," safely usable for walking, bicycling, public transit, and driving private vehicles.
- As Reston develops, future land uses will be balanced with supporting transportation infrastructure and services and will mitigate environmental impacts.
- The transportation system will promote the safety, health, and wellness of community members and encourage active transportation
- Parking provisions for projects will be appropriate to the scale and location of each project and will account for other transportation and accessibility options available and under development at the time.
- Transportation networks will incorporate placemaking concepts and amenities that create spaces where people want to live, work, and play.
- Transportation planning and decision making will consider the environmental impacts of climate change and other environmental factors and will address mitigation and other forms of adaptation. See the Environmental Stewardship chapter.
- Transportation planning and decision making will identify and consider equitable application of improvements and enhancements with specific attention to social equity, universal design, and service to those groups and areas in the community that are underserved, as measured by the above principles.
- Access to Metrorail stations must be convenient and harmonious for all travelers, regardless of their mode of transportation.

This Transportation chapter is organized into the following four sections:

- Facilities:
- Public Transit
- Managing the Elements of the Reston Transportation System
- Placemaking

Reston Transportation Examples: *Top: Wiehle Metrorail Station Middle: Reston local residential street Bottom: Reston iconic trail example*



FACILITIES

Roadways:

Their Classification, Purposes, and Proposed Modifications

The general classification of Reston's roadways is established by the "Roadway System Functional Classification" in the Transportation section of the Policy part of Fairfax County Comprehensive Plan. This Reston Comprehensive Plan gives specific attention to how the roadways fit in their land-use context, especially regarding the magnitude and distribution of projected travel demand due to the types and spatial distribution of activities within the area. The effectiveness of the system depends on all the transportation modes working together, to facilitate connectivity and mobility and to mitigate environmental impacts.

Under each classification, proposed modifications are listed for sections of some specific roadways. Proposed modifications carried over from the 2014- 2015 plan are noted in the summarization of these modifications in Table 1 below.

Expressways and Principal Arterials:

Dulles Toll Road and the Fairfax County Parkway

The Dulles Toll Road (an expressway) and Fairfax County Parkway (a principal arterial) are Reston's controlled-access roads providing for high-volume through-travel in Reston. Serving abutting land is subordinate to accommodating the through-movement of vehicles. These two roads reduce the pressure of through-traffic on minor arterials, collectors, and local streets in both TSAs and non-TSAs in Reston.

- **Widening of Fairfax County Parkway.** Reston's previous Comprehensive Plan, the Reston Network Analysis: Final Report (2018), and the county's Fairfax County and Franconia Springfield Parkways Alternatives Analysis & Long-Term Planning Study (Final Report, September 2021) plan that entire parkway corridor ultimately be widened to 6 lanes. Signalized crosswalks should be included at appropriate intersections.
- **Intersection of Fairfax County Parkway and Sunrise Valley Drive.** The three plans mentioned immediately above recommended a grade-separated interchange here to improve traffic movement for the immediate vicinity and for Reston as a whole. The present plan recommends that, prior to the development of any final plans for the proposed interchange, the County engage with the surrounding community in a review of this proposal's costs/benefits and alternatives.

Left: Principle Arterial, Fairfax County Parkway



Minor Arterials (Type A) - Reston Parkway and Baron Cameron Avenue

- **The Reston Parkway and Baron Cameron Avenue are Minor Arterials (Type A).** These multi-lane divided roads provide for limited through-traffic, but they should be designed and managed to emphasize service to Reston neighborhoods and businesses. Through-traffic should be shifted from Minor Arterials to expressways and principal arterials to the maximum extent feasible.
- **The Reston Parkway.** Reston Parkway is planned to be widened to six lanes between South Lakes Drive and the Dulles Toll Road. As the project advances toward implementation, there will be multiple opportunities for community review and comment. The parkway should include a lighted shared-use path on at least one side and an enhanced streetscape along both sides, from Baron Cameron Avenue to South Lakes Drive, including the bridge over the Dulles Toll Road, highlighting this segment as a green boulevard. The significant new commercial and residential development in the TSAs will increase traffic on this segment of the Reston Parkway, .
- **Baron Cameron Avenue.** There should be a continuous trail for pedestrians and bikes from Town Center Parkway/Bennington Woods Road to Baron Cameron Park/ Lake Anne. The existing trail on the north side is not continuous or adequate. A trail on the south side should be developed instead.

Minor Arterials (Type B):

Wiehle Avenue, Sunset Hills Road, and Sunrise Valley Drive and the other Minor Arterials (Type B) represent an important component in the Reston network of streets, and their local-serving function should be emphasized. Sidewalks or combined-use trails should be constructed on both sides of the street, with setbacks 5 to 8 feet from the curb, where not infeasible because of trees and private property. A summary of the recommendations follows:

- **Wiehle Avenue.** This street provides access between the Reston neighborhoods and Transit Station areas. Within the Transit Station Areas, a reduction in the width of the lanes or the number of lanes should be considered to provide space for an off-street sidewalk and bikeway (including over the Wiehle Avenue bridge) to improve connections between the areas north and south of the Dulles Toll Road.
- **Sunset Hills Road.** This street must be improved to a continuous four lanes from Wiehle Avenue to Hunter Mill Road to provide adequate access to the adjacent to the TSA. Streetlights at intersections should be provided.
- **Sunrise Valley Drive.** Significant improvement are necessary to this important street. A sidewalk and a separate bikeway or cycle track should be provided along the north and south sides of this street from Reston Parkway to Innovation Metro Station and on the north side east of Reston Parkway. Streetlights at intersections should be provided.
- **Fox Mill Road and West Ox Road.** These streets should be widened to 4 lanes in order to adequately serve traffic demands.

Left: Minor Arterial (Type B), wide landscape panel, street trees, street-lights, wide multi-use sidewalk, wide building setbacks



Collector Streets.

These streets provide direct service to the neighborhood areas, connecting traffic to the arterial street system. Generally, these roadways are not used for through-trips. Collector streets are also important for the collection and distribution functions of transit service. Parking can generally be safely accommodated in most sections. Sidewalks and trails should generally be provided on both sides of these roads. These facilities should generally allow for two travel lanes with sufficient pavement width to permit safe transit operations. There will be an adequate system of collectors that provide the necessary access to the Transit Station Areas, the residential neighborhoods, and the Village Centers. Planned changes in collector streets include:

- **Soapstone Overpass.** A four-lane bridge is planned to span the Dulles Toll Road, connecting Sunset Hills Road and Sunrise Valley Drive.
- **Town Center Parkway.** When completed, the Town Center Underpass will extend Town Center Parkway from Baron Cameron all the way to Sunrise Valley Drive. It must have adequate sidewalks, bike paths, and medians with treescapes, especially on its extension from Sunset Hills to Sunrise Valley Drive.
- **South Lakes Drive Overpass.** A four-lane bridge is planned to span the Dulles Toll Road, connecting Sunset Hills Road and Sunrise Valley Drive.
- **Pinecrest Road.** Pinecrest Road will be extended from South Lakes Road to Sunrise Valley Drive, if an alignment can be found that avoids damage to the forested areas

Local Streets.

Local streets include both neighborhood streets outside the TSAs and the enhanced street networks (grids of streets) in the TSAs.

Outside the TSAs. The design of streets outside the TSAs are governed by the Virginia Department of Transportation (VDOT) Road Design Manual.

Inside the TSAs. Because TSAs are distinguished by the presence of Metrorail stations, the design of streets inside the TSAs is governed by the guidelines developed collaboratively by VDOT and the Virginia Department of Rail and Public Transportation. The guidelines specific to the streets in the Reston TSAs (including their classification, design specifications, modal emphases, and cross sections) are found in Fairfax County's Reston Urban Street Standards.

Accordingly, the construction of enhanced local-street networks (grids of streets) should continue, in order to increase connectivity within the TSAs and with non-TSA Reston. The conceptual local-street network (TSA Grid of Streets) for each of the three Transit Station Areas is shown on the following page. The proposed streets are shown as conceptual lines. Flexibility to relocate these streets to accommodate Resource Protection Areas (e.g., stream buffers), topography, and streams will be necessary.

***Below:** Local Street example inside the TSAs with on-street parking, step-out space, landscape panel, closely spaced street trees, streetlights, sidewalk, and building setbacks.*



These street networks provide travel alternatives to Sunrise Valley Drive and Sunset Hills Road and help relieve congestion at key intersections. They provide access to properties abutting the roadway and within the immediate vicinity. They should be complete streets which establish alternative routes for motor vehicles, bikes, and pedestrians and which reduce congestion. In designing the new network of local streets, consideration should be given to avoiding intersections with acute or awkward angles, minimizing exclusive turn lanes, and creating block sizes generally within a range of 250 to 400 feet in length. Parallel parking and sidewalks should be provided.

Each local street should be evaluated not only for its transportation utility but also for its placemaking characteristics and environmental implications. Negative impacts on existing streams, headwaters, water quality, and open spaces should be avoided. Public-serving local streets and sidewalks should extend into business parks near the TSAs to encourage convenient walking, biking, and driving to transit and the nearby TSA businesses. Parallel parking may be less important in such areas. Restricting on-street parking to local residents at certain times may be appropriate to mitigate impacts on traditional neighborhoods near commercial areas.

The enhanced design of the Local Streets will be critical to providing the appropriate placemaking in the Reston TSAs. The placemaking efforts should place a high priority on pedestrian access, travel safety, and personal security (e.g., lighting). The existing Reston Town Center provides some examples of the appropriate attention to placemaking. The enhanced design for the streets in the existing Town Center includes tight turning radii, wide crosswalks, street trees located approximately 30 feet on-center with 5-foot-wide cut-outs adjacent to parallel parking, pedestrian scale and wildlife friendly streetlights located approximately 60 feet on-center, and enhanced street furniture. (See general guidance in Fairfax County's 2018 Guidelines for Development: Reston Station Areas.)

Left: Local Street, Reston Gateway, Boston Properties local streets with a wide variety of placemaking features

Right: Local Street, North Bethesda, example of streetlights, closely spaced street trees, landscape panel, sidewalk and building setback



Table: Summary of Roadway Recommendations (*Included in previous plan)

Classification	Planned Street Name	Limits	Lanes	Comments
Principle Arterials				
Principle Arterial	*Fairfax County Parkway	Ultimately throughout Reston	6	Signalized crosswalk connections at appropriate intersections
Principle Arterial	*Fairfax County Parkway	Fairfax County Parkway at Sunrise Valley Drive	NA	Proposed grade separated interchange. County process with community prior to final design and decision.
Minor Arterials				
Minor Arterial (Type A)	*Reston Parkway	South Lakes Drive to Sunset Hills Road	6	Widen Reston Parkway to 6 lanes in this segment. Provide a lighted multi-use path on both sides, including the existing bridge over the Dulles Toll Road
Minor Arterial (Type A)	Baron Cameron Avenue	Route 7 to Fairfax County Parkway	4	<ul style="list-style-type: none"> Add more trees in the median Continuous pedestrians/bike trail from Town Center Parkway/ Bennington Woods to Baron Cameron Park/Lake Anne
Minor Arterial (Type B)	Wiehle Avenue	Sunrise Valley Drive to Sunset Hills Road	6	Provide a lighted multi-use path on both sides and over the Dulles Toll Road, with minimal reduction in the width of lanes
Minor Arterial (Type B)	Sunset Hills Road	Wiehle Avenue to Hunter Mill Road	4	Expand to a continuous 4 lanes
Minor Arterial (Type B)	Sunrise Valley Drive	Monroe Street to Hunter Mill Road	4	Divided Road with cycle track and separate sidewalk on the north side with a 50' setback from curb to buildings) with a continuous sidewalk on the south side
Minor Arterial (Type B)	*Fox Mill Road	Reston Parkway to Monroe Street	4	Widen to 4 lanes
Minor Arterial (Type B)	*West Ox Road	Lawyers Road to Centerville Road	4	Widen to 4 lanes
Collector Streets				
Collector	*Soapstone Overpass	Sunset Hills Road to Sunrise Valley Drive	4	Bridge Over the Dulles Toll Road
Collector	*Town Center Parkway Underpass	Sunset Hills Road to Sunrise Valley Drive	4	Dulles Toll Road Underpass
Collector	*South Lakes Drive Overpass	Sunset Hills Road to Sunrise Valley Drive	4	Bridge Over the Dulles Toll Road
Collector	*Pinecrest Road		2	Extension of an existing street, if the forest area is avoided
Local Streets				

Local Streets	*Grids of Local Streets (Enhanced design of Street Networks)	All Transit Station Areas (TOD and Non-TOD Areas)	2	See Fairfax County Guidelines for Development: Reston Transit Station Areas
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TSA Grid of Streets

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Middle: Grid of Streets - Wiehle Transit Station Area **Bottom:** Grid of Streets - Reston area
relocated to accommodate topography and other constraints.



Non-Private Occupancy Vehicle Mobility in Reston: Overview

Without diminishing the importance of excellence in maintaining and improving transportation facilities for those who use Private Occupancy Motorized Vehicles (POVs), the Reston plan shall also provide excellent facilities for those who walk, use transit, or use bicycles or other lightweight vehicles/personal mobility devices, whether for recreation or for practical activities. Transit-oriented development and non-motorized alternatives are encouraged in Reston, so that everyone can conveniently access their destinations, whether or not they own or drive a motorized vehicle. There must be convenient pedestrian and bicycle access to Metro from both inside and outside the TSAs. A One Reston map should be developed to clearly display this system.

General guidance on pedestrian and bicycle facilities is found in Fairfax the “Countywide Bicycle Master Plan,” “ActiveFairfax Transportation Plan,” and “Countywide Trails Plan Map.” More specific guidance is found in the County’s Reston Metrorail Access Group (RMAG) recommendations, Reston Association’s periodic review of RMAG implementation, and Reston Association’s “Reston on Foot and Bike” (ROFAB), which identifies missing links in pedestrian and bike facilities. A map of Reston’s planned trail and bikeways is shown on the Map of Bikeways and Trails for Reston. These facilities are an integral part of the Reston transportation system. The “Spot Improvements” shown on the map are typically small capital projects or operational enhancements planned by the county for the facility in question. A fuller description of many of these improvements can be found on the county’s Reston Transportation Data Hub/Reston Data Visualization.

Opportunities should be sought to acquire right-of-way adjacent to roadways for the long-term development of joint or separate bike and pedestrian pathways.

Proper lighting plays a role in making trails, sidewalks, and bikeways attractive and safe alternatives. General guidance is found in Fairfax County’s guidelines and in specific guidelines from Reston Association’s Design Review Board and its Environmental Advisory Committee. Development and re-development proposals throughout Reston, including the TSAs, shall improve bicycle and pedestrian facilities, both onsite and offsite.

Bikeways

The Transit Station Areas, Village Centers, and neighborhoods will be connected through an extensive system of separated cycle tracks, on-street bike lanes, off-street multi-use paths, and shared roadways. Improving the bike system in Reston, including in the Transit Station Areas, is essential to ensure that the community continues to have a wide range of transportation options. Bicycle access to transit allows people to travel farther distances from transit to their destinations.

Reston has many multi-use trails primarily supporting community members’ health and wellness. They often do not serve bicycle transportation needs due to their circuitous design, relatively severe grading, and tight turns. This plan recommends improvements to the bikeways along major roads such as Reston Parkway, Sunrise Valley Drive, Sunset Hills Drive, and Wiehle Avenue that contain missing links. Consideration should be given to the safety, efficiency, and convenience of bicycle travel, including the separation of bike facilities from motor vehicle traffic where desirable and possible.

Bicycle parking should be provided in every project, unless shown infeasible. With the installation of bicycle parking, careful attention should be given to providing the proper type and amount of parking, at an appropriate location within each site.

- Bicycle facilities should be provided throughout Reston consistent with the recommendations shown on the Reston Bicycle Facilities Map and, specifically for the TSA areas. Future development in Reston should provide appropriately secure and convenient bike parking throughout Reston, especially in the Transit Station Areas and the Village Centers.
- Bicycling will be encouraged by providing bicycle storage facilities and bike racks.
- Showering and changing facilities will be created in office buildings.
- Bicycle-related signage will be provided as part of an overall wayfinding system. Provide the required and appropriate number of bicycle parking spaces based on the planned land uses.
- E-bike charging facilities should be included in every development that has structured parking.

Trails and Sidewalks

The trails and sidewalks represent two of the most recognized features in Reston. They provide desirable transportation connections between land uses that encourage and support pedestrian activity. They also encourage physical fitness and focus on the health and wellness for people of all ages.

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

The original design of the Reston trail network separated pedestrians and cyclists from motor vehicles in many places, in part by the incorporation of 26 underpass and an overpass. In addition to serving recreation needs, trails also allow commuters to walk and bike for their daily needs. Trails and sidewalks within Reston are owned and maintained by a variety of entities including Reston Association, townhome clusters and condominium associations, Fairfax County, Virginia Department of Transportation, and the Northern Virginia Regional Park Authority, which owns the W&OD Trail.

The trails located in Reston are also an integral part of the overall county system. Trails currently planned for Reston are delineated on the Countywide Trails Plan Map in the Transportation element of the Policy Plan, available from the Fairfax County Department of Transportation. The map specifies a classification for each segment, which represents the desired function and surface type of the trail. Specific construction requirements are detailed in the Fairfax County Public Facilities Manual.

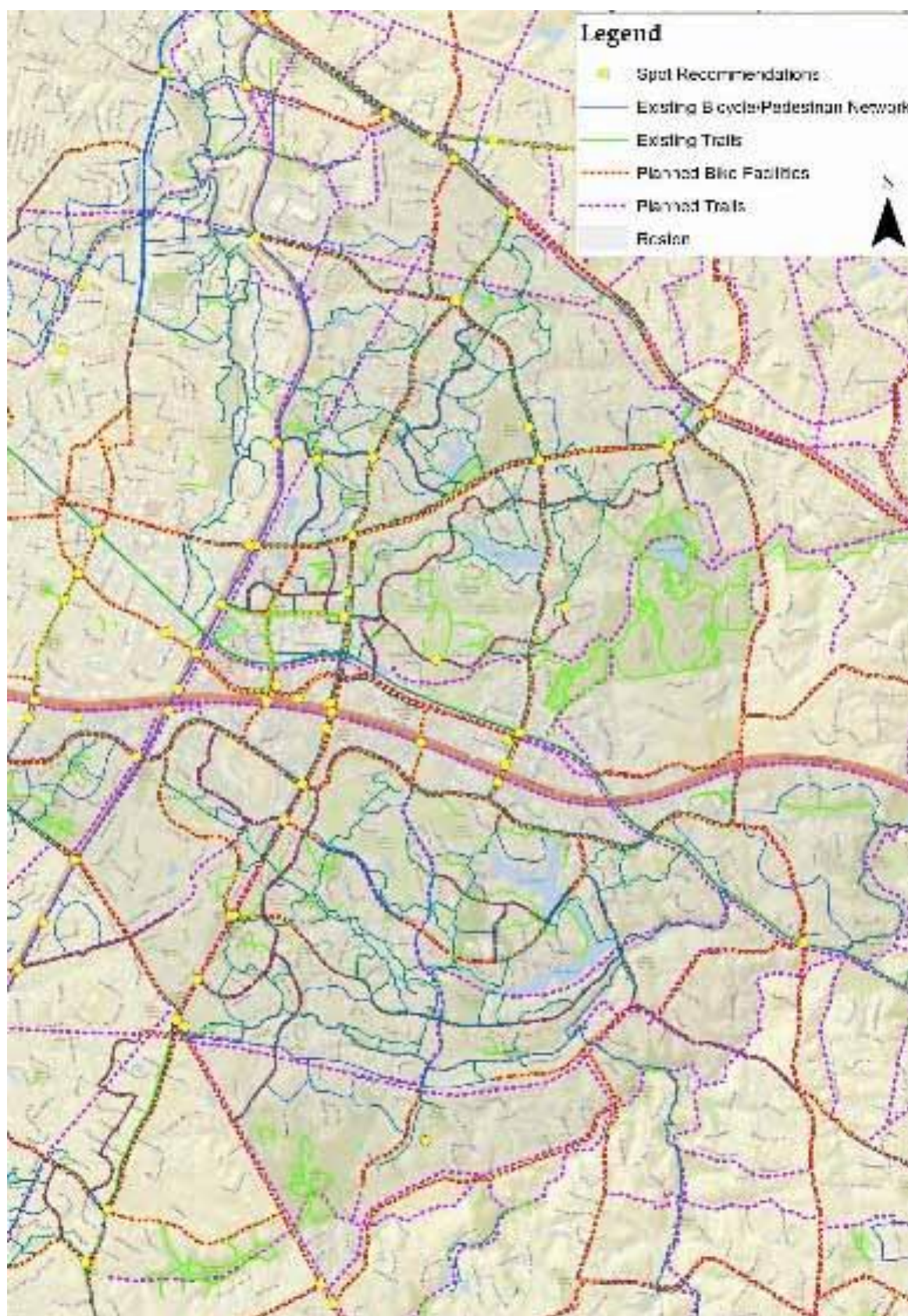
Pedestrian underpasses, located throughout Reston, are unique features serving as integral connections. They should be improved to enhance their function, especially those providing access to the Village Centers, parks, and active recreation facilities. Pedestrian under-

passes providing access to Transit Station Areas should be improved or added.

With the popularity of walking and cycling for health and wellness, recreation and transportation, the existing network of trails and sidewalks should be enhanced to improve safety and connectivity within and between neighborhoods, convenience centers, Village Centers, recreational facilities, open space, and the Transit Station Areas (TSAs). This Plan recommends the following enhancements to the multi-use trail system:

- Follow best practice on trail widths, a minimum of 8 feet generally and 10 feet in high-volume areas.
- Complete the grade-separated crossing at the intersection of Wiehle Avenue and the W&OD Trail to facilitate the crossing of this busy roadway by trail users.
- If feasible, construct the proposed Pinecrest Greenway. This proposed crushed-stone path, flanked by green space and possible recreational uses, would complete Pinecrest Road's connection between Glade Drive and Fox Mill Road.
- As additional safety provisions, include multi-use trail or sidewalk facilities along any road frontage to provide alternative routes to multiple destinations.
- Complete buildout of the currently planned trail system for Reston and the Fairfax County as portrayed in the Countywide Trails Plan Map.
- Extend the combined multi-use trails, bikeways, and sidewalks through the Transit Station Areas to link Reston both north-south and east-west.

Map of Bikeways and Trails for Reston



New Bikeways for Reston

The following table below identifies several of the new and most critical additions to the Countywide Bicycle Plan that have already been approved for Reston. These new bikeway connections serve to improve connections to and within the Transit Station Areas as well as linkages between the Reston neighborhoods located north and south of the Dulles Toll Road.

Table: Bikeway Recommendations (Transit Station Areas)

Name	Limits	Status	Comments
Separated Bikeway			
W&OD Trail	Hunter Mill Road to Monroe Street	Proposed and on-going	Provide additional access points from new development to the multi-use W&OD Trail to create the Reston Greenway Linear Park
Sunrise Valley Drive	Hunter Mill Road to Monroe Street	Proposed and on-going	Provide a cycle track, including across all streets with substantial building setbacks
On-Street Bike Lanes			
Reston Station Boulevard	Eastern Sunset Hills Road to western Sunset Hills Road	Proposed	Consider an appropriately designed bikeway on Reston Station Boulevard
Market Street, Library Street, Founders Boulevard, Isaac Newton Square, and other Local Streets with the highest volume of pedestrian travel	Transit Station Areas (TSAs)	Proposed	Consider an appropriately designed bikeway where appropriate, without using on-street vehicle parking spaces
Off-Street Shared Use Pathways			
Reston Parkway	South Lakes Drive to Baron Cameron Avenue	Proposed and on-going	Lighting and multi-use path on both sides of this street, including across the Dulles Toll Road
Wiehle Avenue	Sunset Hills Road to Sunrise Valley Drive	Proposed	Lighting and multi-use path on both sides of this street, including across the Dulles Toll Road
Soapstone Overpass	Sunset Hills Road to Sunrise Valley Drive	Proposed	Lighting and multi-use path on both sides of this street, including across the Dulles Toll Road
Town Center Parkway Underpass	Sunset Hills Road to Sunrise Valley Drive	Proposed	Lighting and multi-use path on both sides of this street, including across the Dulles Toll Road

Sidewalks

Sidewalks are also an integral part of the transportation network in Reston. Sidewalks along roadways are increasingly popular to access destinations due to their convenience as well as their safety at night, whereas multi-use trails through open space areas primarily serve a recreational function. Sidewalks should be included along both sides of all new roadways.

Sidewalks and intersections should be given special consideration to enhance pedestrian safety and convenience. Grade-separated crossings should be considered at intersections where there are frequent pedestrians crossings and where the road's width makes safe crossing very difficult.

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

This Plan recommends the following enhancements to the sidewalk system:

- Sidewalks should be located 5 to 10 feet from the curb along Minor Arterials especially in the Transit Station Areas, to the extent feasible.
- Sidewalks must be adequate in width to allow for clear passage from both directions, especially for pedestrians using strollers, wheelchairs, etc. Sidewalks require a minimum width of 5.0 feet if set back from the curb or minimum 6.0 feet if at the curb face with passing spaces every 500 feet. This minimum is often not adequate for adequate and safe movement and width needs to be examined for each instance to provide completely adequate mobility for all segments. The most current Department of Justice ADA Standards (currently 2010) should be used, as well as the U.S. Access Board's Public Rights of Way Access Guide (PROWAG).
- Safety treatments should be provided, including marked crosswalks and signalized pedestrian crossings at major intersections.
- Pedestrian oriented, LED street lighting should be provided along sidewalks in the Transit Station Areas.

PUBLIC TRANSIT

Public transit in Reston includes both Metrorail and bus service.

Metrorail.

The introduction of Metrorail service along the Dulles Toll Road is a key component in providing increased mobility and reducing motor-vehicle dependency for employees and residents in the three TSAs. There are, from east to west, three Reston Metrorail stations: Wiehle-Reston East, Reston Town Center, and Herndon. Focusing the highest density development, especially new multi-family and office development, around the Metrorail stations is vital to promote the use of mass transit and achieving the vision for these TSAs.

Local Bus Service.

Fairfax Connector bus service and its local RIBS 1-4 buses currently serve both local riders and people commuting between the Transit Station Areas and other employment centers. When the Phase II stations of the Silver Line (Reston Town Center, Herndon, and Innovation Center) begin service, subject to Board of Supervisor approval, those bus routes will be modified to shorten travel times, improve span of service, and provide more direct connections to employment, schools/colleges, and activity centers. These changes will provide convenient and reliable feeder service to the Metrorail stations from other parts of Reston as well as the outlying communities. Effective service will also be needed between the Transit Station Areas and areas on both sides of the Dulles Toll Road. The Countywide Transit Development Plan provides details regarding planned adjustments to existing routes and new routes to be added.

Specific Recommendations:

- Establish new and expanded transit services, including an internal circulation system that connects with the Transit Station Areas, the village centers, the neighborhoods, transportation hubs, and shopping, employment, educational, and entertainment locations. Though the focus should be primarily on connectivity within Reston, connectivity with similar areas outside should also be provided.
- Incorporate social equity and universal service guidelines when evaluating and making decisions on transportation services, especially regarding fares,

stops, routes, and connectivity to key locations.

- Large employers and business districts (whether formal Business Improvement Districts or not) should consider a level-of-service agreement with the county to both serve their business interests and also be accessible to the wider public as part of the public transit system.
- As necessary and feasible, incorporate smaller, more frequent buses or vans that prove needed to attract significant new ridership, including both TSA workers - and low-income residents.
- Locate improved shelters located at each of the Village Centers and major transit stops, as well as enhanced signage, route identification and time-of-arrival system.
- As soon as practicable, move from diesel to electric vehicles because of their beneficial health and environmental impacts.

MANAGING THE ELEMENTS OF THE RESTON TRANSPORTATION SYSTEM

The Importance of Managing the Elements

The previous sections of this chapter have discussed the elements of the Reston transportation system, including transportation facilities (for pedestrians, bicyclists, and motor-vehicle drivers) and services (especially transit). For those elements to work effectively and harmoniously, they need to be managed properly—with clear goals, objectives, metrics, and monitoring,

The overall goal of Reston transportation planning and management is to develop and maintain an attractive multi-modal transportation system that reduces excessive reliance on the automobile and equitably meets the needs of residents, employees, businesses and visitors, while reducing environmental impacts and promoting public health and safety.

The countywide transportation goals and objectives found in the 2017 Transportation Appendix of the Policy section of the Fairfax County Comprehensive Plan will be applied in a manner consistent with the mixes of uses, densities and needs of the Reston community. This plan is to realize those goals and objectives while preserving travelers' freedom to choose their travel modes. In all areas of Reston, this balancing must consider the needs of particular locations and circumstances.

Based on those goals and objectives, this section of the chapter, focuses on metrics and monitoring.

Mobility Metrics.

Mobility metrics establish the standards to which transportation facilities and services should be designed and by which their performance should be measured and managed.

Metrics for Non-Private Occupancy Vehicle Mobility Modes

Quantified metrics for mobility modes other than POVs should be developed where necessary and possible. In the absence of standardized quantitative metrics for non-motorized modes of mobility, such as walking and biking or for public transit, the key objectives can be articulated in this way:

Pedestrian and bicycle facilities will be convenient, traffic-safe and personally secure, with reasonable widths and surfaces, appropriately lit, visually appealing, equitably distributed in all areas of Reston. They will be connected without major gaps to retail and public-service hubs, recreational areas, and transit lines. Crossings of busy roads will include signals for pedestrians and bicycles. User-activated signals are desirable. Delays for safe street crossings should not be allowed to discourage pedestrian and bicycle activity. To the extent feasible, pedestrian and cycle paths will be set back from streets. Shared-use facilities will be designed to minimize risks to all users.

Secure parking facilities should be provided and e-bike charging should be widely available.

Public-Transit Services - Reston's transit network will be reliable, predictable, pleasant, affordable, equitably distributed, and frequent enough to present attractive and convenient alternatives to single-occupancy motorized vehicles for community members and visitors. It should be open to both publicly and privately owned services. Transit vehicles should minimize air pollution, including climate impacts, with zero-carbon vehicles replacing diesel as soon as feasible.

Metrics for POV Mobility: Transportation Demand Management (TDM)

TDM refers to various methods and incentives designed to reduce congestion by encouraging alternatives to single-occupancy vehicles, particularly during peak hours and in already congested areas. Examples can be

found in the Transportation Section of the Fairfax County Comprehensive Plan's Policy Plan. The result is a more efficient use of the existing transportation system. TDM is a critical component in achieving the Plan's goal of land use and transportation balance.

In addition to area-wide plans for TSAs, each development proposal must include transportation impact studies addressing expected impacts on each mobility mode, particularly during peak periods, and proposed measures to mitigate impacts that would cause excessive congestion or conflicts between modes of transportation in or near the TSAs. With respect to vehicular traffic, some measures will involve physical or technological solutions (e.g., lane modifications or traffic lights) or TDM to reduce traffic. Impacts on mobility in and out of nearby neighborhoods shall be assessed and mitigated to minimize any disruptive effects on those neighborhoods. Developers will notify and consult with residents or their representatives in such neighborhoods concerning development plans, expected impacts, and potential mitigation measures.

TDM in the TSAs - The objective of a successful TDM program for the TSAs is to reduce the number of single-occupant vehicle trips that would otherwise arise from the TSAs' denser development. These reductions reflect projected trip-levels below the trip rates calculated using the trip-generation rates of Institute of Transportation Engineers' (ITE).

A large component of TDM in the TSAs will be the implementation of formal TDM proffers that are supported by transportation-impact studies and projections. At a minimum, development proposals shall include the following elements associated with their TDM program:

- Commitment to the trip reduction goals to be achieved at each phase of development and the measures to be used to implement the program, including plans for monitoring and reporting.
- Provision of remedies if a TDM plan does not achieve its objective within a reasonable period of time, including restriction on the timing for future development.
- On a project-by-project basis, proffers to further reduce vehicle trips may be appropriate for projects seeking the high end of development potential allowed under the Comprehensive Plan.
- Large developments, especially office buildings,

should have amenities supporting pedestrian and bicycle travel-modes, as described in the earlier Bike- ways section of this chapter.

The County will conduct periodic independent assessments of the results reported by properties with TDM plans, to confirm their performance and also the specific factors that influence the performance positively or negatively.

TDMs in the non-TSA Areas - Major new developments and re-developments, residential and non-residential, in Reston's non-TSA areas will be required to provide TDM programs with components and reporting similar to those for the TSA areas. Because of their distance from major transit stations, the TDM goals may be lower than is required in the TSAs but will reflect a genuine best-effort to reduce peak-period vehicle impacts. Appropriate mitigation will be required for adverse impacts on mobility in or out of neighborhoods or village centers.

TDM for Pass-Through Traffic - Fairfax County transportation planners will strive to shift through-traffic from Reston roadways (e.g., Reston Parkway, Wiehle Avenue) to routes that are better suited to such traffic, including Fairfax County Parkway, Route 7 and Route 28. Such reductions of traffic passing through Reston will help to mitigate traffic congestion from growth in Reston. Reston residents, businesses, and visitors will benefit from reducing congestion in Reston that is not attributable to a Reston origin or destination.

TDM Through Parking Policies - Meeting TDM goals can be affected by developers' parking strategies. Possible strategies include adequate bicycle parking and easy access to bikeways, shared parking for uses which have different peak demand periods, paid parking, shared parking between similar uses in both existing and new buildings (especially if the existing building has excess parking spaces), and reduced parking for ride-share vehicles. Pricing differentials for parking and other strategies can also be used to encourage entry and exit outside peak periods, in order to mitigate congestion in the road network. All of these parking strategies must be used carefully, to prevent spill-over parking in nearby neighborhoods.

A parking plan should be submitted along with a development application to demonstrate that the amount of

parking and management of parking that is provided is designed to support the development.

The use of higher parking rates in the first phases of development followed by lower parking rates in subsequent phases can be considered for reasons such as existing leasing requiring higher parking rates. Plans for residential structures should take into account the number of bedrooms per unit and anticipated visitors and available mobility alternatives when establishing the amount of parking to supply. All non-residential uses should reduce their parking supply below the county-wide minimum, again without causing spill-over parking in nearby neighborhoods.

For office space - Within the TSAs, 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

For multi-family units - Within the TSAs that are more than one-half mile, along a walkable path, from the nearest Metro Station, the minimum parking rates will be:

- 0- 1BR: [To be determined by FCDOT study]
- 2 BR: [To be determined by FCDOT study]
- 3+ BR: [To be determined by FCDOT study]

Ongoing County Monitoring, Adjustments, and Funding.

The County will regularly monitor transportation in all areas of Reston to determine the validity of its plans and strategies and to prepare mitigation plans for undue impacts.

The County will periodically evaluate, in collaboration with VDOT, the validity of their joint 2015 assumption of 7.5% technology-based road-efficiency improvements (at full TSA build-out) and revise their assumptions and strategies as appropriate.

Collaborating with VDOT and with appropriate consultation with the community, the County will evaluate the possible installation of real-time signal-management at congested intersections, ensuring that acceptable service levels are maintained for pedestrians and bicyclists.

An over-view of the funding plan for Reston transportation improvements is found in the County's "Reston

Transportation Strategy" (July 2018). Specifics on the funding and timetable for improvements to support the developments in the TSAs is found in two County documents:

- Reston Network Analysis: Final Report (March 2018)
- "Reston Funding Plan Draft Cash Flow" (Fall 2018)

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 serving the TSAs.

PLACEMAKING

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

Enhancing the placemaking characteristics along streets by substantially increasing the number of street trees, providing generous sidewalks setback from the curb, and improving street lighting should improve the design of the streets in Reston and encourage pedestrian travel.

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 affect from streets by significantly increasing tree canopy, improving stormwater management, and protecting streams.

The details of the landscape panel, sidewalk width, building zone, tree spacing, streetlight design and spacing are included in the design guidelines that have been established for Reston, especially Fairfax County's 2018 Guidelines for Development: Reston Transit Station Areas. The following paragraphs summarize the important placemaking features as part of the transportation system.

Reston Parkway

Reston Parkway will carry a large volume of motor vehicle-traffic and will also accommodate transit vehicles, cyclists, and pedestrians. The design and operational

character of this road will often create the first impression of Reston. Future development and transportation planning should acknowledge the functions of this road as well as the importance of establishing a positive character. To strike a balance, the volume of traffic, particularly through-traffic, should be diminished to the extent possible. The Reston Parkway streetscape concept should provide a safe, comfortable, and attractive environment for motorists, pedestrians and cyclists. Reston Parkway should also 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. Attractive high mounted, LED streetlights should highlight each of the intersections with closely spaced, pedestrian-oriented streetlights in between. A multi-use path should extend along its entire length, including across the bridge over the Dulles Toll Road. Safe, convenient crosswalks are critical. Large existing trees should be preserved, and a substantial number of new street trees should be provided along each side and in the median. Attractive street lighting should be provided to illuminate both the street and the sidewalk. Benches and attractive street furniture should also be provided along the parkway. Traffic should be moderated to welcome and encourage walking and biking to and from the many dwellings and attractions in the area.

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. Preservation of existing large trees along both sides and new trees in the median should be established to screen the roadway from the adjacent residential neighborhoods. Street lighting should use the of high mounted LED streetlights at the intersections. Extension of the multi-use trail will be less important but still desired in this area. Safe, convenient crosswalks are important at intersections.

Below: Placemaking features along Sunrise Valley 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 - There are significant opportunities for Improving design and functioning of Wiehle Avenue represents. There are challenging conflicts between high-volume of motor vehicle and pedestrian traffic in the area between Sunset Hills Road and Sunrise Valley Drive. Pedestrian connections across Wiehle Avenue and along both sides need to be significantly improved in this area. The success of the TSA and its attractiveness to people living outside the TSA will be affected by the ability to achieve a comfortable, walkable neighborhood that spans Wiehle Avenue. A combined sidewalk and bikeway should be provided along both sides. The existing pedestrian-oriented street-

lights 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 North of Sunset Hills Road - This area of Wiehle Avenue extends through existing residential neighborhoods. Sidewalks should be provided along both sides. Existing trees along both sides should be retained and trees should be added to the medians. Appropriate lighting, where possible, is encouraged. 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.

Sunrise Valley Drive

This street should be substantially improved to create a tree-lined boulevard with ample open spaces that serve as a transition between the Transit Station Areas and the adjacent residential neighborhoods. Streetlights should include high-mounted, LED streetlights at the major intersections, with low, pedestrian-oriented streetlights near the intersection with Wiehle Avenue. New buildings should have a setback of a minimum of 50 feet to provide ample space for a sidewalk and separate cycle track. Crosswalks should be clearly marked at the intersections to provide for safe access for pedestrians and bicyclists at the major intersections. 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. A traffic light will be installed at eastern intersection of Sunrise Valley Drive and Upper Lake Drive and at other locations as needed to facilitate trips out of neighborhoods, provided that it meets VDOT warrants.

Sunset Hills Road

This street extends along the entire length of Reston and into the Herndon area. The south side of this road connects commercial areas in Reston. 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. There should be closely spaced street trees along the entire length, with high-mounted streetlights at each major intersection. Wide side-walks with a setback of a minimum of eight feet should be provided, to the extent feasible, along both sides of Sunset Hills Road. Street furniture should also be provided to serve the high volume of pedestrian travel that is anticipated in this area. 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 for the medians of all divided arterials should be established.

***Below:** W&OD Multi-Use Trail near Sunset Hills Road*



Local Streets in the Transit Station Areas

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

Sidewalks along the local streets should be a minimum of 8 feet wide in areas where significant pedestrian activity is expected to occur. Sidewalks along local streets where pedestrian activity is expected to be less significant should be a minimum of 6 feet wide. 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 located parallel to Sunset Hills Road
- Reston Station Boulevard in the Wiehle Metro Station Area

Below: Local Street with an example of placemaking features - North Bethesda, on-street parking, streetlights, closely spaced street trees



Local streets with sidewalks should extend from the TSAs into adjacent existing office parks, to the maximum extent practical. Such streets and sidewalks should be designed to improve internal mobility within those areas and also mobility connections to the TSAs. In the absence of redevelopment, local streets within existing office parks should link and incorporate existing internal 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 contribute to the character of Reston. The three predominant signage types that contribute to placemaking are on-site signage (signs used to identify a place of business, residential building, or public facilities), regulatory signage (on-street parking, loading areas, curb pick-up and drop-off areas, and stop signs that are placed in the public realm), and directional/location signage (assistance and location information—including street addresses—for pedestrians, cyclists, and motorists).

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

Below left: Example of a Minor Arterial (Type B), Sunrise Valley Drive with a cycle track or bikeway, and separate sidewalk, closely spaced street trees, extensive landscaping features

Below right: Reston Town Center with iconic street lights, wide sidewalks, street trees, landscaping and retail store



PARKS, RECREATION AND OPEN SPACE (February 15, 2022 version)

Larry Butler, Jennifer Jushchuk

***Any mention of the number of athletic fields in the TSA's will be resolved by staff based on standard calculation**

INTRODUCTION

The existing 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 RA's Walker Nature Center, and two privately owned 18-hole golf courses denoted as landmarks in the [November 2018 Fairfax County Office of Revitalization Guidelines for Development: Reston Transit Station Areas \(TSAs\)](#). Reston offers over 55 miles of Reston Association (RA) maintained Reston trails, and about 4 miles of the W&OD trail. In addition, large active recreation facilities, public indoor facilities, other sports facilities and smaller 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, the existing hierarchy of open spaces and active recreation facilities must be augmented and enhanced to serve the additional population and address existing deficiencies. The planning principles for this enhanced system include the following:

- Preserve the natural features found in Reston including forests, lakes and stream valleys
- Protect, preserve, and conserve vegetation, and habitat for birds, pollinators, and wildlife
- Create and link the unique and sustainable forest systems in Reston to establish wildlife corridors by augmenting the landscape features in the natural areas as well as in the development areas
- Plan a variety of recreation experiences for all ages, to serve all levels of fitness and ability, and to meet the needs of the culturally and economically diverse Reston community
- Provide for cultural activities both indoors and outdoors
- Provide for community gathering spaces

Several public, non-profit, and private organizations currently provide parks, open spaces, 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 (CHCC@S), Fairfax County Public Schools, the Northern Virginia Regional Park Authority (NOVA), the Fairfax County Park Authority (FCPA), Reston National Golf Course, Hidden Creek Country Club, and the YMCA. RA, a private member funded homeowners association, is the primary provider and privately owns and maintains most of the parks, trails and recreational facilities primarily for the benefit of its members. FCPA provides larger athletic fields, public parks, and recreational facilities. As development occurs in Reston, additional publicly accessible parks, recreation, and cultural facilities will be needed beyond those that now exist. As development and redevelopment occurs, new public parks, recreation facilities and open space will be provided collaboratively through proffer contributions, public support, and private donations without compromising the assets that the community currently enjoys.

The Urban Parks Framework and the Guidelines for Development: Reston TSAs will be used for the TSA areas. The Parks and Recreation Section in the Policy Plan will be used for non-TSA areas.

RA, FCPA, and RCC, and CHCC@S, have worked together to identify new park, recreation, and cultural needs in Reston, including related to the Reston Transit Station Areas (TSAs). Facilities and amenities to meet these needs must be provided in the TSAs and elsewhere in the Reston area. Local-serving facilities such as open space, playgrounds and sport courts will be provided and accessible in close proximity to developments. The following list of park and open spaces are representative of Reston and not intended to limit the addition of new types of facilities.

Interwoven Equity: Adding and improving parks, playgrounds, and open space in underrepresented and underserved sections of Reston must be priorities. Publicly owned fields and recreation facilities in Reston must be accessible to Reston residents at low to no costs. Redevelopment of Reston’s public parks and recreation facilities will result in no net loss of public parks and recreation facilities access to Reston residents. Field allocation policies used for Reston’s parks, athletic, recreation, and community facilities must promote equity and inclusion.

Parks and Open Space:

Stream Valley Parks	Large Public Open Spaces:	Large Outdoor Facilities:	Large Public Indoor Facilities:	Smaller Outdoor Facilities:	Smaller Public Open Spaces:
<ul style="list-style-type: none"> ▪ Difficult Run and tributaries such as such as Colvin Run and Snakeden Branch ▪ Tributaries of Sugarland Run ▪ Walker Nature Center 	<ul style="list-style-type: none"> ▪ RTCN Central Green ▪ Reston Greenway Park: (W&OD Trail and adjacent open spaces) ▪ Sunrise Valley Linear Park ▪ Reston Parkway Linear Park ▪ Pinecrest Greenway 	<ul style="list-style-type: none"> ▪ Rectangle and Diamond Fields ▪ Baron Cameron Park ▪ Two Golf Courses ▪ Signature Playgrounds 	<ul style="list-style-type: none"> ▪ Performing Arts Center and Music Venue ▪ FCPA Recreation Center ▪ Other Indoor Sport Facilities 	<ul style="list-style-type: none"> ▪ Smaller Fields ▪ Sports Courts ▪ Smaller Playgrounds ▪ Dog Parks 	<ul style="list-style-type: none"> ▪ Community gathering spaces ▪ Smaller open spaces
Photographs	Photographs	Photographs	Photographs	Photographs	Photographs
Photographs	Photographs	Photographs	Photographs	Photographs	Photographs
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RECOMMENDATIONS FOR PARKS, RECREATION AND OPEN SPACE

Stream Valley Parks:

Stream Valley parks are one of the most recognizable features in Reston. They are mostly owned and maintained by the Reston Association and a variety of homeowner associations. Stream Valley Parks are mostly maintained as natural areas. They often include picturesque trails and older trees. Development in the stream valley park areas must provide up-to-date storm water management.

- **Difficult Run and tributaries such as Colvin Run and Snakeden Branch**
Preservation of the natural environment, improvement of the storm water management system, and the extension of the trail system must be a priority.
- **Tributaries of Sugarland Run**
This stream valley is located in the Town Center and Herndon Station TSAs. The large wetland area near the Herndon Station should be preserved and pedestrian access should be improved.
- **Walker Nature Center**
Preserve and protect the natural environment

Large Public Open Spaces:

- **RTCN Central Green**
Located at Reston Town Center North, this substantial public space, containing both open areas and structural elements for performances and gatherings, should be thoughtfully designed and incorporated into the overall plan for this district, the Reston Town Center TSA, and the Reston area.
- **Reston Greenway (W&OD Trail and Adjacent Open Spaces)**
Create a linear greenway along the W&OD Trail. The combination of the trail and adjacent developments will provide the necessary land. A “garden of remembrance” could also be provided within the Greenway. The W&OD is currently used often for exercise, with cyclists riding at high speeds. Applicants with parcels adjacent to the W&OD must not rely on the W&OD as a sidewalk and must instead ensure that sidewalks for pedestrians are provided. The sidewalk along Sunset Hills that runs parallel to the W&OD must be completed. Public restrooms and water fountains along the W&OD must be provided.
- **Sunrise Valley Linear Park**
Provide a cycle track, sidewalks with landscaped buffers, street trees, street lighting, large setbacks of at least 50 feet between the road and buildings, open spaces, and significant landscaping, while also protecting and expanding canopy of trees.
- **Reston Parkway Linear Park**
The Reston Parkway runs between Fox Mill Road and Route 7. This narrow parkway has 4 to 6 lanes, wide medians, significant green areas, large existing trees along each side, and a series of recreation and open space areas that create linear parks. From Fox Mill Road to Sunrise Valley Drive and from Baron Cameron Avenue to Route 7, the large-lot suburban character of

this area with forests, linked open spaces and recreation spaces must remain and be reinforced. The section from Sunrise Valley Drive to Baron Cameron Avenue must include improved crosswalks, pedestrian scaled street lighting, setbacks for buildings, and trees in the median and along both sides as well as preservation of large existing trees.

- **Pinecrest Greenway**

Provide an open space on an abandoned VDOT right-of-way between Glade and the end of the cul-de-sac of Fox Mill Road, for meditation and quiet enjoyment for local residents.

Large Outdoor Facilities:

- **Rectangle and Diamond Fields**

Rectangle and diamond fields are needed for a wide variety of scheduled and unscheduled sport play for all age groups and abilities. Additional capacity equivalent to at least **X** athletic fields serving Reston should be achieved through development contributions of land, funds, and facilities to meet the needs generated by planned TSA development. These fields will generally be either in the TSA itself or a 5-10-minute walk of the TSA. In addition to provisions of new park and school fields within or near the TSAs, enhancements to and redesign of public parks and schools will be necessary.

- **Isaac Newton Square Fields:** Proffered for rectangular field and warm-up area, adjacent retail.
- **Hunter Mill Road Fields:** Proffered rectangular field and practice field, parking area located adjacent to the Reston area.
- **RTCN Fields:** Future rectangular, multi-purpose athletic field with an adjacent indoor recreation center.

- **Baron Cameron Park**

A Park Plan for this facility has been approved by the Park Authority, but it has not been funded.

- **Two Golf Courses**

The two, existing 18-hole golf courses are to remain as originally planned for Reston and should be incorporated into conservation/open space easements.

- **Signature Playgrounds**

Reston's amenities will include at least three new large-scale outdoor playgrounds:

- **Destination Playground:** This playground should be similar in style and scale to Clemyjontri Park in McLean or Gwen Thompson Briar Patch Park in Sterling. This playground must be ADA accessible and inclusive. This playground must be located in South Reston. The area on the pipeline easement on the east side of Reston Parkway near the Reston Animal Hospital should be considered for the location.
- **Nature-Themed Playground:** This playground must incorporate a children's community garden and information on Reston's commitment to being a biophilic community. The RA abandoned ballfield park east of the Hunters Woods Village Center should be considered for the location.
- **Reston History & Civic Engagement Themed Playground:** This playground should bring history and civic engagement to life for Reston's children. A focus should be on Reston's commitment to community building, social justice, and equity. Components may include movable features that allow children to design their own city, a stage and area where children can attend book readings and hear from elected officials and community leaders, and an interactive timeline of Reston's

history that highlights community members who helped define Reston. Public art and sculptures that serve as play equipment must be included. Reston Town Center North should be considered for the location.

Large Public Indoor Facilities:

- **Performing Arts Center and Music Venue**

A performing arts venue for all of Fairfax County that can support large-footprint music, theater and dance organizations is needed. The preferred location is within walking distance of a transit station within the Reston Town Center, near other entertainment activities (e.g., dining, retail) with opportunities for shared parking.

- **FCPA Recreation Center**

Large-scale facility will include a competitive (50 meter) swimming pool , and other recreation features including multi-use sports courts, indoor walking/jogging track, and an indoor children's play area. The Board of Supervisors has already committed to construct 90,000-square feet of indoor recreation space into the Reston Town Center North district.

- **Other Indoor Sports Facilities**

Indoor sport facilities to accommodate recreational and possibly competitive play like tennis, basketball, pickle ball, volleyball, and badminton are needed.

Smaller Outdoor Facilities:

- **Smaller Fields**

Recreation spaces for volleyball and other facilities are needed in the TSAs and Reston neighborhoods. Innovative uses of space for exercise should be considered, examples include mini-pitches on rooftops.

- **Sports Courts**

Multi-use and single-use hard-surfaced courts should be incorporated into developments and local parks. Examples include, basketball courts, volleyball courts, pickle ball courts, bocce ball courts, and other hard and soft surface facilities.

- **Smaller Playgrounds**

Neighborhood sized playgrounds must create opportunities for all residents to engage in physical activity and for children to develop fundamental motor and social skills.

- **Playground Character:** Playgrounds must be exciting and visually pleasing. Playgrounds that incorporate public art are encouraged.
- **Playground Accessibility & Equity:** Playgrounds must incorporate inclusive and accessible design elements and features. Adding and improving playgrounds in underrepresented and underserved communities in Reston are priorities. Multigenerational play and entertainment facilities that encourage social activity, such as bocce ball courts, are encouraged.
- **Outdoor Playground Safety:** Playgrounds located near vehicular traffic will be fenced. Playgrounds must provide shade. Playground environments will be designed to minimize disease bearing insects (e.g., mosquitos and ticks) and noxious plants (e.g., poison ivy), while fostering native plants that encourage beneficial wildlife (e.g. butterflies and ladybugs.)
- **Indoor Play:** FCPA will provide indoor areas where children can play inside,

especially in the winter and summer. This should be easily accessible to the public at a low to no cost for entry.

- TSA / RA Partnerships: Private development applications are encouraged to partner with the Reston Association to develop and maintain playgrounds in the PRC that are proximate to development applications. This should involve engagement with the neighboring communities to better integrate newly developed sites into the larger Reston community.
- **Dog Parks**
Areas of varying sizes for on-leash and off-leash dog walking and exercise are needed in Reston. within the TSA dog parks must be provided in residential and mixed-use development. Larger dog parks in Reston intended for public use must have associated parking.

Smaller Public Open Spaces:

- **Community Gathering Spaces**
Large, well-activated plazas or other community gathering spaces will be constructed in the TSAs on each side of the toll road near the Reston Metro stations. At least one new pedestrian access point and trail will be established to link the Wiehle TSA to trails in Lake Fairfax Park. Good signage will be installed to identify each access points from Reston into Lake Fairfax Park.
- **Smaller Open Spaces**
Additional public open spaces are needed to serve the additional population. In the TSAs, urban parks are appropriate, including common greens, civic plazas, and recreation-focused parks.

Reston's parks, recreation and open spaces are shown on the maps. Reston's park, recreation and open space map distinguishes between Reston Association's parks and open spaces, and other parks, recreation and open spaces in Reston. Public parks are classified by park type as described in the Policy Plan, based on the general park service area, size, typical facility types, extent of development, and user experience. Reston public parks and classifications include the following:

Table: Summary of Proposed Parks, Recreation and Open Space Recommendations:

Name	Status	Recommendations
Stream Valley Parks		
Difficult Run and tributaries such as such as Colvin Run and Snakeden Branch	Existing and Planned	Preservation of the natural environment, improvement of the storm water management system, and the extension of the trail system must be a priority.
Tributaries of Sugarland Run	Existing and Planned	Improvements to the wetlands and pedestrian access
Walker Nature Center	Existing	Preserve and Protect
Large Public Open Spaces		
Reston Town Center	Planned	Public gathering space, performance area,
North (RTCN) Central		landscaping

Green		
Reston Greenway (W&OD Trail land adjacent open space)	Existing and Planned	W&OD Trail with adjacent open spaces including as examples – a rectangular field and practice facilities, small sports fields public garden, public art, historic Wiehle Town Area, forest areas, meadows, dog parks, Garden of Remembrance, and parking areas
Sunrise Valley Linear Park	Existing and Planned	Enhance walkability, mobility, character and safety
Reston Parkway Linear Park	Existing and Planned	Protect large-lot suburban character and enhance safety in the TSA
Pinecrest Greenway	Planned	Create local open space
Large Outdoor Facilities		
Rectangle and Diamond Fields	Future	Additional rectangular and diamond fields in or near Reston should be provided through proffers, funds, and construction of these facilities
Isaac Newton Square Field	Planned (proffer)	Rectangular field and warm-up area, adjacent retail
Hunter Mill Road Field	Planned (proffer)	Rectangular field and practice field, parking area located adjacent to the Reston area
RTCN Field	Planned	Future rectangular, multi-purpose athletic field with an adjacent indoor recreation center
Baron Cameron Park	Existing and planned	Master Plan for soccer and baseball fields has been approved, subject to a potential revision for sports tourism
Two Golf Courses	Existing	Hidden Creek and Reston National Golf Courses are to remain.
Signature Playgrounds	Future	Reston’s amenities will include at least three new large-scale outdoor playgrounds: a destination and accessible playground, a nature-themed playground, and a Reston history and civic engagement themed playground.
Large Public Indoor Facilities		
Performing Arts Center and Music Venue	Future	Indoor performing arts facility and music venue with adequate parking will be located near the Town Center Metro Station.
FCPA Recreation Center	Future	An indoor recreation center (90,000 square feet) with an aquatic facility (50 meters), meeting rooms, public recreation courts and adequate parking should be located adjacent to a rectangular field
Other Indoor Sports Facilities	Future	Indoor sport facilities to accommodate recreational and possible competitive play such as tennis, pickleball, futsal, volleyball, basketball and badminton
Smaller Outdoor		

Facilities		
Smaller fields	Future	Tennis and volleyball and other facilities
Sports Courts	Future	Multi use and single use hard surface courts
Smaller Playgrounds	Future	Neighborhood sized playgrounds to create opportunities for all residents to engage in physical activity and for children to develop fundamental motor and social skills
Dog parks	Existing and Future	Areas of varying sizes for on-leash and off-leash dog walking and exercise. Public dog parks must have associated parking.
Smaller Public Open Spaces		
Community gathering spaces	Future	Community gathering spaces throughout Reston
Smaller open spaces	Future	Common greens, civic plazas, and recreation-focused parks and other facilities accessible for public use

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

The Transit Station Areas will include large and small open spaces, recreation areas, and public facilities in the various development projects. While many developments in the TSAs will include smaller parks and plazas, contributions of recreational facilities will also be necessary. The provision of athletic facilities, particularly sports fields is a priority.

- Urban Park Service Level Standards and Typology** - The Urban Park Framework is 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 parkland 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.
- [Guidelines for Development: Reston TSAs](#)** - is 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 County staff and the Reston Community for both framing the discussion with developers and in evaluating proposed development applications.
- Calculation of Publicly Accessible Open Space** - The following guidelines apply when considering the total amount of publicly accessible open space to be provided by any given project:
 - The usable open space provided should be at a minimum 20 percent of the gross lot area.

- The publicly accessible open space goal for each parcel will be met by open space located on-site unless mutually agreed and combined with other properties to create larger spaces.
- Publicly accessible open spaces do not include streets, parking and driveways, areas for vehicles, streetscape widths that are less than 12 feet wide, and roof top areas not readily accessible to the public.
- **Active Recreation** - Outdoor recreational areas should foster social interaction as well as team sports and individual recreation activities. Based on the projected redevelopment, there will be a need for additional fields. Contributions of recreational facilities will be needed to ensure a recreation system that serves the wider range of needs. A goal of adding at least X athletic fields serving Reston should be achieved. At a minimum, three of the new full-service athletic fields should be provided within or adjacent to the TSAs. The additional fields should be distributed.
- RA Resolutions and Covenants will be applied on those parcels that are subject to the RA deed.

IMPLEMENTATION OF OPEN SPACE AND RECREATION IN THE VILLAGE CENTERS

In the Village Centers, the Parks and Recreation Section of the Fairfax County Policy Plan and RA Resolutions and Covenants will be applied. 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 scale 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

Development in the Reston neighborhoods will need to provide appropriate park, recreation and open space spaces. The Parks and Recreation Section of the Fairfax County Policy Plan and RA Resolutions and Covenants will be applied. 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 spaces in Reston. The Reston Community Center at the Hunters Woods Village Center and Lake Anne Village Center also provide important gathering places for the community. Creation of open spaces will be accomplished without sacrificing Reston's viable existing open space amenities.

Affordable Housing Chapter – Comprehensive Plan Draft for Reston

BEGIN PROPOSED TEXT (to amend existing Comp Plan text)

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Affordable Housing

Housing Diversity

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

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

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

Reston has lakefront homes with private docks, homes within steps of golf courses, suburban style neighborhoods with curvilinear streets, Cubist styled townhomes amidst heavily forested areas, high rise, multifamily in Lake Anne and the Reston Town Center, and multifamily communities of various sizes located throughout Reston. Residential developments designed by noted architects suchn as Charles Goodman, Cothiel Smith, and James Rosant are present within the diverse housing landscape of Reston. Housing diversity should continue to be available throughout Reston in an integrated fashion.

“Missing Middle Housing,” which is present in Reston in small numbers, should also be encouraged. The term was coined in 2010 by architect Daniel Parolek and the housing concepts it

describes have been popularized over the past decade. Missing Middle Housing describes a range of multifamily or clustered housing types that are compatible in scale with single family and transitional neighborhoods. They generally are located in walkable neighborhoods, in transit oriented developments, and in areas that feature retail and services. Missing Middle Housing delivers a ranges of housing styles and prices, and include duplexes, stacked duplexes, townhomes, and apartments. The transitions from the TOD and TSA areas to residential neighborhoods in Reston make Missing Middle Housing particularly appropriate for Reston's demographics.

Since the 1960s, the people of Reston and Fairfax County Government have been focused on making Reston a place where people of all ages and income levels can live and work. Within Reston, one can find shelters for the homeless; assisted housing for those in serious financial need; affordable and workforce dwelling units for those individuals and families who earn 60% - 80% of the County AMI; dedicated housing for senior residents with lower income levels; dwelling units of all types that are ADA compliant; and a wide range of market rate housing choices throughout every part of the community.

Reston has been at the forefront in addressing Affordable and Workforce Housing in Fairfax County. Given its support for equitable housing since its founding, Reston seeks to further increase affordable housing opportunities with this Comprehensive Plan

Support for the homeless has been another long term effort by the people of Reston in its goal of equitable housing for those in need. Reston has one of six homeless shelters in Fairfax County. The Embury Rucker homeless shelter has been given tremendous support by the people of Reston, and it is now scheduled for a significant expansion that will include a new "transitional" housing component consistent with the goals of this plan. (Refer to the Land Use and Public Facilities Chapters for further information.)

It is also important to note that there are major Federal Government programs administered by the US Department of Housing and Urban Development (HUD) that persons living in Reston, working in Reston, or relocating to Reston can take advantage of if they meet low income requirements. These programs include Tenant Based Rental Assistance (TBRA) (Section 8); Project Based Rental Assistance (PBRA) (Section 8); Housing for the Elderly (Section 202); Housing for Persons with Disabilities (Section 811); and Homeless Assistance Grants.

The primary program affecting Fairfax County and Reston is TBRA, which is commonly referred to as Housing Choice Vouchers (HCV) for rental assistance, and is easily the largest Federal Affordable Housing program nationwide. The household income must not exceed 50% of AMI. Participants in the HCV program receive assistance to rent private market units. Participants find their own apartment, condominium, townhouse, or single family home. Participants pay approximately 30-35% of their adjusted income toward rent, which is paid directly to the landlord. The Fairfax County Redevelopment and Housing Authority pays the balance to the landlord. While this program can be oversubscribed, it is the intention of this Plan that this program and other Federal Programs be advertised by the County to the maximum extent possible to help Reston achieve a broader spectrum of affordable housing for everyone.

It is imperative that Reston and the County continue to expand the availability of shelters and assisted housing for those most in need, and to increase the numbers of below market rate housing for those lower- and middle-income people who want to live and work in Reston, but are being priced out of the Reston real estate market.

Housing serves as a platform for individual and family well-being. It is the basis for inclusive and diverse communities, and it supports sustainable local economic growth. Reston should be consistent in its sustainable affordable housing preservation strategies with the One Fairfax Racial and Social Equity Policy (One Fairfax). This policy supports a high quality of life, employment opportunities, housing, amenities, and services for all people throughout the County; which is precisely the development philosophy that Robert Simon espoused over 60 years ago.

Senior Housing

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

Universally Designed Housing

As residents age and life expectancy continues to increase, the county and Reston will continue to experience an increased need for housing to accommodate people who are disabled. In furtherance of countywide policies and the Reston Vision, proposals should increase the supply of townhouses and multifamily housing designed to accommodate these populations through the application of universal design. If incorporated into building designs, additional costs will be minimal, while community benefits will be substantial. Development and redevelopment proposals with a residential component should commit to providing units designed specifically for these populations.

- Proposals located closer to transit and services and their associated higher development intensities (e.g. Village Centers and TSAs) should provide more units.
- The units may be either market rate or affordable.

Affordable Housing in Reston: History and Inventory

The following chart lists milestones in past development of affordable housing in Reston: _

Cedar Ridge	1970	First low and moderate
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		rental income housing community
Fellowship House at Lake Anne	1971	First housing community for low income seniors
Island Walk	1978	First low and moderate housing community for home ownership
Embry Rucker Community Shelter	1989	First homeless shelter
Courts of Fox Mill	19__	First ADU for home ownership
Aperture	20__	First rental ADU units
Avant at Reston Town Center	20__	First rental WDU units
Sunrise Square	2019	First WDU units for home ownership

The next charts show, as of January 1, 2022, the existing market rate affordable housing rental and for sale properties in Reston:

Rental Properties

Fairway East and West	346
The Springs	364
Winterthur	300
Reston Glade	205
Hunters Woods Fellowship House(senior housing)	240
Colvin Woods	262
TOTAL	1717

*Properties where a family of 4 with income at 60 - 80% of the Fairfax County median income possibly can rent a 2 bedroom apartment for no more than 30% of their income. Not all units cited above are 2 bedroom apartments. Hunters Woods Fellowship House is rental senior housing for very low income residents.

For Sale Properties

11562 Rolling Green Ct, #200	2BD/2BA – 1141 sq. ft
1515 N. Point Dr, #202	2BD/2BA – 1191 sq. ft.
1700 Lake Shore Dr, #21	2BD/2BA – 1224 sq. ft.
11313 Sundial Ct, #208	2BD/2BA – 1012 sq. ft.
2233G Lovedale Ln	2BD/2BA – 1232 sq. ft.
11224 Chestnut Grove Sq.	2BD/1BA – 980 sq. ft.
TOTAL	6

* Affordability based on an income of 80% of Fairfax County AMI (\$82,300) for a family of 4 and a conservative front and back ratio of debt to income. Also assumes a 3% down payment. Existing market rate affordable housing for sale changes on a daily basis.

More affordable for sale properties may exist in Reston than we are aware of. A detailed analysis of the tax records could be done to determine this.

The next group of charts itemize existing and future committed affordable housing properties for rent and for sale in Reston, both ADUs and WDUs:

Existing Committed Affordable Rental Properties

Cedar Ridge	195
Reston Townhomes	30
The Crescent	180
Shadowood	16
The Green	57
Parc Reston	23
Stonegate Village	234
Apartments at North Point	48
Island Walk	102
Lake Anne House (senior housing)	240
Aperture	50
Avant at Reston Town Center	44
BLVD at Reston Station	88
Edmund	53
Exo	42
Faraday Park West	31
Hunters Woods at Trails Edge	18
Russell at Reston Station	39
Signature at Reston Town Center	81
Point at Reston	37
VY Reston Heights	46
Cornerstones	22
Gabriel Homes (developmental disabilities)	5
Pathway Homes	TBD
TOTAL	1681

*This chart includes county owned properties and privately owned properties. It includes subsidized housing, affordable dwelling units and workforce dwelling units. AMIs served range from less than 50% to 120% of Fairfax County area median income.

Lofts at Reston Station	3
Sunrise Square	4
Tall Oaks	11
Valley and Park	5
TOTAL	23

* Since inception of the ADU ordinance in 1990 and inception of the WDU policy in 2007.

Future Committed Affordable Rental and For Sale ADUs

JBG/EYA (for sale)	8
CRS Sunset Hills (rental)	83
TOTAL	91

Future Committed Affordable Rental WDUs

Commerce Executive Park	75
Renaissance Centro	21
CRS Sunset Hills	97
Comstock Reston Station	130
11111 Sunset Hills	23
Boston Properties	322
JBG/Reston Executive Center	92
JBG/EYA	146
AG-ARC Reston 1,2,3	17
ONE Reston and TWO Reston	205
Reston Heights Residential	60
Reston Crossing	191
Golf Course Overlook	42
1900-02 Campus Commons	98
APA Properties	284
TOTAL	1803

* Since inception of the ADU ordinance in 1990 and inception of the WDU policy in 2007. AMIs served range from 70% to 120% of Fairfax County area median income.

Future Committed Affordable For Sale WDUs

Pulte Home	3
TOTAL	3

And finally, shelter and group home housing:

Embry Rucker Community Shelter (homeless)	70 beds
Community Service Board (group homes)	

Actions to be Taken on Affordable Housing in Reston

The County should continue to expand its coordination and cooperation with other key players in the provision of affordable housing in Reston, including the Fairfax County Redevelopment and Housing Authority; the Fairfax – Falls Church Community Services Board; nonprofit organizations such as Cornerstones, Fellowship Square, Pathway Homes, Gabriel Homes, and Enterprise Community Development/Community Preservation and Development Corporation; and various for-profit developers and homebuilders who operate in Northern Virginia and the DC Metro area

As Reston continues to attract new residents, there is likely to be continued upward pressure on housing prices. As prices increase, the number of families who pay more than 30% of their income for housing may increase.¹ An ample supply of affordable and permanent supportive housing that provides the opportunity to preserve an economically diverse community will be essential for continuing to fulfill the vision of Reston.

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

Opportunities to include micro apartments, residential studio units, and workforce dwelling units within developments should be pursued along with cost saving construction techniques for affordable housing.² Incentives should be used to sustain and grow the amount of available affordable housing.

The goals for fostering Affordable Dwelling Unit growth in Reston should mirror countywide goals for the next 15 years: New Production, including at 60% AMI or less; No Net Loss of Market Rate Affordable Housing, Preservation of Existing Affordable Buildings and Units; Renovation and Maintenance of Existing Committed Affordable Housing; Ensuring One-for-One Replacement of

¹ U.S. Department of Housing and Urban Development states that families who pay more than 30% of their income for housing are considered cost burdened and may have difficulty affording necessities such as food, clothing, transportation, and medical care.

² The U.S. Department of Housing and Urban Development's Joint Venture for Affordable Housing (JVAH) program offers detailed information for builders who want to incorporate affordable housing techniques into land planning, development, and house and lot designs.

Affordable Units, and Use Transfer of County Land for Affordable Housing Construction.

Entities in Reston, such as Reston Association, Reston Citizens' Association, Reston Chamber of Commerce, and vocal public service groups should lobby for and support the County's affordable housing legislative program, which includes increasing funding for the Virginia Housing Trust Fund; raising the funding cap that each development can request; expanding the pool of resources available for down payment assistance; enhancing and creating more state funded housing tax credits and rental assistance programs for individuals with disabilities and people experiencing homelessness; and increasing funding for permanent supportive housing units for individuals with severe mental illness, substance abuse disorders, and developmental disabilities.

Preservation of Existing Market Rate and Affordable Housing in Reston

Fairfax County is currently working on new countywide policy guidelines for preservation of affordable housing, which will not be completed and formally approved until sometime later in 2022. Preservation of market rate and affordable housing in Reston will, of course, follow those guidelines. It is particularly important for Reston and Countywide that specific measures are taken to preserve multifamily units under 60% AMI.

The County should assist Reston Association in supporting neighborhood cluster associations that may struggle financially with exterior maintenance. This includes considering revisions to RA Cluster Standards to allow for lower cost and easier to maintain exteriors; providing courses on maintenance and landscaping; and monitoring and facilitating code compliance, covenants administration, and blight programs as needed.

The County, RA, banks and other financial institutions, and local real estate companies should be encouraged to make potential first time home buyers aware of opportunities in Reston. These entities should also make potential home buyers aware of County and State assistance programs (down payment, reduced interest rate, homebuyer education, closing cost credit, etc.)

Older home owners should be made aware of the County's repair assistance program.

The County should incorporate the Reston Historic Resources Survey Report in preservation activities.

The County should develop an ongoing renovation program for County owned and operated properties, as well as encouraging renovation programs for privately owned affordable properties

Preservation efforts should retain the current density range of 13 to 20 dwelling units per acre, unless it is determined that additional density is required

Projected New Affordable Housing Development in Reston

The County should encourage adaptive reuse of commercial properties in Reston where housing is appropriate and permitted by zoning.

The County should use land it owns in Reston, ~~such as in Town Center North and other areas,~~ to support the development of multifamily rental units for affordable housing at lower AMIs.

In the area of Public/Private Partnerships, the County has an established record of successful uses of public/private partnerships, including the provision of various types of assisted housing. In order for the County to effectively manage the long term availability of affordable housing, the County should continue to expand its use of public/private partnerships, focused specifically on preservation of existing affordable housing units, and creation of new construction that will expand the numbers and types of ADUs and WDUs, both for sale and for rent.

The County should encourage a provision of housing affordability through a variety of means, to include 100% affordable communities, permanent supportive housing, inclusionary zoning, and mixed income communities. Developers should consider mixed income communities that provide affordable housing beyond standard ADU/WDU commitments that utilize creative financial means in order to provide a more substantial number of affordable units at greater affordability levels. Special emphasis should be placed on families and individuals at the lower end of that scale and below.

The County should designate Reston as the location for the County's Community Land Trust Pilot Program. The County is establishing a pilot project using the concept of Community Land Trusts (CLT) to increase the number of affordable dwelling units available to residents who rent or purchase these dwelling units over time. A CLT legally separates the ownership of the land (to be owned by a public trust) from the ownership of the dwelling units (still owned by private parties). The CLT thus buffers the land from price increases that the market cannot and does not want to control. This helps preserve the long term affordability of dwelling units; lowers the overall costs over time of these projects for buyers, renters, and County taxpayers; and allows for expansion of the number of County residents in need of these programs. The CLT significantly reduces the purchase or lease cost to low and moderate income households that qualify for affordable housing. Reston would be an ideal testing ground for the effectiveness of CLTs.

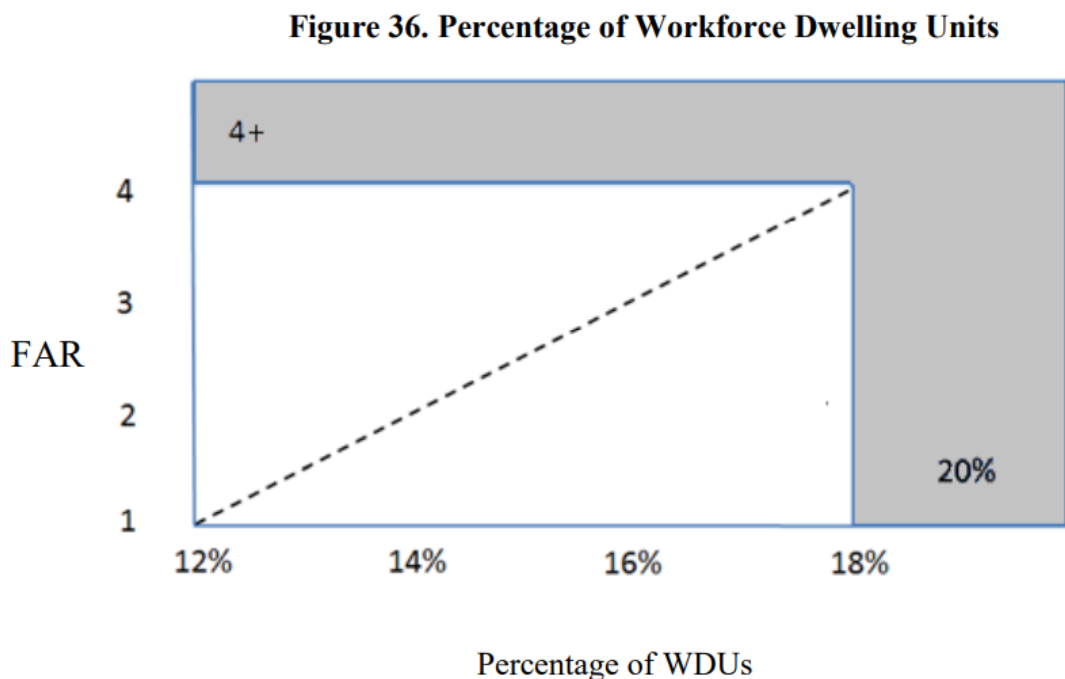
The County should create and update a list of approved but not yet developed WDUs and their locations

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

- Development proposals with a residential component ~~should~~ must meet the provisions of the Affordable Dwelling Unit (ADU) Ordinance when applicable.
- All residential projects should contribute toward the creation of affordable housing according to the Residential Development Criteria in Appendix 9 of the Land Use section of the Policy Plan, and the Guidelines for the Provision of Workforce Dwelling Units (WDUs) ~~found in Appendix 1 of the Housing section of the Policy Plan,~~ including the opportunity to realize bonus market rate units.

Stipulations for Workforce Housing in Reston

- Proposals for development or redevelopment of areas outside of the Village Centers or the TSA in Reston should provide for a minimum of 8% of the residential units as WDUs, consistent with current Countywide policy. A density bonus of up to 12% may be applied for meeting the 8% WDU commitment-
- Proposals for development or redevelopment of a Village Center should provide for a minimum of 10% of the residential units as WDUs, unless site specific guidance proposes a higher percentage. A density bonus of up to 14% may be applied for meeting the 10% commitment-
- The minimum acceptable provision of residential units as WDUs in the TSA is 12%. Proposals for development in the TSA should provide WDUs, with an increasing proportion of WDUs as the development intensity increases, as shown in the following table. (Figure 36, Percentage of Workforce Dwelling Units). A density bonus of up to 20% may be applied for meeting the 12% commitment.
- Cash contributions in lieu of providing WDUs are not desired.
- The AMI guidelines of 60%, 70%, and 80% for WDU rental units should also apply to WDU for sale units
- Developments that provide WDUs at the commitment levels specified by this chapter may realize bonus density units as provided in Appendix 1 of the Housing Element of the Policy Plan



- Non-residential development in the TSA should contribute \$3.00 per non-residential square foot on total new development intensity unless superseded by Board of Supervisors action on a countywide policy. This amount is to be adjusted annually based on the Consumer Price Index or other appropriate measure, and may be contributed to a housing trust fund that will be used to create Affordable and Workforce Dwelling Unit opportunities near Metrorail Stations. The contribution may be made over a period of time to be determined at the time of rezoning at a rate of at least 25 cents per non-residential square foot. Such developments may provide an equivalent contribution of land or affordable units in lieu of a cash contribution. Non-residential contributions could also be used to fund affordable housing opportunities in the TOD districts through a partnership. If non-residential floor area is achieved through a bonus for providing WDUs, the bonus floor area should not be included when calculating the contribution amount.
- Ground level retail located in office, hotel, and residential buildings should also not be included when calculating the contribution amount. In addition, educational as well as other institutional and governmental uses should not be included when calculating the contribution amount only when a firm commitment has been made that such use will be included in the proposed mix of uses.

END PROPOSED TEXT

HOUSING

Affordable Housing Chapter – Comprehensive Plan Draft for Reston

Reston has been at the forefront in addressing Affordable and Workforce Housing in Fairfax County. Within Reston, one can find a shelter for people without housing; assisted housing for those in serious financial need; committed affordable and workforce dwelling units for those individuals and families who earn 60% - 120% of the County AMI; dedicated housing for seniors with lower income levels; and market-available middle and low income housing in the PRC.

A key guiding principle of development in Reston is the importance and dignity of each individual. Affordable housing in Reston is intermixed throughout the community and integral to the community's design. Providers of affordable housing are expected to meet the same high standards of design and safety regulations as market-rate housing to ensure all residents of Reston can have a high-quality of life. When affordable housing units are included with market-rate units, building and property amenities are expected to be accessible to all residents regardless of income. Affordable housing units are expected to be maintained and renovated when necessary to promote quality of life for residents and ensure long-term success of the properties.

Reston Affordable Housing Goals

Given the Reston community's support for equitable housing since its founding, Reston seeks to advance the following goals:

- Preserve and maintain existing affordable buildings,
- Ensure a one-for-one replacement within Reston of committed affordable units,
- Achieve no net loss of market-rate affordable housing as result of redevelopment,
- Expand county-provided housing and services for those without homes and those in need of supportive housing,
- Increase the amount of affordable senior housing available to Reston residents to provide an opportunity for residents to age in place, and
- Increase new production of TSA-located committed affordable housing units, especially at 60% AMI.

Affordable Housing Implementation

- Preservation
 - Reston will be consistent in its sustainable affordable housing preservation strategies with the One Fairfax Racial and Social Equity Policy (One Fairfax). This policy supports a high quality of life, employment opportunities, housing, amenities, and services for all people throughout the County; which is precisely the development philosophy that Robert Simon espoused over 60 years ago.
 - It is of particular importance for Reston and Countywide that specific measures are taken to preserve multifamily units under 60% AMI.
 - Affordable housing preservation activities are expected to incorporate the Reston
-

- Preservation efforts should retain the current density range of 13 to 20 dwelling units per acre, unless it is determined that additional density is required.
- All parcels with committed affordable dwelling units are expected to replace the units onsite upon redevelopment.
- County-Provided Shelter, Transitional Housing, and Supportive Housing
 - The Embury Rucker homeless shelter has been given tremendous support by the people of Reston, and it is now scheduled for a significant expansion that will include a new “transitional” housing component consistent with the goals of this plan. (Refer to the Land Use and Public Facilities Chapters for further information.)
 - The County should use land it owns in Reston to support the development of permanent supportive housing. If the demand is justified, the county should also consider using its land to support temporary housing for low income individuals who work in the area but cannot afford leasing or ownership, thereby reducing the population living outdoors.
- Affordable Senior Housing
 - Existing affordable senior housing, especially within Village Centers, should remain.
 - Locating senior housing within a short walking distance of community services, and public transportation is strongly desired. Reston Town Center North has been identified as a location for an affordable Senior Housing facility that provides a continuum of care from independent and assisted living through skilled nursing services.
- New Production
 - To ensure the continued provision of affordable housing, future development is expected to meet County policies on affordable housing. Specifically, the Fairfax County Comprehensive Plan provides guidance within the Land Use and Housing Sections of the Policy Plan that emphasize the expectations of increased affordable housing units.
 - There is a significant need to increase in the TSAs the numbers of committed, below market rate housing for lower- and middle-incomes, especially below 60% AMI. The county, in particular, should use land it owns in Reston to develop multifamily rental and for sale units for affordable housing at lower AMIs.
 - All projects that seek to utilize the redevelopment option in the District Recommendations are expected to contribute toward the creation of affordable housing according to the following stipulations:

Stipulations for Affordable Dwelling Units in Reston

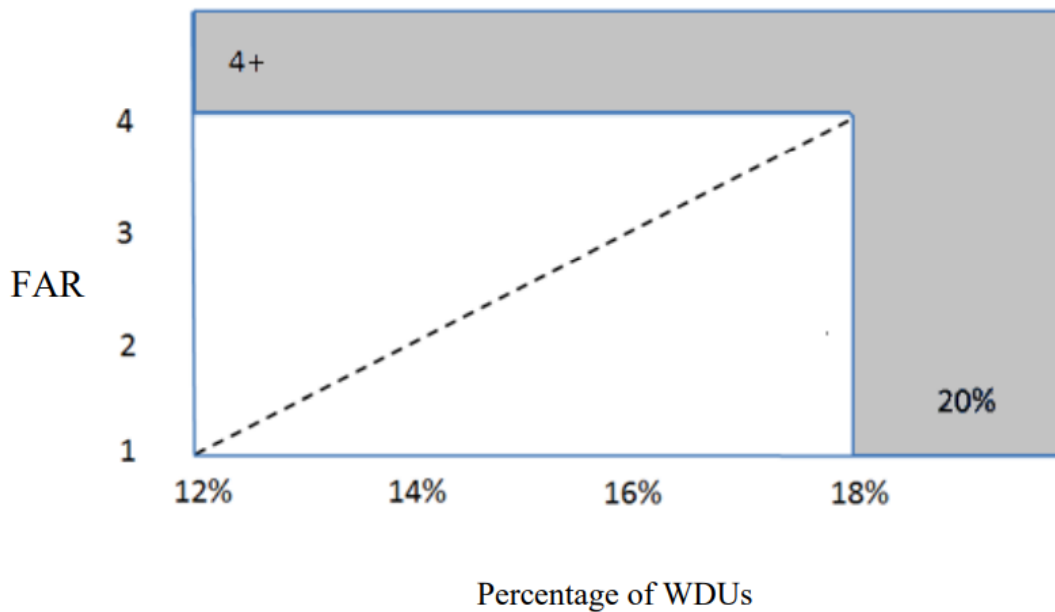
- Development proposals with a residential component are expected to meet the provisions of the Affordable Dwelling Unit (ADU) Ordinance when applicable.
- All residential projects should contribute toward the creation of affordable housing according to the Residential Development Criteria in Appendix 9 of the Land Use section of the Policy Plan, and the Guidelines for the Provision of Workforce Dwelling Units (WDUs) found in Appendix 1 of the Housing section of the Policy

Plan, including the opportunity to realize bonus market rate units.

Stipulations for Workforce Dwelling Units for Residential Development in Reston

- The minimum acceptable provision of residential units as WDUs in the TSA is 12%. Proposals for development in the TSA should provide WDUs, with an increasing proportion of WDUs as the development intensity increases, as shown in the following table. (Figure 36, Percentage of Workforce Dwelling Units). A density bonus of up to 20% may be applied for meeting the 12% commitment.
- Cash contributions in lieu of providing WDUs are not desired.
- The AMI guidelines of 60%, 70%, and 80% for WDU rental units should also apply to WDU for sale units.
- Developments that provide WDUs at the commitment levels specified by this chapter may realize bonus density units as provided in Appendix 1 of the Housing Element of the Policy Plan.

Figure 36. Percentage of Workforce Dwelling Units



- Non-residential development is required to contribute \$3.00 per non-residential square foot on total new development intensity unless increased by Board of Supervisors action on a countywide policy. This amount is to be adjusted annually based on the Consumer Price Index and will be contributed to a housing trust fund that will be used to create Affordable and Workforce Dwelling Unit opportunities near Reston’s Metrorail Stations.
- The contribution may be made over a period of time to be determined at the time of rezoning at a rate of at least 25 cents per non-residential square foot. Such developments may provide an equivalent contribution of land or affordable units in lieu of a cash contribution.
- Non-residential contributions could also be used to fund affordable housing opportunities in the Reston TOD districts through a partnership, but contribution funding levels must be equal or greater than described above.
- 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.
- 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.

END TEXT FOR CHAPTER.

Affordable Housing Follow-On Motions

1. Missing Middle Housing

“Missing Middle Housing,” which is present in Reston in small numbers, should also be encouraged. The term was coined in 2010 by architect Daniel Parolek and the housing concepts it describes have been popularized over the past decade. Missing Middle Housing describes a range of multifamily or clustered housing types that are compatible in scale with single family and transitional neighborhoods. They generally are located in walkable neighborhoods, in transit oriented developments, and in areas that feature retail and services. Missing Middle Housing delivers a ranges of housing styles and prices, and include duplexes, stacked duplexes, townhomes, and apartments. The transitions from the TOD and TSA areas to residential

neighborhoods in Reston make Missing Middle Housing particularly appropriate for Reston's demographics.

2. Advertise

The primary program affecting Fairfax County and Reston is TBRA, which is commonly referred to as Housing Choice Vouchers (HCV) for rental assistance, and is easily the largest Federal Affordable Housing program nationwide. The household income must not exceed 50% of AMI. Participants in the HCV program receive assistance to rent private market units. Participants find their own apartment, condominium, townhouse, or single family home. Participants pay approximately 30-35% of their adjusted income toward rent, which is paid directly to the landlord. The Fairfax County Redevelopment and Housing Authority pays the balance to the landlord. While this program can be oversubscribed, it is the intention of this Plan that this program and other Federal Programs be advertised by the County to the maximum extent possible to help Reston achieve a broader spectrum of affordable housing for everyone.

It is also important to note that there are major Federal Government programs administered by the US Department of Housing and Urban Development (HUD) that persons living in Reston, working in Reston, or relocating to Reston can take advantage of if they meet low income requirements. These programs include Tenant Based Rental Assistance (TBRA) (Section 8); Project Based Rental Assistance (PBRA) (Section 8); Housing for the Elderly (Section 202); Housing for Persons with Disabilities (Section 811); and Homeless Assistance Grants.

3. Collaboration and Cooperation with Key Players

The County should continue to expand its coordination and cooperation with other key players in the provision of affordable housing in Reston, including the Fairfax County Redevelopment and Housing Authority; the Fairfax – Falls Church Community Services Board; nonprofit organizations such as Cornerstones, Fellowship Square, Pathway Homes, Gabriel Homes, and Enterprise Community Development/Community Preservation and Development Corporation; and various for-profit developers and homebuilders who operate in Northern Virginia and the DC Metro area.

4. Advocate for 60%

Fairfax County is currently working on new countywide policy guidelines for preservation of affordable housing, which will not be completed and formally approved until sometime later in 2022. In this process, the County should be made aware that it is of particular importance for Reston that specific measures are taken to preserve multifamily units under 60% AMI.

5. County to Assist Clusters that Struggle with Exterior Maintenance

The County should assist Reston Association in supporting neighborhood cluster associations that may struggle financially with exterior maintenance. This includes considering revisions to RA Cluster Standards to allow for lower cost and easier to maintain exteriors; providing courses on ~~maintenance and landscaping, and monitoring and facilitating code compliance, covenants~~ administration, and blight programs as needed.

6. Publicize First-Time Home Buyer Opportunities

The County, RA, banks and other financial institutions, and local real estate companies should be encouraged to make potential first time home buyers aware of opportunities in Reston. These entities should also make potential home buyers aware of County and State assistance programs (down payment, reduced interest rate, homebuyer education, closing cost credit, etc.)

7. Publicize Repair Assistance Programs

Older home owners should be made aware of the County's repair assistance program.

8. Explore Public/Private Partnerships

In the area of Public/Private Partnerships, the County has an established record of successful uses of public/private partnerships, including the provision of various types of assisted housing. In order for the County to effectively manage the long term availability of affordable housing, the County should continue to expand its use of public/private partnerships, focused specifically on preservation of existing affordable housing units, and creation of new construction that will expand the numbers and types of ADUs and WDUs, both for sale and for rent.

9. Explore Community Land Trust Pilot Program in Reston

The County should designate Reston as the location for the County's Community Land Trust Pilot Program. The County is establishing a pilot project using the concept of Community Land Trusts (CLT) to increase the number of affordable dwelling units available to residents who rent or purchase these dwelling units over time. A CLT legally separates the ownership of the land (to be owned by a public trust) from the ownership of the dwelling units (still owned by private parties). The CLT thus buffers the land from price increases that the market cannot and does not want to control. This helps preserve the long term affordability of dwelling units; lowers the overall costs over time of these projects for buyers, renters, and County taxpayers; and allows for expansion of the number of County residents in need of these programs. The CLT significantly reduces the purchase or lease cost to low and moderate income households that qualify for affordable housing. Reston would be an ideal testing ground for the effectiveness of CLTs.

10. Update and Maintain the Inventory

The County should create and update a list of approved but not yet developed WDUs and their locations

Affordable Housing in Reston: History and Inventory Appendix

The following chart lists milestones in past development of affordable housing in Reston:

Cedar Ridge	1970	First low and moderate
-------------	------	------------------------

		rental income housing community
Fellowship House at Lake Anne	1971	First housing community for low income seniors
Island Walk	1978	First low and moderate housing community for home ownership
Embry Rucker Community Shelter	1989	First homeless shelter
Courts of Fox Mill	19__	First ADU for home ownership
Aperture	20__	First rental ADU units
Avant at Reston Town Center	20__	First rental WDU units
Sunrise Square	2019	First WDU units for home ownership

Existing Committed Affordable Rental Properties

Cedar Ridge	195
Reston Townhomes	30
The Crescent	180
Shadowood	16
The Green	57
Parc Reston	23
Stonegate Village	234
Apartments at North Point	48
Island Walk	102
Lake Anne House (senior housing)	240
Aperture	50
Avant at Reston Town Center	44
BLVD at Reston Station	88
Edmund	53
Exo	42
Faraday Park West	31
Hunters Woods at Trails Edge	18
Russell at Reston Station	39
Signature at Reston Town Center	81
Point at Reston	37
VY Reston Heights	46
Cornerstones	22
Gabriel Homes (developmental disabilities)	5
Pathway Homes	TBD
TOTAL	1681

*This chart includes county owned properties and privately owned properties. It includes subsidized housing, affordable dwelling units and workforce dwelling units. AMIs served range from less than 50% to 120% of Fairfax County area median income.

Existing Committed Affordable For Sale Properties

Lofts at Reston Station	3
Sunrise Square	4
Tall Oaks	11
Valley and Park	5
TOTAL	23

* Since inception of the ADU ordinance in 1990 and inception of the WDU policy in 2007.

Future Committed Affordable Rental and For Sale ADUs

JBG/EYA (for sale)	8
CRS Sunset Hills (rental)	83
TOTAL	91

Future Committed Affordable Rental WDUs

Commerce Executive Park	75
Renaissance Centro	21
CRS Sunset Hills	97
Comstock Reston Station	130
11111 Sunset Hills	23
Boston Properties	322
JBG/Reston Executive Center	92
JBG/EYA	146
AG-ARC Reston 1,2,3	17
ONE Reston and TWO Reston	205
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Golf Course Overlook	42
1900-02 Campus Commons	98
APA Properties	284
TOTAL	1803

* Since inception of the ADU ordinance in 1990 and inception of the WDU policy in 2007. AMIs served range from 70% to 120% of Fairfax County area median income.

Future Committed Affordable For Sale WDUs

Pulte Home	3
TOTAL	3

SAnd finally, shelter and group home housing:

Embry Rucker Community Shelter (homeless)	70 beds
Community Service Board (group homes)	

PUBLIC FACILITIES (Jan 21, 2022 version)

Charles Colby

In addition to accommodating population needs, changes and additions to public facilities should 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 by the more urbanized transit area; 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 and mobility; creating and sustaining high quality education and open space; and promoting health and wellness. Public facilities should also take advantage of co-location as way to optimize resources and ensure more effective delivery of public services (for example, locating a shelter near county health and human services facilities). While the private and non-profit sectors are responsible for addressing many of the needs identified in the principles, government agencies should purposely determine how public facilities can support the same principles. For example, only government may be willing to provide housing facilities for people who cannot afford what is termed “affordable” in other parts of the plan; or, government may be able to support desirable but non-commercially viable enterprises such as business incubators, high-risk businesses or artist/artisan centers.

The following identifies recommendations for specific public facilities areas, including: Government Offices, Schools, Fire & Rescue, Law Enforcement, Libraries, Health and Social Services, Housing and Facilities for the Homeless Population, Public Recreational Facilities, and Water and Sewer Infrastructure. The table below provides an inventory of current and proposed facilities covered in this chapter.

Table: Summary of Current and Proposed Public Facilities

Name	Status	Location	Responsibility
Government Offices			
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 (2)	Future	Reston Town Center North, Central Sunrise Valley District	

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	
12. New Station	Future	North Town Center	
Law Enforcement			
13. Reston District Station, North County Governmental Center	Established	Reston Town Center North	Fairfax County Police Department
Library			
14. 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			
15. 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			
16. Embry Rucker Shelter, Transitional Housing Units, Affordable Townhomes	Established, Expansion Planned	Reston Town Center North	Cornerstones, Fairfax County
Entertainment and Recreational Facilities			
17. Reston Community Center (RCC)	Established	Hunters Woods and Lake Anne	RCC, Fairfax County
18. Cathy Hudgins Community Center at Southgate	Established	12125 Pinecrest Rd.	Fairfax County
19. Hunter Mill District FCPA Recreation Center	Future	Reston Town Center North	Fairfax County Park Authority
20. FCPA recreational facilities, including at	Existing		Fairfax County Park

Baron Cameron, Stratton Woods, South Lakes, Reston North, Stuart Road			Authority
21. Fairfax County Performing Arts Center	Future	Near the Town Center Metro Station (TBD)	Fairfax County, Private Sector

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

During the development review process, developers 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 south side of the Wiehle-Reston East TSA immediately along the DAAR is served by the Fox Mill Fire and Rescue Station 31, located at 2610 Reston

Parkway. This station also serves all of the Reston Town Center TSA south of the DAAR as well as the southeastern portion of the Herndon TSA.

- The Frying Pan Fire and Rescue Station 36, located at 2660 West Ox Road, serves the southwestern portion of the Herndon TSA.
- The Herndon Fire and Rescue Station 4, located at 680 Spring Street, serves the northwest corner of the Reston Town Center TSA.
- Lastly, the North Point Fire and Rescue Station 39, located at 1117 Reston Avenue, is adjacent to the Reston community but serves areas in northern Reston.

The planned increases in residential dwelling units and non-residential uses in Reston could result in excessive workloads of several of the existing stations. To maintain acceptable levels of service to the community, several of these facilities will need to be upgraded and a second Reston station will be needed in the future. A new station located in the North Town Center District would enable the Reston, Herndon and Fox Mill Fire and Rescue Stations to maintain acceptable levels of service to the community, even with the additional planned growth. The station is recommended to be the Fire and Rescue Department's standard size of 14,500 square feet with a minimum of three apparatus bays to accommodate an engine, a transport unit, and a specialty unit. The new station should be designed and constructed as an urban facility located at the base of a government, commercial, residential building or parking structure.

An urban fire station would be anticipated to be two levels with the ground level dedicated to the apparatus bays for access to the road network and the second level dedicated to living accommodations. Secure on-site parking for operational personnel to support two 24-hour shifts should also be provided. The provision of this new station should be based on the projected needs as planned development occurs over time. The county should proactively negotiate with developers to ensure new commercial and residential buildings are designed to incorporate an urban fire and rescue station, and developers should be invited to propose incorporating an urban station in exchange for a long-term lease.

Finally, the Herndon Station is approved for expansion to add two additional units, an engine and medic. Subject to ongoing analysis, a second medic unit may be needed at Frying Pan Station in the future.

Law Enforcement

One of the objectives of for 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."³ 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. The library is one of the most heavily visited in the system, with a dynamic collection of 145,000 items which are circulated to the public over a half million times a year. The library has a dedicated children's wing with a full service children's information desk. The library also has an active volunteer base that has contributed over a million dollars to support programs and events

³ Fairfax County Comprehensive Plan, 2017 Edition, Public Facilities, page 17.

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.

There are proposals to expand the library in keeping with current and future needs to a minimum 39,000 square feet with 4,000 square feet of additional meeting space and the dedicated parking appropriate for a regional library of this size. If this expansion doesn't occur on the existing site, the new library will be a standalone structure located in the civic areas of the region known as Town Center North. The relocation to the new facility will be constructed and in operation prior to retiring the existing facility, thereby ensuring no disruption in library services; this is discussed in the Land Use Chapter. Following best practices in community design, the new library facility should also serve as a location for placemaking, which means designing spaces to create community interaction in indoor and outdoor settings.

Health and Human Services

The Health and Human Services (HHS) System is a network of county agencies and community partners that support 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 potential⁴. 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, and the county plans an expanded 186,000 sf North County Human Services Office Building in the area.

Housing and Facilities for Homeless Population

Housing is an important area of consideration for public facilities, in particular, the population that is homeless or at risk of homelessness. A vital HHS resource consists of the Embry Rucker shelter, located in the RTC North area, which provides housing to families and adults without families. The shelter will be expanded to 25,000 square feet with a daytime service facility, and 30 transitional housing units will be attached. There are currently 30 affordable town homes located in the vicinity of the shelter.

Public Recreational and Entertainment Facilities⁵

A vital Reston resource is the Reston Community Center (RCC), located at Hunters Woods and Lake Anne. RCC 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 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

⁴ <https://www.fairfaxcounty.gov/health-humanservices/>

⁵ RCC, CHCC at Southgate and ECPA are classified by Fairfax County as part of the Health and Human Services network of entities.

the building) while the center is operated by an Advisory Council, volunteers and employees. It is located off Pinecrest Road south of the Dulles Toll Road.

Another important recreational facility will be the Hunter Mill District FCPA recreation center, to be located in the Reston Town Center North (TOD District). The facility will comprise at least 90,000 square feet of indoor athletic space and an adjoining full size rectangular outdoor athletic field. Finally, a location for a proposed Reston Performing Arts Center has been identified, pending identification of a funding source from County-wide or private entities.

Water and Sewer

Because of the large planned increase in population in Reston, particularly in the Transit Service Area (TSA), planning must continuously assess the needs for water, sanitary and storm sewers, identify needed upgrades and implement those upgrades in concurrence with new development. The Fairfax County Comprehensive Plan states one of the water supply objectives is “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 flows⁶. The county comprehensive plan states one the objectives for sanitary sewers is 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 standards⁷ 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, and development should not proceed unless the necessary capacity is in place. The county should also review existing current capacity against planned land use over the next five years in this comprehensive plan and recommend necessary upgrades to ensure planned development is not stalled due to lack of capacity.

Waste Solid Waste and Recycling

Reston’s solid waste is handled by private haulers, but the county operates two glass recycling facilities in Reston, one across from the Fox Mill Fire Station and the other 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.

Conclusions

Public facilities in Reston will be updated and expanded to account for the increasing population and changing land use that is projected in this comprehensive plan.

⁶ Fairfax County Comprehensive Plan, 2017 Edition, Public Facilities, page 27.

⁷ Fairfax County Comprehensive Plan, 2017 Edition, Public Facilities, page 30.

INTERWOVEN EQUITY

From its very founding, the Reston Community has been committed to promoting racial and social equity and removing barriers that perpetuate injustice in our society. More than an aspirational goal, these values are foundational to the development of our community and are central to the principles that guided the development of our built and natural environment. Viewed as radical thinking at the time, the vision was clear - to create a community of opportunity where all residents could fully participate in the success of the community by ensuring Reston would offer housing for all, would allow residents to “Live, Work & Play” in the same community, and would put the importance and dignity of each individual as the focal point of planning.

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



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

We are at a new stage in our community’s timeline. The advent of the recent Transit Station Area (TSA) development demands that Reston’s commitment equity be prioritized again. Most housing created in the TSA, closest to jobs and mass transit, is not affordable to low- and moderate-income households, and increased TSA growth has not sufficiently created equitable access to opportunity, nor provided for increased community resources and infrastructure that are essential to being able to Live, Work & Play in Reston. Reston has an opportunity to once again engage the radical thinking that made it a model community at its founding. All Restonians will benefit by removing barriers that perpetuate inequity. As the One Fairfax Policy states, “For us to compete in the global economy, it is vital to help people reach their highest level of personal achievement. Not only does it create greater economic security for families, but also it generates increased business revenues and jobs.”

The guidelines below promote equity and inclusion and enhance community resilience by fostering an environment that enables residents to work and play where they live.

Key Definitions

Equity: 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."

Resilience: The capacity of individuals, communities, institutions, businesses, and systems within a region to survive, adapt, and thrive no matter what kinds of chronic stresses and acute shocks they experience.

Underrepresented Population: Communities and groups provided with insufficient or inadequate representation relative to their proportion of the total population.

Underserved Population: Communities and groups provided with insufficient or inadequate resources or services relative to their needs and/or proportion of the total population.

Creating and Enhancing Communities of Opportunity and Equity within the Reston Comprehensive Plan

Planning in Reston will contribute to the goals of promoting equity, inclusion, and community resilience by fostering an environment that enables all residents to work and play where they live. Development will be evaluated based on its ability to incorporate the following guidelines designed to create opportunities to improve and enhance equity within Reston.

Engage diverse stakeholders at all stages of the planning and land development process including in creating a community vision with defined goals, principles, objectives, and action steps.

Engaging diverse stakeholders throughout the planning process, as well as in development implementation and evaluation, is important to ensure that development reflects community values and addresses community priorities and needs. All voices, including historically underrepresented and underserved communities, must be included in the community's planning and decision-making processes.

- Development will work to strengthen the community by promoting trust among neighbors and empowering residents to work together to achieve common goals that improve the quality of life for everyone in the community.
- Development will actively engage and involve the community early in the planning process. This requires active engagement; notification alone does not suffice.
 - A special focus must be placed on involvement of the residents who live near the project with the goal of bringing value to the whole neighborhood and creating a connected and cohesive community.
 - A special focus must be placed on reaching out to underrepresented and underserved communities to ensure proffers address community needs.

- Developers will document efforts to pursue equitable engagement of stakeholders, including outreach methods pursued, meetings sought, groups contacted, and results of such outreach, as part of the planning process.
- Development will ensure the benefit of public and private sector investments benefit all residents and limit the public costs of accommodating growth.
 - To help achieve this goal, the county will provide a public and transparent proffer tracking system that is easily accessible to the community and general public and updated on a regular basis.

Plan for a quality built and natural environment that supports community resilience.

Reston's built and natural environment must accommodate anticipated growth in an economically, socially, and environmentally sustainable and equitable manner.

- Development will support community resilience and a high quality of life by promoting employment opportunities, housing, amenities, and services accessible to all people.
- New development will be integrated into the fabric of the Reston by incorporating extensions of the street grid, public access and circulation improvements, and new public open spaces. Such sites should not be developed as self-contained communities, isolated or gated from their surroundings, and they should enhance community resilience and promote inclusion.
- Development will include varied land use that protects and enhances existing neighborhoods and green spaces.
- Development will consider reuse, repurpose, incorporation, preservation, or enhancement of existing built and natural resources prior to proposing wholly new development, including heritage resources.
- Development will provide quality design, consistent with the design principles defined in the plan, regardless of demographics and socioeconomic status of the end users.

Provide and maintain a range of housing types.

The Reston community will continue to be planned for a mixture of housing types with mixed-income housing equitably distributed across Reston. Providing a range of housing types increases demographic diversity and equity and enables families to maintain residence within Reston's boundaries as they mature and their structures evolve.

- The PRC Residential neighborhoods are zoned with low, medium, and high density and enable households of different sizes and income levels to live within the same neighborhood. The PRC Residential neighborhoods are expected to remain as built levels.
- Development within the TSAs will accommodate households of different sizes and all income levels.
- Development will incorporate housing for older adults and people with disabilities, including designs that allow for independent living, various degrees of assisted living, and/or skilled nursing care, in or near areas where there is access to health care and other services and amenities.
- Residential and mixed-use development will incorporate family-sized housing affordable for households with a broad range of incomes.

Preserve Reston's current inventory of affordable housing.

It is essential that Reston's current affordable dwelling units are preserved and remain an integral and cohesive part of our community.

- Reston's current affordable dwelling units will be prioritized for interventions to prevent decline and to jump-start revitalization.
- Redevelopment will result in no net loss of units and affordability and will be based on the location and characteristics of housing to be preserved and rehabilitated.
- Redevelopment of existing Affordable Housing will comply with the April 13, 2021, Board of Supervisors authorized Comprehensive Plan amendment (PA-2021-00014) to the Housing and Land Use elements of the Policy Plan and the Comprehensive Plan Glossary to develop an affordable housing preservation policy based on the recommendations of the Affordable Housing Preservation Task Force.
- Fairfax County grants, loans, housing rehabilitation efforts, commercial investment programs, capital improvements, and other government actions will be focused on areas that are most in need, especially where projects advance equity and opportunity for disadvantaged persons. Use social and economic indicators, such as the poverty rate, the crime rate, and the unemployment rate, as key indicators of need.
- Fairfax County will track neighborhood change, development, and housing costs to identify areas of Reston that are experiencing, or likely to experience, displacement pressures. The information will be publicly available to the community and will be used to improve program performance and targeting of resources to minimize displacement and help residents stay in their neighborhoods.

Plan for and promote a strong jobs-to-housing balance.

A strong jobs-to-housing balance is necessary to achieve Reston's Live, Work & Play vision. A strong balance can also lend itself to lower vehicle miles traveled, a reduced carbon footprint, a more involved community, and higher overall quality of life.

- New residential development must incorporate new office and retail spaces and affordable housing to facilitate opportunities for individuals to live within close proximity to employment.
- Development must be coordinated with multimodal transportation investments that improve access to employment opportunities for underserved populations.
 - Fairfax County will conduct an assessment of access to employment in Reston's underserved and underrepresented neighborhoods by evaluating transportation availability and affordability and proximity to employment centers. The data will be made publicly available and used to identify areas in need of public and private transportation improvement investments.
- Development will encourage the retention, development, and growth of local businesses that are small, minority-owned, and female-owned - a driving force of job creation in Fairfax County and Reston.
- Fairfax County's economic development efforts related to Reston will promote Reston's commitment to equity, diversity, and small, minority-owned, veteran-owned, and female-owned businesses.

Plan for and foster workforce diversity, development, and access.

Workforce diversity is characterized by the employment of a wide variety of people in terms of age, cultural backgrounds, physical abilities, race and ethnicity, religion, new Americans, and gender identity. Workforce 124

development creates opportunities for individual long-term success and enhances a region's economic stability and prosperity by developing jobs that match existing skills within the local workforce and training workers to meet the labor needs of local industries. Workforce access is vital to economic development and enables residents to find employment in their communities.

- Development must incorporate and promote intentional, focused recruitment efforts that bolster a diverse applicant pool and provide for fair treatment and living wages for all employees and contractors.
- Development must incorporate and promote workforce development pathways, such as apprenticeship and mentorship programs, that provide all residents the opportunity to develop knowledge and skills to participate in a diverse economy and earn sufficient income to support themselves and their families.
 - A special focus will be placed on historically underrepresented and underserved communities, and particularly those with many unemployed or marginally employed residents.
 - Public and private assistance will also be focused on groups most in need, including persons with limited work skills, single mothers, youth leaving foster care, returning citizens, and persons with limited English proficiency.
 - Fairfax County will conduct a needs assessment to determine which programs would be most beneficial to the local community. This data will be made publicly available and used by the county to expand public-private workforce development pathways.
- Development will engage with Reston's community centers to connect residents with opportunities for employment.
- Affordable early childhood education facilities and care facilities for children, older adults, and residents with disabilities will be integrated into development to provide daytime care and support to ensure family caregivers can access the workforce and all children can enter kindergarten at their optimal developmental level with equitable opportunity for success.
 - Fairfax County will conduct a needs assessment to determine areas most in need of these facilities and services. This data will be made publicly available and used to identify areas of opportunity for public and private investment.

Provide a multi-modal transportation system that is accessible to the entire community.

All residents must have access to participate in the economic success available in the community and to fully benefit from community amenities and public facilities offered. Reston's transportation system must support accessible mobility solutions that are based on the principles of universal design and promote sustainability, resilience, and community health.

- Transportation improvements provided by development will connect lower-income neighborhoods to the TSA and greater access to jobs and the broader community.
 - Fairfax County will identify areas in underserved and underrepresented communities that are lacking sidewalks, paths, and bikeways. This data will be publicly available and used to identify areas most in need of non-motorized transportation improvements.
 - Fairfax county will ensure Fairfax Connector bus service modifications and public construction of bus shelters and other transit supportive facilities focus on underserved and underrepresented neighborhoods most in need of access to bus service for employment and community engagement.

- Development in underserved and underrepresented neighborhoods will provide quality transportation system placemaking, consistent with the principles defined in the plan, regardless of demographics and socioeconomic status of the end users. This includes substantially increasing the number of street trees, providing generous sidewalks setback from the curb, and increasing street lighting.
- Development will provide universal signage and / or translated signage so all Restonians are able to access our transportation system.

Plan for accessible, quality public facilities such as libraries, schools, health and human services, and community centers for underserved populations.

Public facilities must be located so all members of the public have safe and convenient access to high-quality and properly funded services and facilities.

- Large, government-owned properties will supply community services and facilities, create access to local affordable housing, education, and employment opportunities, and provide large and significant new parks and recreation facilities.
- Development will provide access to adjacent public facilities through pathway and transportation connections.
- Development will continue to support the homeless population of Reston through public facility improvements, provision of additional options for hypothermia shelters and cooling stations, and expansion of daytime drop-in locations.

Provide digital access.

We must create opportunities for Restonians to participate and engage in a connected community by providing digital access, including free or affordable broadband, that supports the essential tasks for modern life.

- Development will provide venues and public spaces to expand digital access, including providing free or affordable broadband.
- All public facilities and development will provide free broadband access.

Incorporate principles of Biophilic Design, Green Neighborhoods, and environmental justice.

Incorporating biophilic design, Green Neighborhoods, and environmental justice increases a community's connectivity to the natural environment and creates a strong, just, and resilient community.

- Development will incorporate biophilic design in all projects, regardless of demographics and socioeconomic status of the end users, to provide a high quality of well-being through ecological excellence.
- Mixed-use development and new residential development will build Green Neighborhoods by pursuing Leadership in Energy and Environmental Design for Neighborhood Development (LEED-ND) Platinum or Gold certification to ensure neighborhoods are green, livable, and equitable by providing for high-quality, environmentally sustainable, and affordable transportation, energy, food, and housing.
- Development will promote environmental justice by providing protection from environmental and health hazards and equal access to decision making processes, regardless of demographics and socioeconomic status of the end users and affected neighbors.

Plan for accessible parks, recreation facilities, greenways, and open spaces near all neighborhoods.

The proximity of parks, recreation facilities, greenways, and open spaces to residential and mixed-use neighborhoods offers a range of benefits to residents, including opportunities for increased physical activity, community engagement, and mental wellbeing. Reston's parks and recreation system will be inclusive and provide quality facilities, programs, and services to all Reston neighborhoods.

- Development will provide indoor and outdoor community gathering places that do not require payment for entrance.
- Redevelopment of Reston's public parks and recreation facilities will result in no net loss of public parks and recreation facilities accessible to Reston residents.
- The distribution of public parks, programs, and facilities will be balanced throughout Reston.
- Development will focus on preserving and enhancing opportunities in underserved and underrepresented neighborhoods.
- Development will pursue on-site opportunities to preserve and improve existing parks, recreation facilities, greenways, and open spaces that serve the Reston community, and have been established as such through zoning and land use designations.



Reston Open Space and Affordable Housing exist in harmony.

Plan for equitable access to the arts and cultural facilities.

The opportunity to access and utilize arts and cultural facilities is crucial to the long-term viability of the Reston community. Reston will provide equal access to a full, vibrant creative life, which is essential to a healthy society.

- Development will promote equitable distribution of public art and cultural facilities by providing access via pathways and design layout to ensure onsite public art is accessible by all persons.
- Development will support projects in underserved and underrepresented neighborhoods.
- Development will incorporate public art that reflects the diversity of the community by commissioning local and diverse artists.

Promote a healthy and safe community for all.

Healthy communities provide equitable access to health care providers, behavioral health care resources, community centers, opportunities for physical activity, places to buy or grow healthy foods, and places to gather for social and civic purposes. In order for Reston to succeed, all individuals and families must have the opportunity to be healthy, be safe, and realize their potential.

- Development will prioritize community health and safety by ensuring projects provide for access to health care, a resilient food system, accessible public spaces, opportunities to be physically active, and signage and information offered in multiple languages.
- New residential development will be accompanied by concurrent planning and programs to improve neighborhood services, health care facilities, police and fire facilities, and emergency response capacity.

- Development will be focused on decreasing the vulnerability of people and places to climate risks and public health emergencies, as well as promoting future resilience.
- Development will incorporate healthy buildings design elements and the latest technology to create healthy indoor environments for residents and workers, regardless of demographics and socioeconomic status of the residents and workers.

ENVIRONMENTAL STEWARDSHIP (Jan 20, 2022 version)

Tammi Petrine and Bill Penniman

Reston is proud to be an environmentally sustainable community with developed areas integrated with nature. For decades, Reston's beauty, both structural and natural, has been fostered and recognized by numerous awards for its preservation of trees and open space areas, landscaping, and its iconic pathway systems that connect residents with nature where they live, work, and play. As such, stewardship of its wildlife and its wetlands, streams, lakes, forests, and other natural areas is prioritized. Reston's Comprehensive Plan intends that it be a biophilic model for sustainability, for climate-change preparedness and mitigation in Fairfax County.

In 2018, Reston became the 13th community worldwide to be accepted into the prestigious Biophilic Cities Network that recognizes the special way nature is integrated into the lives of their residents and workforce. The literal translation of biophilia is "love of nature". Since Harvard ecologist Edward O. Wilson published his 1984 book, *Biophilia*, the scientific community has reported that humans derive substantial physiological, psychological, and behavioral benefits from interacting with nature. More recently, the concept of biophilia has taken root in the fields of architecture and urban planning. Among the leaders of this movement, Dr. Timothy Beatley (Teresa Heinz Professor of Sustainable Communities, School of Architecture, University of Virginia) has spearheaded a project known as the **Biophilic Cities Network**. This Network links communities across the globe that embrace nature as a core element in city planning in order to help communities to share their experiences and to become even healthier and more resilient. Today there are 25 Biophilic Cities Network partner communities around the world, including four in Virginia: Richmond, Arlington, Norfolk, and Reston. Reston is a biophilic community by design and intent of its founding principles, and it was the first Virginia community to be accepted into this Network. Reston connects its residents to the natural environment through its many walking paths, trails, Nature Center, golf courses, other accessible recreation areas, and numerous education/outreach programs maximizes such connectivity and promotes interactions that are more frequent, of longer duration, and more immersive than in most other communities. In Reston, you don't have to travel to get to nature: In much of Reston, preservation of green space creates healthy views from the built environment.

1. To promote healthy environments, development in TSAs must consciously promote biophilic standards by including trees and plantings in every view. Given the accelerating destructive worldwide effects of climate change, Biophilic Reston will lead sustainable development and preservation of nature in Fairfax County.
2. Planning and development emphasizing environmental protection, climate preparedness, multimodal transportation, green neighborhoods and green building practices will protect all of Reston's diverse residents, amenities and economy now and in the long-term.
3. Reston will exceed Fairfax County's goals for carbon emission reductions by 2030 and other target dates by implementation of its Comprehensive Plan.
4. The standards and objectives in this Plan are designed to carry out Fairfax County's Community-wide Energy and Climate Action Plan (CECAP) which was adopted in July 2021.
5. Equity will be enhanced by implementing environmental goals. Increased energy efficiency will reduce residents' occupancy costs while increasing comfort. Mitigating and better adapting to climate change will benefit low-income populations, which are most likely to be

harmed by global warming. In addition to mitigating climate change, transit-oriented development and increasing access to convenient EV charging will enhance residents' health and lower annual living costs by reducing dependence on vehicles and pollution from internal combustion engines. Avoiding on-site emissions will also eliminate fumes and indoor air pollution.

Tree Canopy Goals and Implementation

Trees provide numerous environmental and human health benefits and are a major element for development and redevelopment in biophilic Reston. Reston will implement a "Tree Preservation and Planting Plan" ("Tree Plan" or "T3P"), at least as strong as the County's tree plans, to provide useable natural spaces, stormwater management, shading of paths and streams, heat-island mitigation, energy conservation, and mitigation of ozone and carbon in the air. When clustered together, trees provide habitat areas for wildlife. From an urban design perspective in the TSA's, ample street and other trees are needed to enhance aesthetics, provide shade and relief from the sun and other elements, and create a sense of safety and protection from street traffic.

Implementation:

The **Reston Tree Plan** to protect, restore and enhance tree canopy in One Reston include the following:

1. Follow and exceed guidelines established in the County's Tree Action Plan: a 20-Year Strategic Plan to Conserve and Manage Fairfax County's Urban Forest
2. Reston's tree canopy will meet or exceed 45% of total One Reston total area.
3. Consult Reston Association's list of "banned" plants and "preferred" native plantings and the Fairfax County Urban Forestry staff when selecting trees and other plants for landscaping. Remove banned plants.
4. Plants native to Fairfax County will be used in landscaping with consideration given to locational factors and foreseeable climatic changes during the plants' lifetimes.
5. Horticultural zones are changing rapidly. Before selecting new plants, experts must be consulted for current zones including micro-zones in TSA areas with more asphalt and concrete.
6. For Reston Streetscape trees, only proven, durable native species that support birds and pollinators will be used. Avoid the overuse of any one tree species along streets. Large-canopy, Category III and IV trees will be planted wherever possible to achieve shading and a continuous canopy. Proper spacing and planting are required. Coordination between VDOT, FCDOT, utility providers and county officials must be complete and pre-planned. Tree plans must be met in quantity and species variety.
7. When planting trees and other landscaping, soil quality and quantity are critical. All planting beds must be of sufficient size with nutrient rich, non-compacted soil down to 4'. Beds adjacent to streets will retain a minimum width of 8' and wider if possible. Optimum will be 12'. Long landscape panels with continuous open soil for adequate root growth will be installed. Structural cells and cantilevering will be installed to support sidewalks above uncompressed soils needed for root systems. Appropriate native vegetation, including flowering plants, shrubs and grasses, will be planted under the trees to enhance the streetscape, support tree health, and attract birds and pollinators. Guidance for sizing and designing planting areas can be referenced in Appendix A-1.A of Fairfax Urban Design Guidelines: https://www.fcrevite.org/sites/default/files/Assets/Documents/Urban-Design-Guidelines/Volume1-UDG-Appendix-Sept24-2018-AC_A-1a.pdf (e.g. Graphics 20-21).
8. The design of planted areas must assure healthy soil and permit roots of adjacent trees to

form an integrated, beneficial biome to foster long-lived healthy trees.

9. Throughout Reston and its streets, to ensure survival of a climate resilient tree canopy, tree maintenance will be mandatory. Maintenance agreements with the County will include but not be limited to watering, feeding, pruning and pest control. Trees must be pruned to avoid vehicular damage until they are of sufficient height to escape such damage. Other vegetation must also be well maintained. Automatic irrigation systems will be installed.
10. Development applications will include an enforceable plan for maintaining trees and other vegetation, including commitments to submit annual reports to the County concerning tree/vegetation health, maintenance and replacements undertaken, plans for the next year and permit site inspections by the County staff. A bond acceptable to the County will be provided for a minimum of 6 years and endure until all project vegetation is established and sustainable. An acceptable maintenance plan and bond will be embodied in a maintenance agreement with the County.
11. Because carbon sequestration by trees is an important mechanism to counteract climate change, established trees must be preserved to the extent possible. If developers remove mature trees from project sites, they will be replaced with carbon sequestration equivalents, meaning multiple smaller trees must replace the loss of a single larger one.
12. Exploding deer populations must be aggressively harvested to prevent them from destroying forest understories and RPA vegetative buffer protections.

Water Resources Management and Implementation

Protection, enhancement and management of natural resources of the existing wetlands and streams in Reston are critical to the long-term viability of those habitats. Development, including re-development, must be designed and constructed to mitigate impacts on natural resources and to enhance natural resources consistent with Reston's biophilic philosophy.

Wetlands (Reston Wetland Map - attached)

Wetlands filter water and provide important habitat for native plants and animals. One notable wetlands habitat is the Sunrise Valley Wetlands, which lies within ¼ mile of the Herndon Station. This privately owned land is a federally mandated mitigation site established by Reston Land Corporation through a Conservation Covenant in July 1994. This site provides multiple ecosystems, including open water, marsh and upland forest that attract a wide range of wildlife. Larger wetland areas are identified in the attached map, while some known wetlands (e.g., the ponds on Fannie Mae property and area on both sides of Wiehle Avenue north of Chestnut Grove apartments) may not be clearly visible on the map.

Implementation:

1. Uses that are compatible with the environmental, public accessibility and educational objectives of the wetlands will be encouraged.
2. The Sunrise Valley Wetlands is currently a degraded resource. Remediation and a publicly accessible pathway around the wetlands must be part of any redevelopment plan.

Streams and Buffer Areas

The Reston Association (RA) manages many of the stream valleys and lakes within Reston as part of its water resource program. Various tributaries have been negatively impacted by years of excessive stormwater runoff, consumption of understory plants by deer, and encroachment by non-native invasive plant species. Streams suffer from exposed utilities; areas of severe stream bank erosion and many fallen trees; and a significant number of large sediment deposits. RA is

implementing a long-term action plan for a Watershed Master Plan to restore the Glade, Snakeden Branch, and tributaries to Difficult Run in Reston.

Implementation:

1. Redevelopment proposals that would impact these areas will implement measures to mitigate past and future damage.

Lakes and Ponds

Four constructed lakes, (Lake Anne, Thoreau, Audubon and Newport), cover 125 acres, provide valuable habitat for fish and aquatic plants, serve as visual amenities and create recreation opportunities while also functioning as stormwater management facilities. These lakes are actively managed by RA for aquatic health, sediment, algae, and shoreline stabilization. A costly, but necessary, regular cycle of dredging protects the lakes from sediment build-up. Smaller ponds provide stormwater management and have become important features of the Reston area.

Implementation:

1. Additional tree canopy, non-point source pollution control measures, and shoreline stabilization must enhance these important features.
2. Stormwater management plans must include plans to reduce pollution and sediment flowing into the lakes to mitigate adverse impacts to the lakes and people and species that use them.
3. SWM practices must safeguard the four RA owned dams controlling the water levels of Reston's lakes.

Stormwater Management Implementation

Reston includes the headwaters of two major watersheds, Difficult Run and Sugarland Run.

(Reston Watershed Map - attached)

- Stormwater from Reston development can adversely affect Reston's four downstream lakes, four dams, numerous streams and properties. **(Reston Flood Area Map - attached)**
- Reston's lakes, which support recreation, flora and fauna, already require expensive dredging and other maintenance to remediate sediment build-up and pollution.
- Storm water runoff problems from impervious surfaces are substantial, particularly since stormwater runoff from existing developments' impervious surfaces often is not mitigated by modern stormwater protections.

Future development offers considerable opportunities to improve upon past stormwater management practices in furtherance of efforts to protect and restore local streams, local lakes, the Potomac River and Chesapeake Bay, and to prepare for increasingly intense, climate-driven storms. The 4th National Climate Assessment has warned that "Extreme rainfall events have increased in frequency and intensity in the Southeast [which includes Virginia], and there is a *high confidence* they will continue to increase in the future."

<https://nca2018.globalchange.gov/chapter/19/> Development and redevelopment in Reston will need to prepare for these precipitation changes.

Implementation:

1. Stormwater quantity and quality control measures will be designed to reduce the total runoff volume and delay flow to downstream properties and entry into the stream and lake system.
2. Prioritize Low Impact Development (LID) techniques that evapotranspire, filter water through

vegetation and/or soil, return water into the ground or reuse it. Protection of destination and neighboring waters and properties is a critical requirement. -

3. LID techniques of stormwater management and Best Management Practices (BMP) must reduce runoff volumes entering local streams, lakes and properties vs. more traditional detention and retention ponds.
4. LID and BMP practices will include, but are not limited to, bioretention and biofiltration facilities (commonly known as rain gardens), vegetated swales, porous pavement, porous soils, vegetated roofs (including vegetated roofs with water-retention/detention systems), storm water planters, tree box filters and the collection and reuse of stormwater runoff. Design and location of measures must consider pedestrian safety among other factors.
5. Creative LID and BMP solutions must enhance placemaking with more trees, vegetation and water features that capture and reuse stormwater. **[PHOTOS ATTACHED]** For additional illustrations, see https://www.fairfaxcounty.gov/tysons/sites/tysons/files/assets/documents/pdf/environment/urbanstormwaterconceptsfortysons_corner.pdf
6. Environmentally friendly stormwater measures that can handle more intense storms and rain events attributable to climate change must be incorporated into all phases of site planning and development, recognizing that stormwater management measures may be phased with development.
7. Stormwater design must first seek to minimize the effect of impervious cover, followed by the application of stormwater reuse, retention, detention, extended filtration and, where soils and infrastructure allow, infiltration to improve downstream waters.
8. Incorporation of stormwater management strategies in parks and other open space areas must support this LID approach while providing recreational amenities.
9. Stormwater management controls among multiple development sites will be coordinated.
10. Enforceable commitments to capture or minimize use of pesticides, herbicides and fertilizers must also be incorporated into stormwater management plans to mitigate harms to downstream properties, waterbodies and the flora and fauna using those properties and waterbodies.
11. At a minimum, the following guidelines will be followed for any application which proposes to increase use intensity or significantly alter site utilization. Any such development proposals will be reviewed on a case-by-case basis for the appropriate optimization of stormwater management and water quality controls, allowing for flexibility in specific approaches taken to achieve these guidelines:
 - a. Retain on-site and/or reuse the first 1.2 inches of rainfall, which represents approximately a 1-year, 1-hour storm. Such site runoff characteristics would mimic those of a good forest condition for a significant majority of rainfall events.
 - b. For sites that have greater than 50 percent impervious cover in the existing condition, the total volume of runoff released (net of water retained or detained) from the site in the post-developed condition for the 10-year, 24-hour storm will be at least 40 percent less than the total volume of runoff released in the existing condition for the same storm. Furthermore, the peak runoff rate for the 10-year, 24-hour storm in the post-developed condition will be at least 40 percent less than the existing condition peak runoff rate for the same storm.
 - c. For sites that have 50 percent or less impervious cover in the existing condition, the total volume of runoff (net of water retained or detained) released as well as the peak release rate for the 10-year, 24-hour storm in the post-developed condition will be at least 25 percent less

than the total runoff volume and peak release rate in the existing condition for the same storm.

- d. Stormwater runoff associated with the development will be controlled such that either:
 - (i) the total phosphorus load for the property is no greater than what would be required for new development pursuant to Virginia's Stormwater Regulations/ the County's Stormwater Management Ordinance; or
 - (ii) an equivalent level of water quality control is provided. Measures will be identified and implemented to reduce pesticide and herbicide use and runoff that could harm humans or species of plants, birds, pollinators, fish or other beneficial wildlife. Sediment mitigation measures will also be implemented.
- e. Measures to reach these goals will include application of Low Impact Development (LID) Techniques and BMP (including but not limited to rain gardens, vegetated swales, porous pavement, porous soils, water features, vegetated roofs, tree box filters, and water reuse). The incorporation of LID or BMP practices in the rights-of-way of streets will also support this goal; such efforts will be pursued where allowed. Coordinated stormwater management to address multiple development sites will be allowed.
- f. As an alternative, if no less protective than prescribed by items a-e above, stormwater management measures will be provided that are sufficient to attain the Rainwater Management credit of the most current Gold version of Leadership in Energy and Environmental Design-New Construction (LEED-NC) or LEED-CS (Core & Shell) rating system (or equivalent of this/these credit(s)).
- g. As an alternative, if more protective than the minimum guidelines above, stormwater management measures and/or downstream improvements may be pursued to optimize site-specific stormwater management and/or stream protection/restoration efforts, consistent with the adopted watershed management plan(s) that is/are applicable to the site. Such efforts must be designed to protect downstream receiving waters by reducing stormwater runoff volumes and peak flows from existing and proposed impervious surfaces to the maximum extent practicable, consistent with watershed plan goals.
- h. Explicit solutions must protect property owners in and downstream of areas where there are known periodic flooding problems (e.g., flooding along Sunset Hills Road west of Wiehle Avenue and on Wiehle Avenue in the Chestnut Grove area).
- i. Developers whose property will release water into properties owned or maintained by the Reston Association will consult with the Reston Association about potential stormwater runoff plans prior to submitting plans to the County.
- j. If at any time the SWM standards of Fairfax County are more restrictive than Reston's, the County standards will prevail.

Green Buildings / Green Neighborhood Practices and Implementation

Buildings are one of Reston's two largest sources of climate and air pollution. When designed with intention, buildings will not only reduce the use of natural resources, but they will protect and enhance the natural environment, increase the health and well-being of the people who live and work in them, and save building owners and tenants money.

- Green neighborhood practices are required in Reston.
- Green buildings are designed to reduce energy use, water use, and waste generation; provide for clean indoor air quality; use of local and sustainable materials in construction; generate renewable energy; and be located near public transit and mixed-use development to encourage sustainable transportation and efficient land use.

- Increasingly, green buildings are being designed to be net-zero energy and zero-net carbon, through increased energy efficiency and generation of their own energy needs (or more) with on-site (or off-site) renewable energy. Buildings can easily achieve zero on-site carbon emissions and net-zero energy (onsite use and production).
- Green infrastructure such as modified roofing systems and rain gardens can be used to protect and expand local natural resources. Climate Positive Design, which aims to reduce onsite carbon dioxide emissions to zero or below zero, can also connect building occupants with nature. Various roofing options can reduce glare to aircraft, improve views from taller buildings, reduce heat reflectivity back into atmosphere, temper indoor temperatures to reduce heating and cooling loads and provide potential urban gardening areas for local food production.
 - Green Roofs: Easily applicable to any roof structure, these are vegetative roofs. The layering of this type of climate friendly roof is (top to bottom): Vegetation with or without solar panels, Growing medium (various soil types), Membrane, Insulation, Structure.
 - Purple Roofs: The addition of several lightweight layers, also compatible with most roof structures, provides increased SWM and cooling advantages to buildings. Purple layering (top to bottom): Vegetation with or without solar panels, Growing medium (various soil types), Layer of mineral wool, Layer of honeycomb material to capture storm water (Thickness of honeycomb determines water holding capacity), Special fiber material to direct flow of water to drainage system, Membrane, Insulation, Structure **(ROOFS - ATTACHED)**
- The Policy Plan's Environment section provides some guidance for green building practices, as do LEED, ASHRAE, AIA (its 2030 Challenge) and other organizations. Reston development will adhere to higher standards than the Fairfax Policy Plan with respect to maximizing energy and water efficiency, minimizing greenhouse gas and other forms of pollution, and maximizing forms of sustainable design, placemaking and landscaping.

Implementation:

At a minimum, **new buildings** in Reston will:

1. Achieve LEED Gold (or the equivalent) certification (including maximum points for energy efficiency) in residential construction and LEED Gold with a density bonus for LEED Platinum (or the equivalent) certification in commercial building construction (including maximizing points for energy efficiency, with net-zero strongly encouraged for all new construction consistent with DOE standards or with Appendix CC Zero Energy Commercial Building Provisions of the 2021 International Conservation Code. Smaller residential structures will satisfy Passive House, Energy Star standards with a HERS rating of 47 or less and either include solar panels or have the roof strength and electric infrastructure (panel space and conduits) to add solar later.
2. Install highly efficient building energy systems (HVAC, water heating, lighting, energy management) and landlord/builder-supplied appliances (at least Energy Star).
3. Emit no carbon dioxide on a site basis (*i.e.*, from on-site building operations) or achieve net-zero carbon on-site emissions with verified, long-term (30+ years) carbon offsets.
4. Submit and implement a plan for net zero-carbon emissions on a source basis by 2045.
5. Implement water efficiency measures at least as stringent as the higher of U.S. EPA Water Sense, NAHB Green Building Standards, or ASHRAE/International Green Construction Code.
6. Submit to Fairfax County an annual report with monthly data on building energy and water consumption and greenhouse gas emissions at least from major energy systems, which will be used in benchmarking and may be publicized subject to excluding data that would disclose energy use of individual users.
7. Install and electrify EV Level 2 or higher charging facilities sufficient to serve users of, at least, 50% of residential parking spaces or 20% of commercial parking spaces, provided that, as an

alternative, a developer of multifamily or commercial properties may elect initially to:

- a. install and electrify Level 2 chargers for the greater of two spaces or five percent of total spaces, and
 - b. install the electric infrastructure (e.g., adequate space for electric panels, meters chargers and raceways with drawstrings from the electric panels to parking spaces) as needed to easily expand the number of chargers to serve 50% of residential and 20% of non-residential spaces, and
 - c. provide a firm commitment to the County and the building's occupants to install and electrify the additional Level 2 or higher charging facilities and associated infrastructure as needed to stay ahead of demand growth.
8. Commercial, multifamily and townhouse development will install solar energy generation **[PHOTO OF SOLAR PANELS ON GARAGE – Attached]** or at least incorporate solar-energy-ready design (adequate roof strength, electric conduits and panel space) to add solar to buildings or parking areas at a later date.
 9. Implement bird-friendly glazing and designs to reduce collision dangers, including bird-safe windows (e.g., with fretting, striping or frosting and avoidance of mirror-like surfaces, large, unbroken window areas and see-through structures) and bird-friendly lighting designs and practices. Model Bird-Friendly Building Guidelines (model ordinance and other guidelines) provided by the American Bird Conservancy (<https://abcbirds.org/glass-collisions/> ; <https://abcbirds.org/glass-collisions/resources/>) or equivalent guidance will be utilized.
 10. Plant trees adjacent to buildings to reduce heating/cooling and along sidewalks and plazas to provide shade and support birds, pollinators and other beneficial wildlife. **[PHOTO OF STREET TREES - ATTACHED]**
 11. Implement landscaping plans that support birds and pollinators and reflect Reston's biophilic philosophy.
 12. Install vegetated roof systems and/or install solar PV or hot water panels for buildings and/or parking lots and other structures (bonus eligible).

In concert with Green Neighborhood policy, **buildings undergoing major rehabilitation** will undertake deep energy retrofits that minimize energy usage and carbon emissions and incorporate the measures required for new buildings. Green or purple roofing and/or solar panels (PV or hot water) should be installed on available space if rehabilitation includes roof replacement and there is adequate structural support.

In addition, other energy and ecologically conscious approaches to building design will:

1. Use site and building design, light shades and orientation for passive solar heating and daylighting.
2. Incorporate passive cooling through proper shading and ventilation.
3. Use ground source or other high-efficiency heat pumps for heating and cooling systems for space conditioning and hot water requirements.
4. Reduce water consumption, including the re-use of gray water where allowed.
5. Install energy management systems.
6. Maximize insulation and airtightness of building envelopes.
7. Install and maintain landscaping designed to support pollinators, birds and other beneficial wildlife.
8. Recycle building materials and maximize the use of locally produced materials.
9. Assure healthy indoor air quality consistent with applicable LEED, ASHRAE and EPA *Indoor airPLUS* guidance.

While moderate outdoor lighting is often desirable in residential and commercial areas, it is potentially harmful and must be constrained to protect people and nature. Although the long-term effects of nighttime light on humans and other species are not yet completely understood, color temperature can adversely affect people, wildlife and plants. Excessive and poorly directed lighting exacerbates problems caused by night lighting for wildlife mating, migrating, navigating, and feeding. Diurnal and nocturnal species of birds, insects, bats, aquatic invertebrates, and reptiles are affected. For many plants and animals, darkness is required, and interrupting it is detrimental. Residents' enjoyment of the night sky can also be harmed. Lighting impacts extend beyond the property of any individual or company.

Implementation:

1. Development applications must include lighting designs, impact assessments and plans to mitigate impacts to people, species and dark skies from lighting whether planned lights are located indoors or outdoors.
2. Only properly shielded fixtures that prevent the light source, and the resultant glare, from being directly visible will be used.
3. Fixture bulbs must be highly-efficient (LED or the best possible for the purpose) and not use more illumination than needed for the task at hand.
4. Fixtures must always aim lighting downward, keeping its distribution within property lines and below the horizontal plane so it is not a source of glare.
5. Applicants must work with Reston Association and the County to implement lighting with an acceptable color/temperature and brightness designed to mitigate harms to people and wildlife.
6. Rather than lighting indoor or outdoor spaces all night long to provide security, plans must use motion detector lighting which activates only for motion in the designated area.

Noise Impacts and Implementation

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 TOD planning goals for the Reston TSAs may suggest that sites near major highways and Metrorail would be appropriate for residential development and/or other noise sensitive uses, even when projected, unmitigated noise impacts may exceed DNL 75 dBA. Design approaches will be implemented to mitigate impacts from such highway and rail noise levels.

Implementation:

1. Where residential or other noise sensitive uses are proposed within 200' of rail, major highways or other recognized noise producing sources, such proposals will 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.
2. The noise study during development review must clearly define the noise levels impacting the proposed uses as a measure of dBA DNL. The noise study must 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 must identify differing

noise levels that may affect building facades at different elevations.

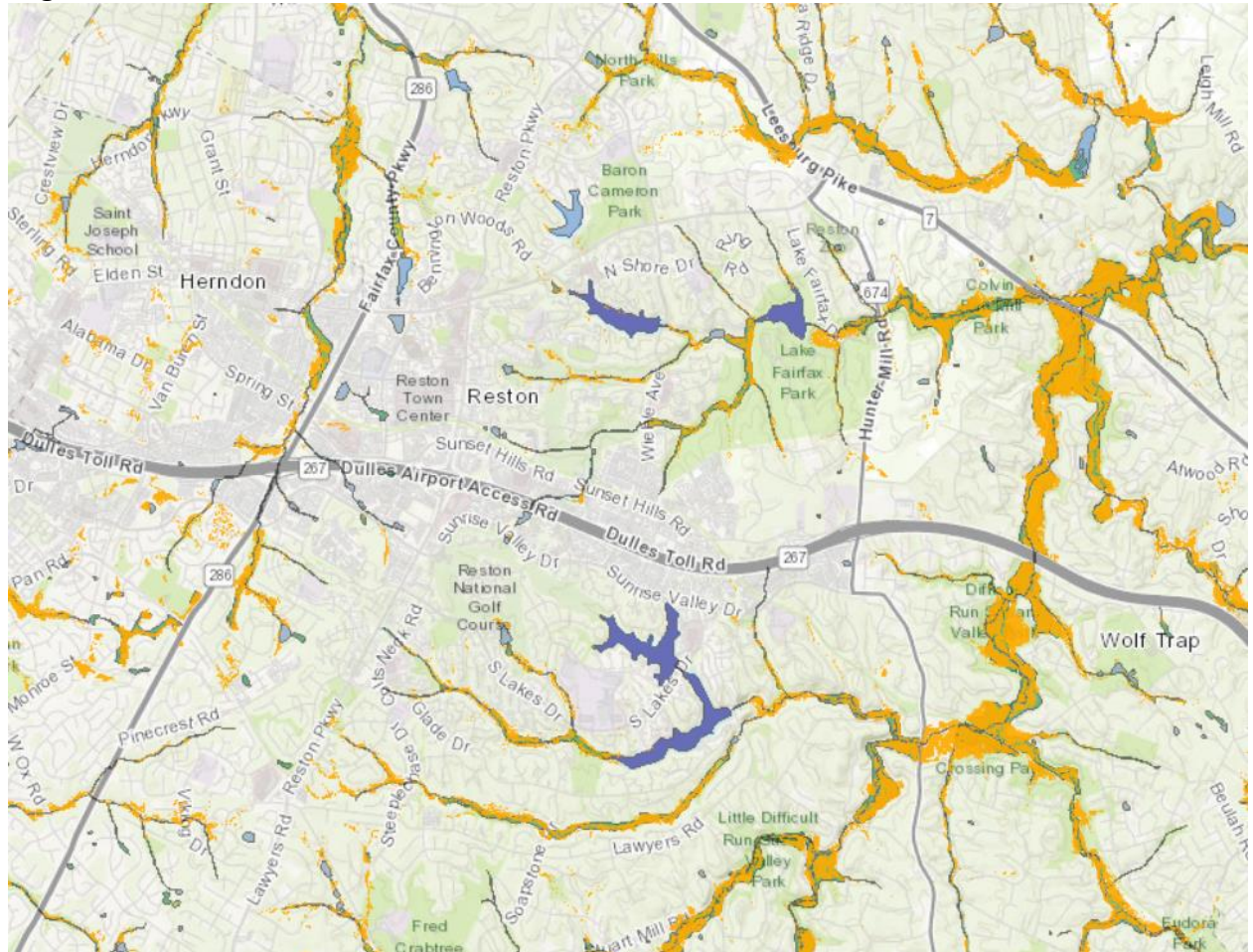
3. For those studies that indicate noise levels above DNL 65 dBA on proposed noise sensitive uses, appropriate mitigation measures must be provided with the goal of achieving DNL 45 dBA for interior space and DNL 65 dBA for outdoor recreation areas. Attenuation may include siting and orientation of the noise sensitive use, as well as the use of appropriate building materials and noise barriers.
4. 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 must be provided to potentially affected residents and users within the impacted uses or units, which clearly identify the mitigated and unmitigated noise levels for interior space and the noise levels for any affected balconies in addition to noise mitigation for interior space and outdoor recreational areas. Post-development noise studies must be conducted to help staff evaluate the effectiveness of noise mitigation measures.
5. Loud machinery should not be used in residential areas of Reston or, if unavoidable, should only be operated between 9:00 a.m. and 6:00 p.m. Electric-powered lawn equipment should replace louder gas-powered equipment, particularly leaf blowers and lawn mowers.

Transportation Impact Implementation:

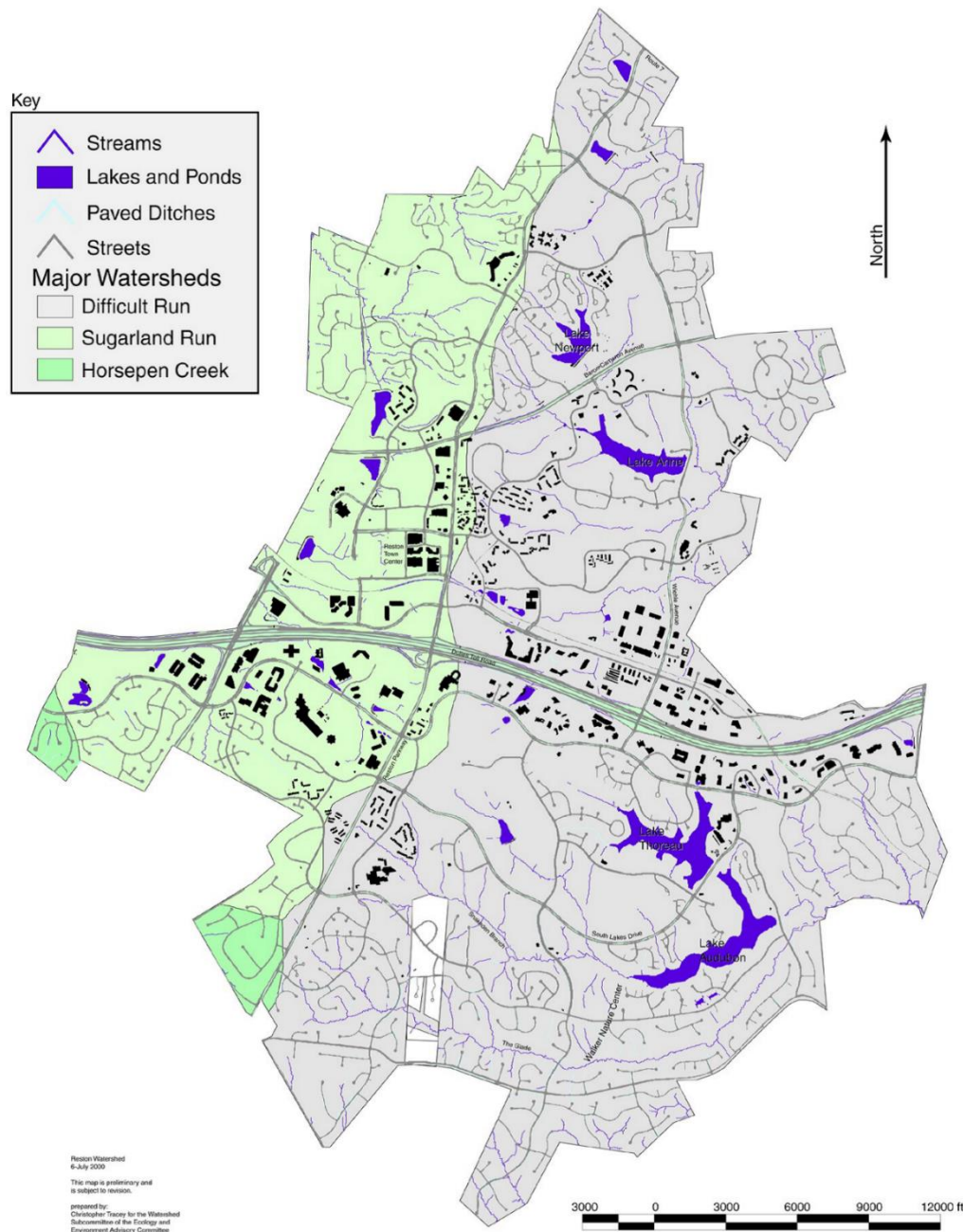
1. Transportation is one of Reston's two largest sources of carbon emissions and air pollution. Transit oriented development ("TOD") in the TSAs will reduce greenhouse gas emissions by approximately 2.5 to 3.7 tons per year per household by increasing transit ridership, walking and biking and by significantly reducing annual household rates of driving and car ownership for those living, working, and/or shopping within transit station areas.
2. Additional multi-passenger transit options will also reduce pollution and congestion. Whether privately or publicly funded, transit options must be expanded in Reston, particularly to serve transit stations, higher density areas and low-income communities with more frequent, reliable transit options. Transit will be expanded to better link Reston and its Metro stations to centers of employment, commerce and government, particularly ones remote from Metro. Replacing diesel buses with zero-carbon electric buses must occur as soon as possible to reduce pollution impacts on human health and the climate. Car-pooling will be encouraged.
3. Expanding use of electric vehicles in Reston is critical since EV's total carbon emissions (source to wheels) are 70% less than carbon emissions attributable to internal combustion vehicles and electric generation is getting cleaner. Supporting the shift to EVs requires installing high-speed EV charging in residential and commercial parking facilities and other convenient locations. Vehicle manufacturers are increasingly committing to expand EV production and even to go all-electric over the next decade or so. See <https://www.forbes.com/wheels/news/automaker-ev-plans/>
<https://www.cnbc.com/2022/01/05/chrysler-kicks-off-plans-to-go-all-electric-by-2028-with-airflow-concept.html>
4. Road Design Considerations: Run-off from roads especially in icy and stormy weather contributes to water pollution. Reduction of grit and salt road treatments must be encouraged.

Maps and Pictures to Be Inserted

Page 4- Reston Wetlands



Reston's Watersheds



Page 5 - Reston Flood Area Map (to be inserted)



Page 6 - LID, BMP and Placemaking Photos



Tysons Corner Storm Water Concepts (p15)
Green Streets, Environmental Services, City of Portland



Tysons Corner Storm Water Concepts (p58) Image: Kevin Robert Perry, Nevue Ngan Landscape Architects. Source: San Mateo County Sustainable Green Streets and Parking Lots Design Guidebook, 2009

PAGE 8 Photos of Green/Purple Roofs



Paris, France, Vol. 1 Fairfax Urban Design Guidelines 4-26



Photo: SW 2nd Ave. and SW Market St. Roof Garden.
Portland Stormwater Management Manual

PAGE 9 Photo of Solar Panels on Garage



Solarppowerworldonline.com

Page 9 Photos of Street Trees



Vol. 1 Fairfax County Urban Design Guidelines p. 2-31, 2-24, 2-43

HERITAGE RESOURCES (July 23 version)

Chris Daniel

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 that would then be replaced by early development along the Washington & Old Dominion (W&OD) Railroad eventually including one of the first attempts, by Carl A. Wiehle, to establish a cohesive community in the area. Eventually, in 1961, most of the lands would come to Robert E. Simon and grow into the planned community that exists today.

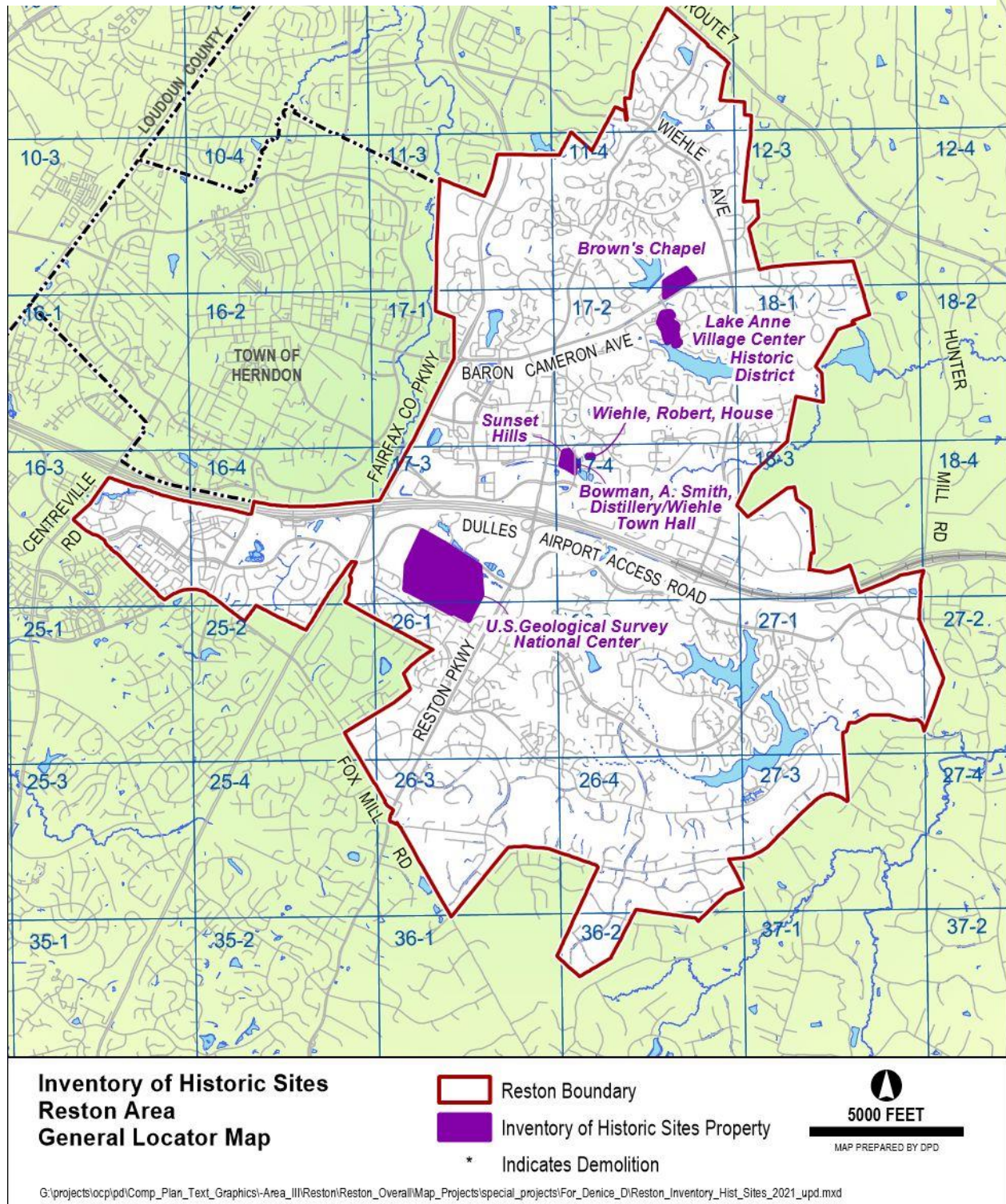
Reston contains a rich diversity of both known and potential heritage resources. As defined by the Fairfax County Comprehensive Plan, heritage resources are those sites or structures, including their landscape settings that exemplify the cultural, architectural, economic, social, political, or historic heritage of the county or its communities. Such sites or structures have been; 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 having a reasonable potential as determined by the county for meeting the criteria for listing in, the Fairfax County Inventory of Historic Sites. Heritage resources make a significant contribution to the quality of life in Reston with such resources presenting opportunities contributing to Reston's economic vitality, playing an essential role in cultural tourism, informing on the County's history, and providing a touchstone for a sense of place. As Fairfax County grows, the need to protect, support and enhance both known and potential heritage resources is essential to retain a decisive link for interpreting Reston's history and defining a sense of place.

A list and map of heritage resources in Reston are included in Figure # and #. The Inventory 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.

Figure # Known Heritage Resources

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	12201 Sunrise Valley Dr	(Staff Provide)	1962

Figure # Inventory of Historic Sites - Reston Area



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 of the

Reston Transit Station Areas (TSAs), which included the Herndon TSA, the Reston Town Center TSA, and the Wiehle-Reston East TSA identified potential architectural heritage resources for further study and evaluation.

In 2019, a reconnaissance-level survey of 51 individual properties and eight potential historic districts. was conducted by the Virginia Department of Historic Resources through its Virginia Survey and Planning Cost Share Program. The survey looked at buildings constructed between 1961 and 1978, which were prime development years in Reston's history. It identified potential buildings or neighborhoods to be evaluated for architectural or historic significance. These districts or buildings, if significant, could then be nominated to be included in Fairfax County's Inventory of Historic Sites, the Virginia Landmarks Register or the National Register of Historic Places (NRHP).

It also identified potential buildings or neighborhoods to be evaluated for architectural or historic significance. As a result, the survey identified 4 individual properties and 7 districts potentially eligible for NRHP and subsequently potential Heritage Resources. The survey also identified several properties that would require reevaluation in the next 2 to 3 years as they turned 50 years and would likely become potentially eligible. The full results of the survey can be access through County Heritage Resource staff.

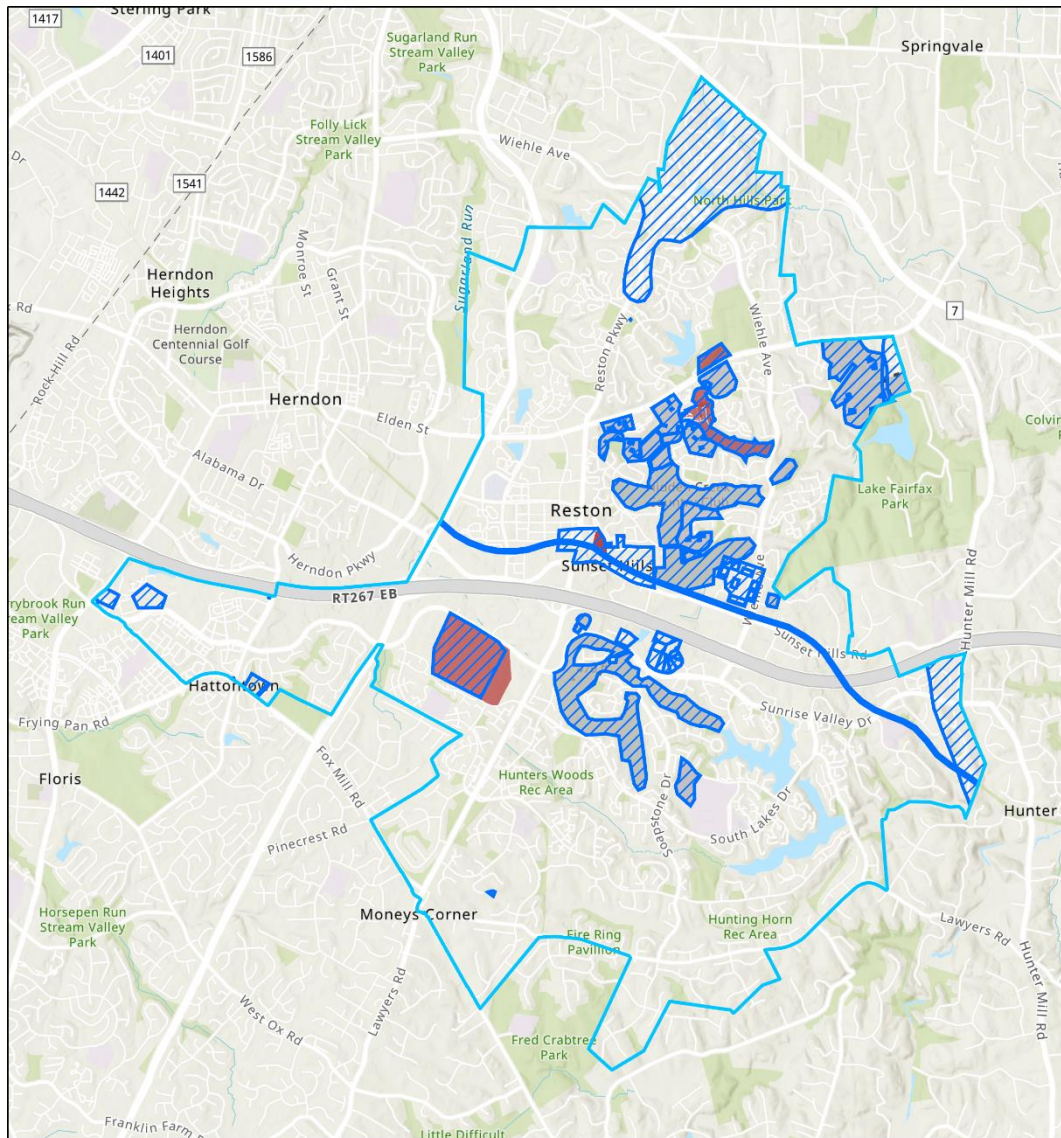
Prior to this survey, the Virginia Department of Historic Resources (VDHR), Virginia Cultural Resource Information System (V-CRIS) database included a total of 151 individual properties and districts recorded within Reston. Three of these have also been listed on the National Register of Historic Places and Virginia Landmarks Register (VLR):

- Lake Anne Village Center Historic District (029-5652)
- Smith Bowman Distillery (029-5014) at 1890 Old Reston Avenue
- U.S. Geological Survey National Center (029-6638) at 12201-12203 Sunrise Valley Drive

Reston is likely to produce significant heritage resources, particularly in open spaces and early and mid-20th century or neighborhoods. Further, Reston's developers, especially Robert Simon, commissioned many notable architects to design residential clusters and individual buildings likely to represent architecturally significant examples warranting designation as distinctive characteristics of a type, period, or method of construction, or representations of the work of a master. These districts or buildings, if significant, can then be nominated to be included in Fairfax County's Inventory of Historic Sites, the Virginia Landmarks Register or the National Register of Historic Places.

A map of areas in Reston surveyed for Heritage Resources can be found at Figure #. Given the areas still lacking survey and high potential for unidentified existing heritage resources, the County should continue to prioritize the identification of heritage resources in Reston, including but not limited to supporting further expanded survey initiatives and pursuing formal designations on the Fairfax County Inventory of Historic Sites. Further, proposed development approvals should be informed by known survey information.

Figure # Reston Survey Efforts & Known Heritage Resources



Reston Architectural Survey

- Legend
- Architectural Survey Sites (More Research is Needed)
 - Reston Boundary (Comprehensive Plan)
 - Previously Surveyed Areas
 - Individual Heritage Resources or Historic Overlay Districts



Path: G:\arcgis\workspace\ArcGIS Pro\HeritageResources_Reston\ArchitecturalSurvey\HeritageResources_Reston\ArchitecturalSurvey.aprx



0 0.5 1 2 Miles

Lake Anne Village Center Historic Overlay District

Reston contains one Historic Overlay District (HOD), Lake Anne Village Center. 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, and the center was designed to be pedestrian scale with a mix of residences, offices, and retail stores gathered around water and plazas, creating an urban space in the suburbs. The Lake Anne Village Center HOD was established in 1983 to recognize and preserve the special quality of this section of Reston, a renowned example of mid-20th-Century new town planning.

The Lake Anne Village Center HOD regulations are found in Appendix 1, A1-1100 of the Zoning Ordinance. The intent is that the original mixture of residential and commercial space be maintained and that the pattern of commercial frontage on the lake and restrictions to pedestrian access be strictly followed. Improvements and alterations must be reviewed by the Architectural Review Board (ARB) as specified in Part 7-200 of the Zoning Ordinance. If there appears to be a conflict between Plan text and the provisions of the Lake Anne Village Center HOD, the overlay district regulations take precedence for the development of land within the historic overlay district. While not required, development proposed adjacent to the Lake Anne Village Center HOD is 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.

Heritage Considerations & 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 communities 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 as part of the planning process how heritage resources may be incorporated, rehabilitated, or adaptively reused to support proposed designs. To that end, the following recommendations should be considered for all development proposals affecting known heritage resources and areas with the potential for unidentified heritage resources in Reston:

- Ground disturbance and development in Reston on private and public land that requires a County permit or approval must be preceded by heritage resource studies, and alternatives must be explored for the avoidance, preservation, or recovery of identified heritage resources that are found.
- Prior to any zoning action, heritage resource staff from the Department of Planning and Development should be consulted as to what architectural surveys are necessary to document any 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 National Register, further survey and testing should occur to evaluate these resources as to their eligibility. If such resources are found to be eligible, mitigation measures should be developed that may include avoidance, documentation, data recovery excavation and interpretation.
- In those areas where heritage resources have been identified, an effort must be made to preserve them and if possible, incorporate them into proposed design alternatives that incorporate preservation and protection of heritage resources through rehabilitation and adaptive reuse.

- Rehabilitation and adaptive reuse is the process of converting or altering a building to accommodate a viable new use other than that for which the building was originally designed. This technique supports economic development as well as historic preservation objectives. Reuse can maintain a building's vitality and the existing building stock, provides for economically viable new uses, conserves energy through using existing buildings, frequently employs local workforce, and provides broader development opportunities while preserving buildings, maintaining community character, and providing links to the past.
- Proposals and development utilizing preservation or rehabilitation and adaptive reuse of heritage resources may be considered for flexibility in the application's overall calculation of the proposed FAR for the purposes of determining conformance of a mixed-use proposal with the applicable FAR specified in the District Recommendation.
- Development affecting heritage resources is encouraged to pursue preservation incentives made available at the federal and state level, such as the Federal Historic Preservation Tax Incentives Program and the Virginia Historic Preservation Tax Credit Program.
- The County and developers are encouraged to seek advice from the ARB on proposed development to identify opportunities to support, enhance, and incorporate preservation and protection of heritage resources through rehabilitation and adaptive reuse.
- Development should consider opportunities to increase public awareness and appreciation of and, as appropriate, access to identified heritage resources through interpretation via signage and connectivity through pathways and other incorporation 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 section of the Policy Plan, the threatened resource should be thoroughly recorded and in the case of archaeological resources, the artifacts recovered.
- 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.

Other site-specific heritage resource preservation recommendations may be included in the land use recommendations section.

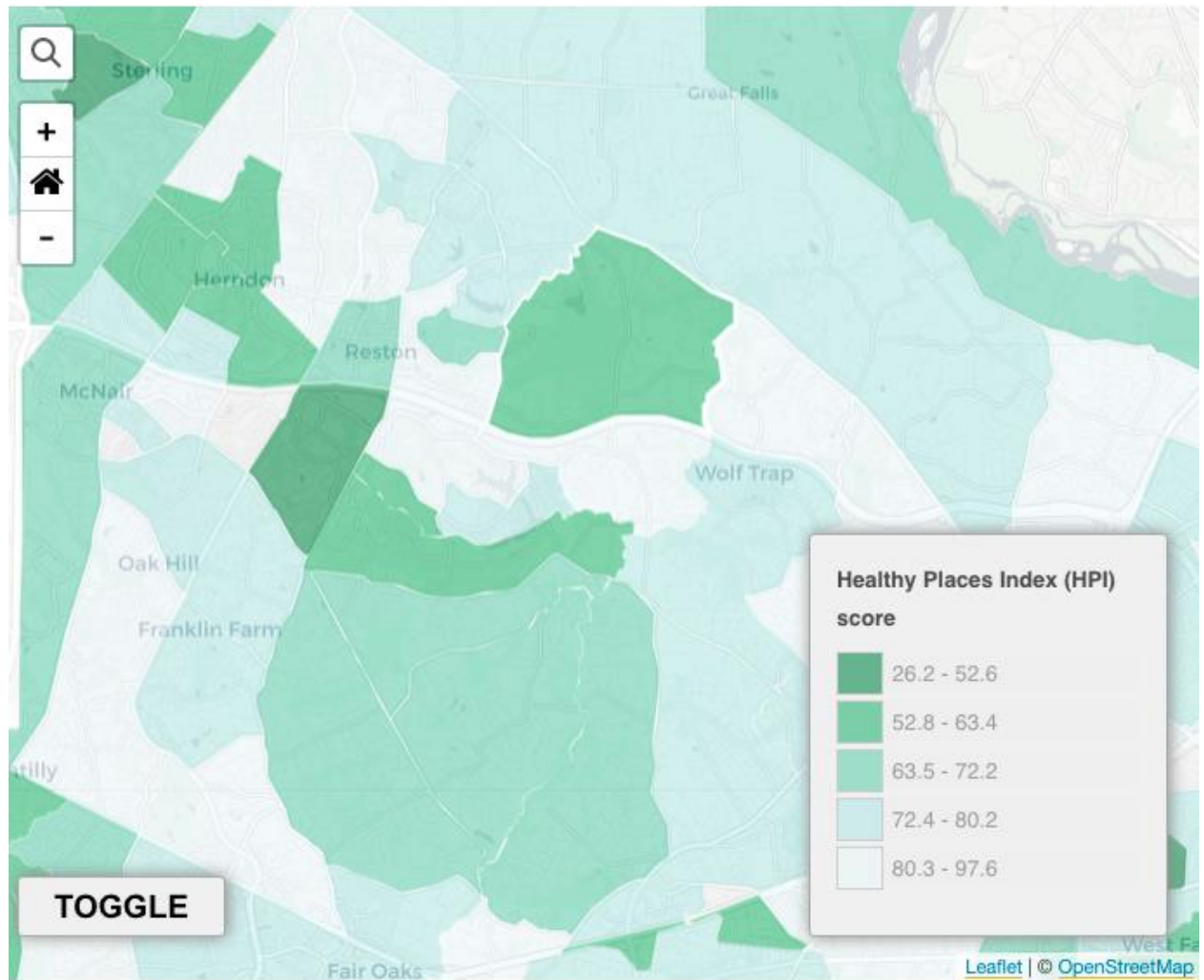
Reston Comprehensive Plan
Health Chapter
DRAFT

HEALTHY RESTON

A core element of a thriving locality is community health, which is defined as the physical and mental well-being and quality of life of all persons who live, work, and play in the community. Factors that determine community health include access to health care and health and human services, walkability and transportation options, rates of injury and death caused by traffic crashes, ease and safety engaging in physical activity, availability of and access to healthy foods, vulnerability to poor air and water quality, and social cohesion. Communities that prioritize improving and strengthening these factors are more responsive to health-related crises that affect all levels of the community. The COVID-19 crisis demonstrates the role community health plays in each aspect of our lives.

Interwoven Equity: *The built environment affects all community members, but detrimental health impacts are often disproportionately borne by underserved and underrepresented communities including low-income communities and communities of color. While Reston as a whole is seen as a healthy place to live, a closer examination reveals wide variation in health across neighborhoods and census tracts.*

The Center on Society and Health at Virginia Commonwealth University's [Healthy Places Index \(HPI\)](#) provides the public with a convenient way to measure the health of neighborhoods in Northern Virginia. The HPI uses data on dozens of indicators, taken from each of the census tracts, to predict the health of communities and represents that information through a score from 0 to 100, with 100 being the healthiest. The differences in living conditions in places with high versus low HPI scores can be stark and often exist only a few miles apart. When examining community health in Reston, in census tract 4823.01, in the neighborhood nearest the Wiehle TSA, where the HPI is 81.2, only 1.8% of residents lack health insurance and 0.6% of households rely on public assistance, but just one census tract away in tract 4812.02, in the neighborhood directly south of the Reston Town Center TSA, where the HPI is 48.6, 27.1% of residents lack health insurance and 12.4% of households rely on public assistance. Such dramatic differences exhibit why planning and corresponding development should factor community health in its objectives.



Planning in Reston will prioritize the goal of achieving health equity to ensure every resident has the opportunity to attain their full health potential and no one is disadvantaged from achieving this potential because of social position or other socially determined circumstances.

Planning and development that prioritize community health are of vital importance to Reston's residents and businesses, as well as the long-term economic success of the community. Reston has been [nationally recognized as the best place to work from home by Money magazine](#) due in part to the community health amenities and infrastructure offered, including accessible pharmacies, a network of walkable paths and trails, numerous parks, two golf courses, and access to high quality food sources. To remain a nationally recognized community and to attract residents, employees, and businesses that are seeking healthy communities, planning must ensure that the impact of new development on current health resources and services is considered and mitigated when diminished and that current community health deficits are identified and prioritized for improvement through future development.

The goal of planning for community health is to build a healthy Reston where a more resilient community is fostered as the lives of individual community members are improved. Reston's shared principles for planning for community health cover six interrelated categories:

- 1. Improve health care and services**
- 2. Promote healthy and active living**
- 3. Develop Green Neighborhoods**
- 4. Support healthy food systems**
- 5. Incorporate healthy building principles**
- 6. Encourage social cohesion**

Development must consider as part of the planning process how community health may be incorporated, improved, promoted, or encouraged. To that end, the recommendations included with each of these principles must be considered and factored into approvals for development proposals affecting community health.

ACCESS TO HEALTH CARE AND SERVICES

To live, work, and play within a community, access to high-quality health care in the community is required. Access refers to people having both easy and close physical access to organizations, institutions, and individuals that provide health care services as well having the ability to afford those health care services. When access to local, high-quality care is prioritized and fostered through planning, these efforts can also contribute to the goals of building a more resilient community, closing health and opportunity gaps, improving employment opportunities, reducing greenhouse gas emissions and vehicle miles traveled, and enhancing the long-term economic success of the community. At the same time, if the health care provided in the community is more expensive or lower quality than services offered in neighboring communities, those with the means to travel for care will do so and those without the means may skip necessary care, local employers may hold back on efforts to hire new employees or increase salaries, and greater health disparities can be created.

Health care services in Reston are available through public and private providers. Private

~~providers include approximately 213 physicians, one full-service, 231-bed acute care medical and~~

Northern Virginia, with the hospital charging on average over \$625 for every \$100 in their total costs, [despite providing significantly less charity care than nearby hospitals](#) (0.66% of services at Reston Hospital are reported as charity care whereas 12.74% of services at INOVA Fairfax are reported as charity care.) For example, according to data on [Virginia PricePoint](#), which is sponsored by the Virginia Hospital & Healthcare Association, the average charge for a routine vaginal delivery at Reston Hospital is \$24,331, but at INOVA Fair Oaks the average charge is \$9,862; and according to Virginia Health Information, the median standard charge for a gallbladder removal surgery at [Reston Hospital](#) is \$31,853 whereas at [INOVA Fair Oaks](#) the median standard charge is \$12,413.

As the population grows, additional demand for health care will be created and should be planned for accordingly. For example, if Reston's population increases to 105,000 residents and the number of physicians remains the same, Reston would have 2.0 physicians per 1,000 residents, which according to the [Peterson-KFF Health System Tracker](#), is lower than the US national average of 2.6, and more in line with countries like China. Not all providers will be able to afford higher rents associated with new buildings, this may be especially true of independently-owned primary care, mental health, and oral care offices that are not part of larger health systems and often provide lower cost services to the community. Further, to provide better equity across the community, it is also desired that providers will not be concentrated in one area of Reston, and instead can practice neighborhood care to make health care more accessible and better connect providers with the communities they provide services to.

Vision for Improved Health Care Services and Facilities in Reston:

- **Planning Goal:** To meet current needs and future demand, Reston's current health care capacity must be expanded and publicly-provided health and human services agencies must expand and upgrade facilities to provide additional services.
- There is currently a significant community need for acute care psychiatric inpatient beds. Patients in need of these services would be best served if the beds were located in an acute care hospital. Reston Hospital is encouraged to add acute care psychiatric inpatient beds in the near future. The County should explore means to incentivize adding this capacity.
- On its property in Reston Town Center North, INOVA is encouraged to build a new Healthplex similar to the [Inova HealthPlex – Franconia-Springfield](#). This is a full-service outpatient facility that combines state-of-the-art technology with a comprehensive array of services including a 24-hour emergency department, diagnostic radiology, laboratory, surgery, physical therapy, and sports medicine. With Reston's aging population, consideration should be given to having geriatric ER providers on staff. The County should explore means to incentivize this new facility.
- On its property in Reston Town Center North, INOVA is encouraged to build or facilitate the building of an affordable continuing care facility with a mixture of price ranges for independent housing units and capacity for affordable assisted living, skilled nursing and rehab, memory care, and hospice services, as well as office space for providers to meet geriatric primary care and urgent care needs. This facility would be ideally located adjacent to a new Healthplex described above. INOVA has had [significant recent success](#) with its [Inova Loudoun Nursing and Rehabilitation Center](#), a private, 100-bed not-for-profit skilled

nursing facility that is a Department of INOVA Loudoun Hospital. If another provider is needed to operate the skilled nursing services, a not-for-profit skilled nursing provider with a strong track record of quality care is preferred. Activated first-floor retail should be strongly considered. INOVA is encouraged to ensure this facility offers affordable care for lower income residents, and the County should explore means to incentivize this new facility.

- An expansion of services provided by Kaiser Permanente are encouraged to meet growing demand and offer additional choices and services for those with access to Kaiser's network.
- 13 million square feet of office/industrial space was recently rezoned in Reston and is currently unbuilt. New office space, especially near Reston Town Center North, should be considered for medical use.
- Reston currently has medical use office space in older buildings throughout the community and efforts should be taken to preserve this capacity and identify providers in Reston that are experiencing, or likely to experience, displacement pressures from increasing rents. If providers are pushed out of their current space by rising rents, efforts should be taken to facilitate relocation within Reston.
- Space currently zoned for medical use, such as Reston Hospital Center and the INOVA Emergency Room - Reston/Herndon, must remain medical and any redevelopment of that space should result in no net loss of medical-use space.
- Expanding affordable comprehensive pediatric medical services for children of low-income families should be pursued in South Reston. In particular, consideration should be given to development that accommodates adding a pediatric urgent care facility.
- New Fairfax County Health and Human Services System facilities will be located and designed with transportation access in mind and will seek to maximize the amount of transportation options available. All HHS System facilities will better serve underserved populations through outreach and transportation programs.
- County-owned land in Reston Town Center North and at the Herndon Monroe Metro station will be considered as possible locations for new outpatient behavioral health and mental health facilities to be operated by the county or leased to third-party providers, with a focus on providing affordable care for substance abuse, perinatal and postpartum, and pediatric and young adult services. The County's plans for the HHS Facility at RTCN includes a large footprint for behavioral health programs operated by the County.
- Housing is a health care issue. [According to the National Health Care for the Homeless Council](#), "People who are homeless have higher rates of illness and die on average 12 years sooner than the general U.S. population ... While there are many factors that influence health, stable housing is a key "social determinant of health" that directly impacts health outcomes." The homeless population of Reston must be supported through public facility improvements, provision of additional options for hypothermia shelters and cooling stations, and expansion of daytime drop-in locations. Additionally, new supportive and transitional housing will be built on county owned-land located near and integrated with the Fairfax County Health and Human Services System.

- ◆ See Public Facilities Chapter for further details on new plans to expand the Embry Rucker Shelter and offer supportive and transitional housing.

- The Fairfax County Health Department serves a vital role in preventing epidemics and the spread of disease, protecting the public against environmental hazards, promoting and encouraging healthy behaviors, assuring the quality and accessibility of health services, responding to natural and man-made disasters, and assisting communities in recovery. Development proffers should support and fund efforts to ensure Reston's public health facilities have the necessary resources needed to provide for additional population growth created by development.

Table: Summary of Current and Proposed Health Care Facilities

Name	Status	Location	Responsibility
Acute Care Hospital			
Reston Hospital Center	Established, Psychiatric Inpatient Beds Needed	1850 Town Center Parkway	For-Profit Health System HCA
Standalone ER			
INOVA Emergency Room	Established with Relocation and Expansion Desired	Reston Town Center North	Not-For-Profit Health System INOVA
Urgent Care			
INOVA Urgent Care - Reston	Established Temporarily Closed	1488 North Point Village Center	Not-For-Profit Health System INOVA
Kaiser Permanente Reston Medical Center	Established Expansion Desired	1890 Metro Center Drive	Not-For-Profit, closed network system Kaiser Permanente
Pediatric urgent care in South Reston	Desired	South Reston	TBD
Healthplex			
INOVA Healthplex - Reston	Desired	Reston Town Center North	Not-For-Profit Health System INOVA
Continuing Care Facility			
INOVA Continuing Care Facility	Desired	Reston Town Center North	Not-For-Profit Health

			System INOVA / Third-Party Not-For-Profit Provider
Medical Office Space			
INOVA Healthplex	Desired	Reston Town Center North	Not-For-Profit Health System INOVA
Kaiser Medical Center	Established Expansion Desired	1890 Metro Center Drive	Not-For- Profit, closed network system Kaiser Permanente
New Medical Office Space	Desired	Near Reston Town Center North	Proffers
Preservation of Existing, More Affordable Medical Office Space	Established	Throughout the Community	Proffers
Health and Human Services			
North County Human Services Office Building	Established, Expansion Planned	Reston Town Center North	Fairfax County Health and Human Services

HEALTHY & ACTIVE LIVING

Active living means incorporating physical activity into one's daily lifestyle. An individual can achieve active living in many ways, including walking to do errands, biking to work, walking to school, working out in a gym, running on trails, golfing, playing on a playground, participating in team sports, and gardening. Living an active life helps to reduce the risk of chronic conditions such as heart disease, diabetes, and stroke and has also been linked to improved mental health and cognitive function. Communities that foster active living not only stand to improve individual health outcomes but also can improve the overall health and long-term success of a community — for example, active living can serve as a cost containment measure lowering health care costs paid by individuals, employers, and taxpayers.

The built environment can help promote an active living lifestyle by fostering supportive and safe environments that incorporate facilities and infrastructure for active transportation, exercise, and play. Active transportation refers to any form of self-propelled, human-powered mode of transportation. A high-quality active transportation infrastructure will reduce bike/pedestrian-related injuries and fatalities and reduce greenhouse gas emissions and vehicle miles traveled, improving air quality and overall health. Exercise can occur near the home, in parks and

community centers, in private facilities or on school grounds where permitted. Walking and bicycling are also exercise activities if the purpose of the trip is not to travel to a new destination (such as to school or work). Play is essential to child health and development because it contributes to the cognitive, physical, social, and emotional well-being of children, and it has been recognized by the United Nations High Commission for Human Rights as a right of every child. Adults with special needs can also gain significant mental health benefits from accessible and inclusive playgrounds.

Reston is nationally known for its healthy and active living amenities, including 55 miles of paved and natural surface paths and trails. (See Parks and Open Space Chapter and corresponding index for more details on publicly available amenities and services.) However, Reston has a current need for safer active transportation facilities, including complete streets, safer sidewalks and crosswalks, and more accessible multimodal connections to transit, especially in connection to metro stations. Fairfax County has spent a substantial effort to support a mix of land uses and higher densities around transit stations especially through the comprehensive plan process and through direct dollars that support Metro, but pedestrian access to metro is significantly challenged. Improving active transportation facilities within and adjacent to the TSAs must be a priority. As the population increases, additional active and healthy living amenities and facilities will be needed to mitigate the impacts of growth and should be provided onsite. Reston will need additional exercise facilities and playgrounds. Additionally, the entire community must contribute to the maintenance and further improvement of the Reston path system.

Planning should be focused on promoting safety, improving accessibility for all users, and ensuring facilities and infrastructure are distributed equitably throughout the community.

Vision for Improved Active Living Facilities in Reston:

- **Planning Goal:** Active transportation and traffic safety will be prioritized in the planning process with applicants demonstrating how applications encourage the use of active transportation including, how pedestrians will be connected to mass transit, such as the bus and metro, how sidewalks and bike lanes are connected to other parcels and the larger active transportation network and how future residents, consumers, and employees will be able to access businesses and services necessary for daily living, such as schools, grocery stores, and health care providers.
- To encourage active transportation and promote transit ridership, Reston streets must incorporate complete street designs to enable safe, convenient and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation.
 - ◆ See Transportation Chapter for details on complete street design.
- "Safe Routes to School" for children and / or other mechanisms that support children safely walking or riding bikes to schools must be incorporated in Reston, especially in the TSAs, where children and families have to cross major roads to get to school.
 - ◆ See Transportation Chapter for details on "Safe Routes to Schools."
- Fairfax county will provide additional and improved public restrooms and handwashing facilities in public parks, playgrounds, and along the W&OD .

- Development proffers must contribute to the ongoing maintenance and further improvements of the Reston path system to connect the community into One Reston and ensure adequate funding for the entire path system.
- Development applications with 10 or more dwelling units or 20,000 or more square feet of office must incorporate opportunities for exercise onsite.
- Outdoor gym equipment, including circuit exercise stations, is encouraged. New outdoor equipment should include easily understandable instruction for its use, and should be designed for people of all heights, sizes, and abilities.
- Mixed-use and office development applications are encouraged to pursue indoor exercise facilities available for future residents, employees, and wherever possible, the broader community.
- Innovative uses of space for exercise will be considered. Examples include soccer mini-pitches on rooftops.
- Residential and mixed-use development applications in the TSAs must provide onsite playgrounds that create opportunities for all children to engage in physical activity and develop fundamental motor and social skills.
 - ◆ See Parks and Open Space for additional details on playgrounds to serve individual neighborhoods.
- Low-energy play and entertainment facilities, such as bocce ball courts, should also be incorporated to create opportunities for play for all ages.

HEALTHY FOOD SYSTEMS

Access to healthy food is fundamental to human health. Having better access to healthy food has been associated with better eating habits and decreased risk of obesity and other chronic diseases. A food system refers to the whole system that involves all aspects of food production, processing, distribution, retail, preparation, consumption, and disposal/waste. A healthy food system ensures access to a healthy and nutritious diet and supports a robust, diversified economy and a sustainable and resilient community that treats the environment, workers, and consumers fairly. A healthy food system ensures that communities are food secure. People must have easy physical and economical access to healthy food that meets their dietary needs. Physical access is dependent on the geographic proximity of a healthy food store, and economic access relates to affordability. The U.S. Department of Agriculture (USDA) considers healthy food retailers inaccessible in urban areas if they are more than half a mile or a mile away from people's homes. Food production is not limited to growing food on farms but also includes urban food production. Urban food production takes place at a smaller scale and usually involves urban agriculture and gardening. It is sustainable, helps increase access to healthy food, and has other social benefits. Urban food production can build a sense of community around active living and a healthy lifestyle. The USDA defines food insecurity as a lack of consistent access to enough food for an active, healthy life.

INSERT MAP HERE

every Village Center, one grocery store in the Herndon TSA and two grocery stores in both the Wiehle TSA and Reston Town Center TSA due to their sizes. Currently there is a need for a new grocery store in the Wiehle TSA on the east side, as the grocery store in Plaza America is located on the far west side of the TSA and not in a reasonable walking distance for residents and employees on the east side (e.g. According to Google Maps, it would take approx. 24 mins to walk from places in the Midline development to Plaza America and it is an approximately 1 mile walk from Commerce Park Drive, which is immediately South of the Wiehle Metro Station, to either Plaza America or South Lakes Village Center.) Without easy walking access to grocery stores, the TSA goal of reducing car trips will not be achieved.

According to the Capital Area Food Bank's Hunger Heat Map, an average of 6% of residents in the Herndon-Reston area live with food insecurity, with some pockets of up to 19%. Data from Fairfax County Public Schools also indicates that in the Herndon-Reston schools, an average of 35% of students receive free or reduced meals, with some schools providing free reduced meals for up to 81% of their student body. Nonprofit organizations such as Cornerstones have been working with other nonprofit, faith-based organizations, schools and government programs on several fronts to end hunger and address the root causes of poverty and food insecurity in Reston. These efforts must continue to be supported by the entire community.

Vision for Healthy Food in Reston:

- **Planning Goal:** Access to healthy foods and sustainable production of food will be prioritized in the planning process with applicants demonstrating proximity and pedestrian connections to grocery stores, as well as appropriate efforts taken to promote sustainable food production.
 - For the TSAs to succeed in the goal of reducing greenhouse gas emissions and vehicle miles traveled, residents and employees must be able to easily access healthy food options.
 - ◆ A full-service grocery store must be located in each TSA, with two in the Reston Town Center TSA and the Wiehle TSA given their sizes. One is currently needed on the east side of the Wiehle TSA.
 - ◆ Smaller healthy food providers, such as healthy convenience stores or micro healthy foods stores, should be incorporated onsite if a full-service grocery store is not located within a quarter mile.
 - ◆ Additional farmers markets are encouraged within the TSAs.
 - ◆ Development applications will demonstrate proximity to food providers.
 - Grocery stores make neighborhoods livable and help local economies thrive. For the Village Centers and the neighborhoods around the Village Centers to succeed, the Village Centers must include a full-service grocery store and any redevelopment will incorporate and accommodate such uses.
 - Space currently zoned for grocery retail should remain grocery-retail space, and any redevelopment of that space should result in no net loss of grocery stores.
 - The Reston Farmers Market operated by Fairfax County under the Fairfax County Park Authority is a crucial community health resource in Reston, offering healthy food and promoting social cohesion. This must be preserved.
-

- To prevent flooding, protect Reston's stream valleys, such as Difficult Run and lakes, from siltation, innovative ideas for food production such as vegetative green / purple roof farms and urban beekeeping must be encouraged. All new county buildings will provide vegetative roofs, and whenever possible, use them as community gardens. All existing county buildings will provide vegetative roofs, where feasible from an engineering perspective.
- When individual outdoor space is not incorporated into the plan for an application with 10 or more dwelling units, a community garden should be provided onsite. This can be done on a vegetative roof.
- The community will continue to support non-profit and public efforts to address food insecurity, with development applicants contributing through proffers.

GREEN NEIGHBORHOODS & HEALTHY BUILDINGS

Environmental exposure contributes to many of the leading causes of death and disability in the U.S. Long-term exposure to air pollution has been linked to respiratory diseases such as asthma and chronic obstructive pulmonary disease, as well as cardiovascular disease and stroke. People living in urban areas experience a greater burden of exposure from the environment, including soil, air, water, and noise pollution. The EPA has found that air pollutants from cars, trucks and other motor vehicles are found in higher concentrations near major roads. People who live, work or attend school near major roads appear to have an increased incidence and severity of health problems associated with air pollution exposures related to roadway traffic including higher rates of asthma onset and aggravation, cardiovascular disease, impaired lung development in children, pre-term and low-birthweight infants, childhood leukemia, and premature death. Additionally, the indoor spaces where people work, learn, play, eat, and heal have an outsized impact on performance and well-being. From offices and homes to schools, hospitals, and restaurants, the indoor environment affects creativity, focus, and problem-solving ability and can cause illness—jeopardizing futures and adding to societal burdens in the process.

To protect the health and wellbeing of the community and the individual employees and residents, healthy buildings and Green Neighborhoods must be incorporated throughout development in Reston, and especially in the TSAs. Green neighborhoods provide for high-quality, environmentally-sustainable, and affordable transportation, energy, food, and housing infrastructure. Green neighborhoods include strategically planned and managed networks of green open spaces, including parks, greenways, and protected lands, and incorporate green infrastructure to capture, store, and infiltrate stormwater runoff and provide for improved air and soil quality. In addition to providing critical functions such as wildlife habitat, stormwater management, and recreational opportunities, a primary focus of Green Neighborhoods is preventing environmental exposures that negatively influence human well-being and health. Healthy Buildings support the physical, psychological, and social health and well-being of people in buildings and the built environment. Healthy Buildings are especially important near major roads as technologies such as air filtration devices installed in the ventilation systems can remove pollutants and improve indoor air quality. Green Neighborhoods are certified through LEED Neighborhood Development (ND) and Healthy Buildings achieve maximum points for Indoor

Environmental Quality as outlined in USGBC LEED, current version in effect at the date of submission for Building Permit.

Reston's TSAs are located adjacent to the Dulles Toll Road and have existing, older buildings that for a variety of reasons are encouraged to be rehabilitated and reused. These existing buildings can often present indoor and outdoor environmental issues, such as insufficient stormwater management, high carbon emissions, and toxic materials that impact human health. With significant construction and redevelopment set to occur in Reston, the health of the future occupants and employees must be prioritized, and the latest technologies and approaches must be incorporated to optimize healthy buildings.

Vision for Green Neighborhoods and healthy buildings in Reston

- **Planning Goal:** Buildings are expected to contribute to a healthy community environment and create healthy indoor environments for occupants. This includes promoting occupants' comfort, well-being, and productivity by implementing enhanced indoor air quality strategies, preventing or minimizing exposure of building occupants, indoor surfaces, and ventilation air distribution systems to environmental tobacco smoke, reducing concentrations of chemical contaminants that can damage air quality and the environment, facilitating and promoting EVs to reduce vehicular air pollution, and promoting the well-being of construction workers and building occupants by minimizing indoor air quality problems associated with construction.
- For new multi-family, mixed-use, and commercial buildings in the TSAs, in addition to meeting the LEED level as outlined in the Environmental Stewardship Chapter, maximum points for Indoor Environmental Quality must be achieved as outlined in USGBC LEED, current version in effect at the date of submission for Building Permit.
- All older multi-family, mixed-use, and commercial buildings that are being incorporated into development in the TSAs must be retrofitted to address health needs of occupants and the community's need for better environmental stewardship. When applicants reuse buildings, they should and are strongly encouraged to achieve LEED for Neighborhood Development (LEED ND) certification on a per parcel basis and as outlined in USGBC LEED, current version in effect at the date of submission for Building Permit. Applicants must also check for and properly and safely remediate legacy pollutants such as lead, PCBs and asbestos.

SOCIAL COHESION

Social cohesion refers to the shared sense of belonging and social interaction within populations. A socially cohesive community has strong social bonds, trust among members and fosters a positive social, economic, cultural environment for all. Partnership among the members of a community including but not limited to residents, institutions, businesses, and other stakeholders (public or private) to achieve goals is an essential element of community development.

Community engagement and civic involvement in planning is a founding principle of Reston. The Dulles Toll Road and major roads such as Wiehle Avenue, Reston Parkway, and Fairfax County

Parkway serve as significant physical barriers separating parts of Reston. Inadequate pedestrian crossings not only to deter social cohesion, but also prevent advancing goals of equity and environmental protection. Without plans to connect Reston residents and employees of Reston businesses to the larger community, they will have to rely on cars, and many will not be able to have access to economic opportunities and community events.

Opportunities for further community development and engagement will be encouraged in Reston.

Vision for Improved Social Cohesion in Reston

- Planning Goal: The community will be strengthened through development that promotes trust among neighbors and empowering residents to work together to achieve common goals that improve the quality of life for everyone in the community.
- Applicants will actively engage and involve the community early in the planning process. This requires active engagement; notification alone does not suffice. Residents who live near the project must be involved with the goal of bringing value to the whole neighborhood and creating a connected and cohesive community.
- For development in the TSAs, a special focus must be placed on reaching out to underrepresented and underserved communities to ensure the built environment and infrastructure meets community goal of creating opportunities for all to share in the success of Reston.
- Applicants will demonstrate efforts to pursue equitable engagement of stakeholders, including outreach methods pursued, meetings sought, groups contacted, and results of such outreach, as part of the planning process.
- Reston will ensure that public and private sector investments benefit all residents and limit the public costs of accommodating growth. To help achieve this goal, the County will provide a public and transparent proffer tracking system that is easily accessible to the community and public and updated every six months.
- Development affecting known heritage resources should consider how such resources may be incorporated, rehabilitated, or adaptively reused to foster preservation of Reston's cultural identity, whereas development occurring adjacent to known publicly accessible heritage resources should consider planning and design efforts to encourage and foster usage of these cultural resources.
- Indoor and outdoor community gathering places that are free for residents and employees to use will be provided throughout Reston.
- Plazas and other civic and social gathering places must be built as part of development within the TSAs on both sides of the Dulles toll road and will be completed with the first RUP.
- Public activity areas (such as the civic green) will provide restrooms.
- Village Centers will provide public restrooms.
- Restonians must have opportunities to participate and engage in a connected community through digital access, including free or affordable broadband, that supports the essential tasks for modern life.
 - ◆ Venues and public spaces will be provided to expand digital access, including free or affordable broadband.
 - ◆ All public facilities will provide free broadband access.

- ◆ County-developer joint ventures should be explored to provide free broadband in plazas and public spaces.
- To connect Reston neighborhoods, development proffers and/or the County and/or the State should support and fund efforts to provide safe pedestrian travel across the Dulles Toll Road and major roadways.
- Applicants in the TSA must demonstrate that there are safe public connections to buses and pedestrian and cyclist networks.

ECONOMIC DEVELOPMENT (July 21 version)

Gary Maupin

PRINCIPLE, VISION, AND INTRODUCTION:

RESTON IS A HUB FOR GLOBAL & REGIONAL BUSINESS AND INNOVATION.

Its economic strength is built on its history of creativity, innovation, and community diversity in all aspects of life. These historical attributes along with its exceptional location have and will make Reston a choice for businesses, organizations, and an outstanding workforce. Reston, in conjunction with Fairfax County, works to attract innovative, entrepreneurial, and essential businesses through ensuring that our neighborhoods, cultural amenities, public schools, digital infrastructure, transportation network, and business climate are among the nation's best.

Reston is the home of four Fortune 500 companies and is the county's second-largest commercial office market with over twenty-one million square feet of space. Reston has been and continues to be, and will be, very welcoming to minority- and women-owned businesses. The most recent Economic Census shows that 40% of Reston businesses are minority or veteran-owned and 41% are women-owned. Currently, Reston employs nearly 68,000 individuals, with 70% having a college degree or higher. Reston's chamber of commerce identifies over 300 different business product and service categories within its membership.

ECONOMIC DEVELOPMENT OVERARCHING STRATEGIES:

Reston, will regularly update its Economic Development strategy, staying forward-looking and focused, adjusting as needed, and keeping to its uniqueness. Reston's strategic approaches include basic business information, technologies, regulations, incentives, business assistance services, and strategic infrastructure investments.

National trends show a growing preference for mixed-use environments, particularly for young professionals and retirees. Retailers across the nation have often shrunk the design of stores to better fit these trends. Niche shopping opportunities, attractions, and service-oriented establishments are growing retail market segments; and many older suburban centers are evolving to provide these new shopping and lifestyle experiences. Reston must be cognizant of incorporating these developments, along with existing suburban centers and industrial parks to provide a comprehensive array of options to promote economic development.

BUSINESS CLIMATE

Reston's premiere business climate strongly affects the Reston location choice, and the ability to attract talent and investment. Reston must leverage its resources to nurture a climate of innovation and entrepreneurship that connects the local economy to the global, national, and regional marketplace and, obviously, the Federal government and its contracting partners.

A significant share of future employment growth is likely to come from existing businesses, thus making business retention and support critically important. Continuation of Reston's proven economic development record will provide additional opportunities for its community and deeper

investment in critical infrastructure and amenities. Recruitment of new firms – from nurturing small business start-ups, including baseline ones such as auto repair; to attracting large national or international firms – is an important economic development strategy.

Nurturing a solid business climate to support the future economy requires an array of efforts. These include:

- (a) the conventional focus on high-quality services and facilities, and a thoughtful County tax and fee structure;
- (b) efforts to recognize and leverage Reston’s significant demographic diversity, high educational attainment and attractive lifestyle as pathways for further development as a global business center; and
- (c) upfront investments in environmental sustainability, carbon reductions and climate-change preparedness in all new and refurbished buildings and infrastructure.

COMMUNITY LIVABILITY and CHARACTER

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

Community livability also requires recognizing the importance of affordable and diverse housing options that provide a range of workers with convenient access between jobs and home. Further, livability requires paying attention to aging buildings and infrastructure; they present opportunities to reposition areas to adapt to market changes.

PLANNING AND INFRASTRUCTURE

Reston is located six miles from Dulles International Airport and is home to three stations in the Washington Metro Silver Line. The ability to easily connect residents, employers, and their employees, to Washington DC has been key to Reston’s economic growth. But now, with a planned influx of residential density, emphasis must be given to increasing, improving, and balancing jobs, transportation and civic infrastructure including schools, safety services (police and fire) health and human services, affordable housing, and childcare.

EDUCATION

Education plays a huge role in the Reston economy, which is heavily driven by the government, government contracting, information technology, technical and professional services, and NGOs. Reston schools are a strong attractor for local businesses and talent. In addition, having an early childhood education system is also critical for future educational, and thus economic success. Reston’s economic health and development will also be strengthened by attracting one or more well-recognized universities to establish a presence in Reston. Further, growth in higher

education will help catalyze Reston as a center for innovation, and the economic spin-offs this creates.

What is SUCCESS Reston Style: Reston’s direction since its inception is the future.

- A diverse and vibrant local economy that establishes Reston as a regional economic leader and a gateway for international business opportunities.
- Opportunity and prosperity for residents of all incomes and personal equity as described in the County “One Fairfax” Policy.
- A Reston that lives up to its founding principles including: a culture of innovation and entrepreneurship that attracts and nurtures new talent, businesses, and organizations as well as retaining current ones; housing that is truly diverse and allows people of all ages to live in Reston throughout their lifetime; policies which demonstrably signify Reston’s desire and openness for economic growth; and land that is environmentally protected and has widespread trees, open space; and biophilic design.
- A digital infrastructure that is second to none which supports telecommuting and Internet-Based businesses as well as on-the-ground ones. This includes looking forward such as new businesses like “co-location spaces” which are location-focused businesses for work, internet use, entertainment, and gaming.
- An expansion of small businesses in all spheres from high technology to retail services and skilled trades.

POLICY DIRECTION AND INTENT:

Policy 1: Grow A Sustainable and Diversifying Workforce

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

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

With three Silver Line stations, and close proximity to Dulles International Airport, Tysons Corner, the Dulles Toll Road, Washington, DC, Fairfax, beautiful Virginia countryside to the west, and access to the historic, 45-mile W&OD Trail, Reston is uniquely positioned to succeed as a place to live and work. Reston provides, and this Plan focuses on, quality of life and a built environment that appeals to, and attracts, both businesses/employers and the workforce of today and tomorrow. Details are in the Introduction and Principles, Land Use, Public Facilities, Parks and Open Space, Housing, and Public Art Chapters. Further, this policy is intended to assist basic service employers and employees in every area and type such as: auto service and repair; pet care and grooming; food service; service delivery; and senior care, to work and live here. Reston even recently during the COVID-19 Pandemic made special efforts to help its restaurants facing an unprecedented economic challenge. Reston supports all businesses from small, to newly invented,

to large international, to historically old. Into the future, diversity in Reston will be a key to economic success.

Policy 3: Diversify Reston's Economy

Support development of an increasingly diverse economy through the recruitment or growth of selected under-represented industries and employees, in coordination with County, Commonwealth, and regional partners. This policy intends to increase the diversity of Reston's economic base, to make the community more economically resilient to unforeseen downturns in different market sectors. It also supports the County "One Fairfax" Policy and general equity goals as described in the introduction to this Plan to make Reston even more desirable for businesses, organizations, and employees to locate or stay here.

Policy 4: Attract New, High-Value Businesses

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

Policy 5: Attract New and Nurture Existing Small Businesses

Prioritize, promote, and commit to a supportive regulatory, programmatic, and investment environment to attract and nurture small businesses and start-ups, and to support the growth of existing small businesses. This policy intends to recognize that the presence of existing businesses in Reston is of vital importance to the community. A key objective is to create a local regulatory, programmatic, and business environment that is very supportive of small businesses and avoids creating undue barriers to market-entry and market expansion for small enterprises. This is especially critical for Reston's COVID-19 recovery. A key goal is to retain firms and jobs that are already located here. Supporting both non-profit and for-profit businesses is important to the community.

Reston supports the expansion of internet-based businesses and telecommuting by striving to assure that it has premium cellular and wired infrastructure. Continuous enhancement of digital pathways for residents, businesses, health care, and government are critical in a global competitive environment. Just one example of current Reston efforts is the establishment of a "Reston" webpage and associated new technologies designed to lead businesses, new residents, workers, and visitors here.

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

Ensure the economic vitality of businesses throughout Reston, including Reston Town Center (RTC), the TSAs, Village Centers, and other employment areas. All these areas are important to Reston's success as a place where residents and employees can live, work, and play. RTC and the TSAs will provide important retail and entertainment amenities for residents, workers and visitors.

Despite its decades of success, RTC needs attention.

Policy 7: Promote High-Quality Education

Strengthen and support local access to a comprehensive range of high-quality educational opportunities as an important part of Reston's identity. Recognize the impact that access to high-quality education has on local business recruitment efforts and attracting new workers to Reston. Therefore, encourage efforts to grow and strengthen the quality, capacity, and accessibility of local educational offerings. The policy applies to all types and levels of education: public and private, early childhood, preschool, K-12, college, graduate education, and specialized professional and technical education and training. This policy recognizes the importance of coordinating approaches, involving not only Fairfax County, but also, the Commonwealth, the business community, and Reston organizations working in cooperation.

RECOMMENDATIONS:

- Promote the development of housing options that are affordable and appealing to an expanding diverse workforce.
- Employers in Reston are expected to have intentional, focused recruitment efforts that bolster a diverse applicant pool, thus enhancing Reston's desirability as a place to work. Fostering strong affinities between businesses and the community's arts, culture, educational and human services ecosystem will help to attract a world-class workforce.
- Businesses in Reston will show a commitment to responsible contracting as a community benefit.
- Stakeholders will take a leadership role in promoting better access to the three Metrorail stations to support more vibrant potential transit services (including transit-oriented development, better walkability and bikability) thus increasing regional coverage and connectivity.
- New development must meet the placemaking, quality and appearance standards set forth in this Plan including its biophilic and sustainability requirements to increase its desirability as a location of choice.
- Reston organizations will build strong partnerships with the local business community and business development partners associated with Fairfax County, the Commonwealth, and the DMV to facilitate regular and frequent coordination and collaboration. Coordination will include actions such as:
 - Collaboratively identifying and prioritizing capital improvements and changes to facilities or services that might have the most positive impact on retention and growth.
 - Collaboratively evaluating and identifying regulations and programs that help support business and employee retention and growth.
- Study and identify business sectors with the greatest promise for diversifying Reston's economic base; focus recruitment efforts accordingly, through business-focused organizations such as the Greater Reston Chamber of Commerce, the Black Chamber of Commerce, Hispanic Chamber of Commerce, Asian American Chamber of Commerce, and the Fairfax County Economic Development Authority.

- Create and develop initiatives to support the creation and growth of small businesses. Current businesses in Village Centers, industrial areas, Town Center, and other areas must be strongly supported from a retention perspective as well as new businesses.
- A partnership of key Reston organizations will actively maintain a relationship with major employers to facilitate not only their success, but also the success of businesses and organizations that support the larger employers and the community. This partnership includes a working group of business leaders, Hunter Mill staff, and other relevant stakeholders that meets at regular intervals to keep abreast of new challenges and/or opportunities.
- Develop marketing material and a new promotional website in association with Reston community organizations including the Greater Reston Chamber of Commerce, Reston Community Center, the Reston Association, the Reston Town Center Association, and the Reston Citizens Association to promote Reston for business, employment, living, and visiting.
- Ensure and enhance transportation access and availability to central Reston, including parking, to protect and foster a strong business climate.
- Enhance education partnerships with businesses to ensure that the education system is strategically focused to meet educational needs of the future job market. Include the availability and encourage the use of high-quality continuing adult education and retraining programs with a specific focus on availability in Reston.
- Attract one or more major university to establish a significant educational presence in Reston.
- Support affordable early childhood education to ensure all children can enter kindergarten at their optimal developmental level with equitably for success.
- Create workforce development pathways, such as pursuing apprenticeship and mentorship programs, which provide all residents with the opportunity to develop knowledge and skills to participate in a diverse economy and earn sufficient income to support themselves and their families. Expand the County's apprenticeship programs to enhance the effectiveness of small and medium-size businesses outside of the "high-tech" business sphere. Promote bona fide apprenticeship programs registered with the US or Virginia Departments of Labor/Industry.
- Provide Reston with a holistic, diverse business climate which provides necessary, everyday services to its population (e.g., vehicle maintenance, plumbers, electricians, etc). Just as we need affordable housing, we need support infrastructure for small business owners and start-ups, innovative worker spaces and a business incubator.

To achieve this goal, incentivize Industrial zoned parcel owners to remain industrial to provide business diversity needed for Reston's successful business model. We must balance jobs with residents.

PUBLIC ART (October 18 version)

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. Fairfax County Government has committed to incorporating public art projects in new construction of County facilities and amenities.

Public art should be diverse.

- It can include representational and non-representational art, 2- and 3-dimensional works, art that integrates vegetation, and art that is regularly rotated.
- Creative architecture can be a form of public art.
- Also included can be Interactive art which connects play with form, creating fun placemaking. Examples are the sculptures on Lake Anne Plaza and splash pads where people can dodge bouncing streams of water.
- Public art includes the performing arts. The Visual and Performing Arts element of the Policy Plan provides guidance for encouraging a dynamic and diverse arts presence by investing in existing and new arts facilities as well as supporting opportunities to display art in public places, private development, and public-private ventures.

Recommendations:

1. Developers are encouraged to work with locally and nationally recognized artists and arts organizations early in the project design process to successfully integrate potential art into their developments. To promote equity, public art will reflect Reston's diversity. Art and performances by local and diverse artists will be considered.
2. Onsite public art and cultural facilities will be accessible by all persons.
3. Public art and cultural facilities should be equitably distributed throughout Reston, with development proffers and/or the County supporting projects in underserved and underrepresented neighborhoods.
4. Commitments to public art will be definitive and measurable so that public art is incorporated into development. The Reston Public Art Master Plan will be used as a guide in the establishment of public art and as a resource for the review of new development and redevelopment proposals.
 - Developers will coordinate projects with Public Art Reston (PAR) to assure they meet the Reston Public Art Master Plan criteria.
 - Initially approved in 2008 and available online at PAR's website, the Public Art Master Plan for Reston establishes a comprehensive process for planning, designing, and commissioning public art as well as collection management. A complete guide for developers, including Developer's Checklist, is available online in addition to a Public Art Maintenance Plan. The Plan also suggests working zones where efforts can be focused.
 - The PAR process will remain transparent with public announcements for selections of public art projects, calls for artists and reviews of proposals.

- 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, developers will inform PAR, County staff and the public of progress toward, and completion of proffered public art projects undertaken or funded by the developer pursuant to proffers.