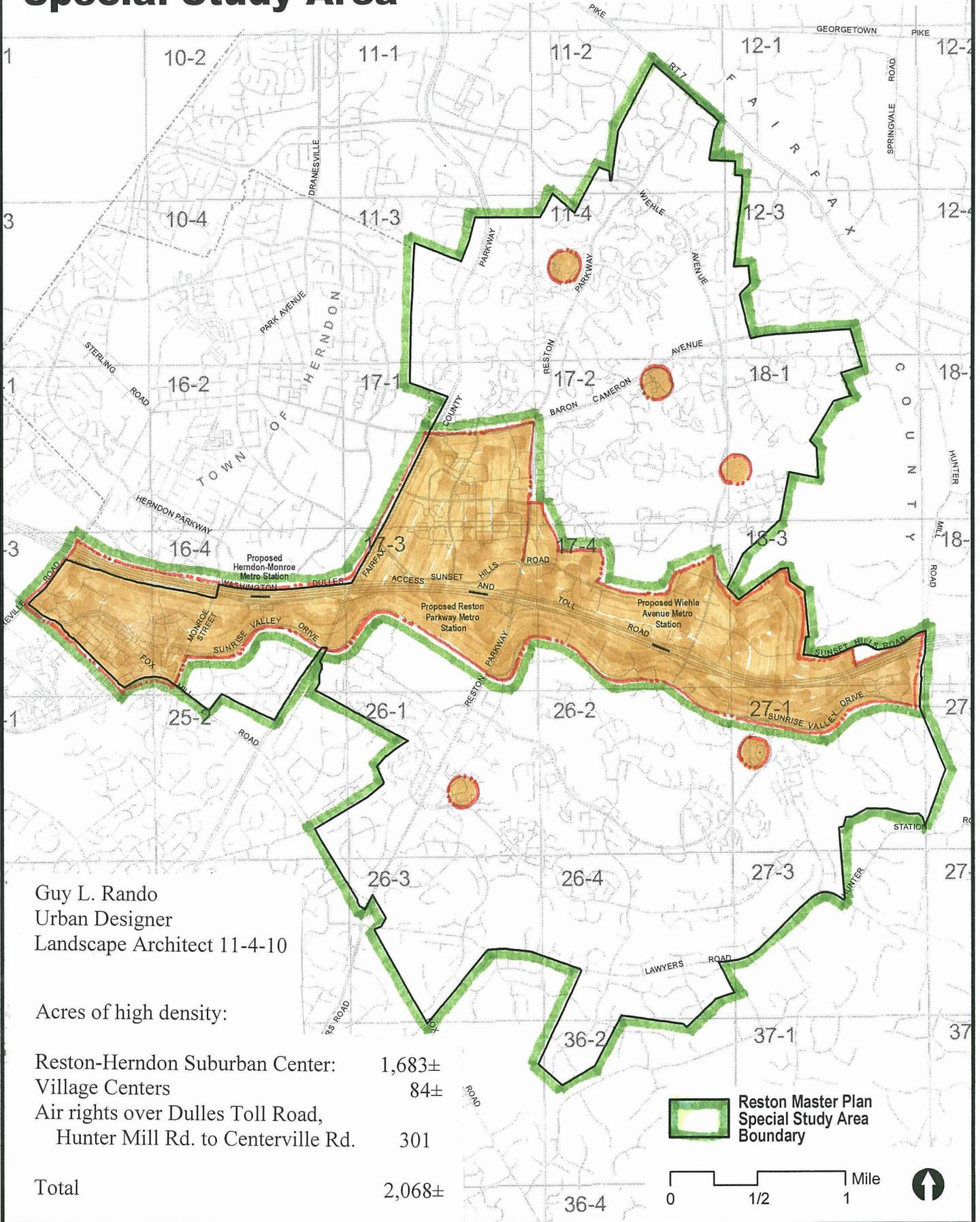


Reston Master Plan Special Study Area

Context of Project

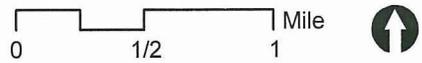


Guy L. Rando
Urban Designer
Landscape Architect 11-4-10

Acres of high density:

Reston-Herndon Suburban Center:	1,683±
Village Centers	84±
Air rights over Dulles Toll Road, Hunter Mill Rd. to Centerville Rd.	301
Total	2,068±

 Reston Master Plan
Special Study Area
Boundary



Analysis

Reston Parkway Station, Town Center

Guy L. Rando

- Revised Rando Plan B for Reston Central Park to include more parkland, botanical gardens, and a water cascade from Fountain Drive, **world-class, same density**.
- Narrowed streets at Bluemont, Fountain Drive and New Dominion Parkway to provide additional land for mixed-use development. Signature Dog Park located in front of Hyatt Hotel.
- “The design of Reston Town Center was not bold enough.” Urban Land Institute. See revised diagrammatic section of Rando Plan B.
- Diagrammatic section of Reston Parkway Station area to include air rights, nexus of pedestrian connections to Town Center, relocation of bus terminal to station area from Bluemont Way.

Guy L. Rando
Urban Designer
Landscape Architect
1512 Inlet Court
Reston, VA 20190
(703) 437-3456
randoforlakeanne@aol.com

Rando Plan B Reston Central Park

Vision

Most of the site is planned for a central park—like Prospect Park, Golden State Park and Central Park—to include water bodies, cascades and botanical gardens with the FAR as high or higher than Town Center.

Properties values on the park would be at least twice than those fronting on a grass mall for a dog park.

The citizens have designated the green area between the Hyatt Hotel and Reston Parkway the Signature Dog Park.

The Central Park would benefit the entire community including the core.

Fountain Drive is to be narrowed to increase retail synergy between east and west sides of the street.

New Dominion Parkway and Bluemont Way to be narrowed for additional land to be used for mixed-use and parks and to screen the parking garages which create dead roads.

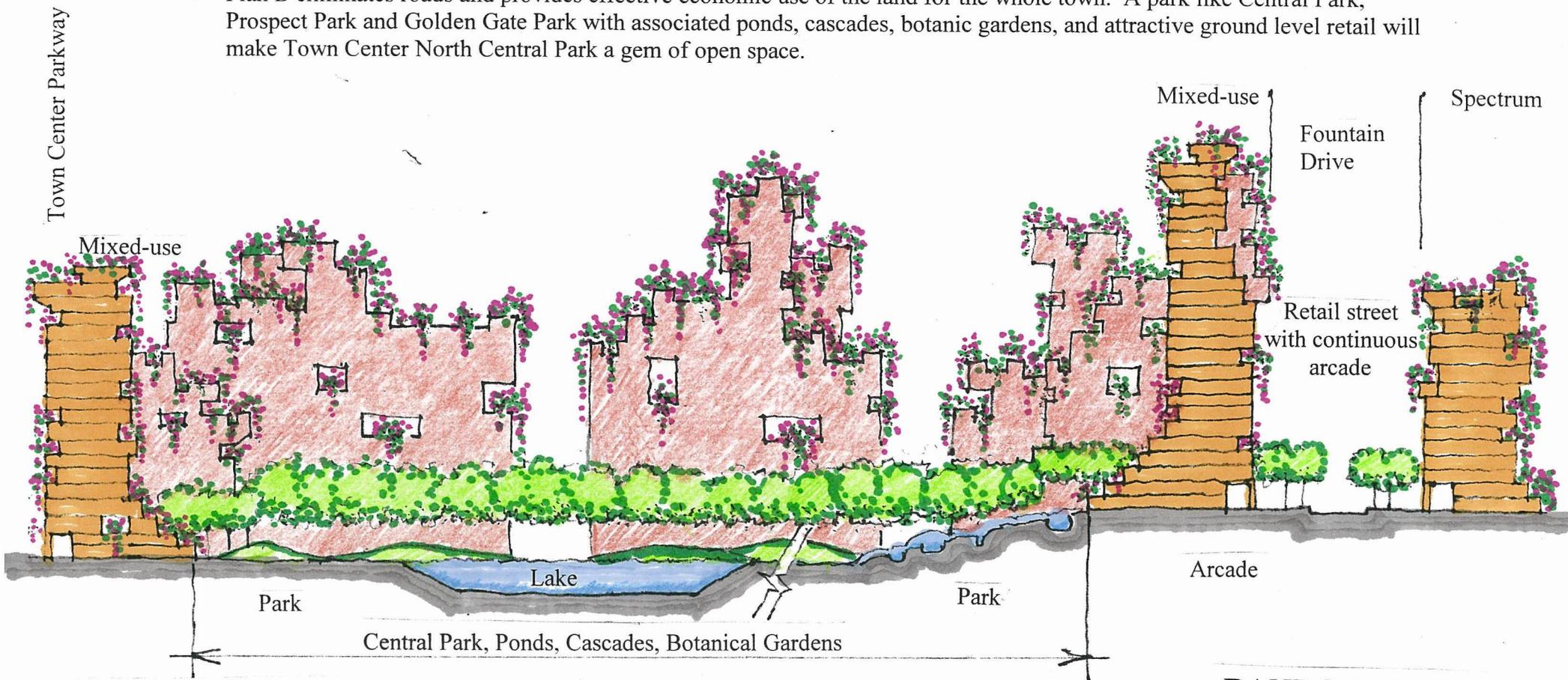
All housing will be under Reston Association HOA.

Guy L. Rando
Urban Designer
Landscape Architect 11-4-10



Vision—the hallmark of the Urban Land Institute, “The design of Reston Town Center was not bold enough.”
 What seemed bold 20 years ago is practical now.

- Additional density proposed for Town Center can easily be accommodated in Plan B with the preservation of ample open space and parkland for the community.
- New Dominion Parkway, Fountain Drive and Bluemont Way should be narrowed to provide additional land for development, parkland, and especially to screen the parking garages which have created ghost town dead roads.
- The Town Center subcommittee proposed a patch of grass for dogs which does not contribute to the community and has limited function. A signature world-class dog park between the Hyatt and Reston Parkway currently exists.
- Plan B eliminates roads and provides effective economic use of the land for the whole town. A park like Central Park, Prospect Park and Golden Gate Park with associated ponds, cascades, botanic gardens, and attractive ground level retail will make Town Center North Central Park a gem of open space.



Guy L. Rando
 Urban Designer
 Landscape Architect 11-4-10

Diagrammatic Section

RANDO PLAN B

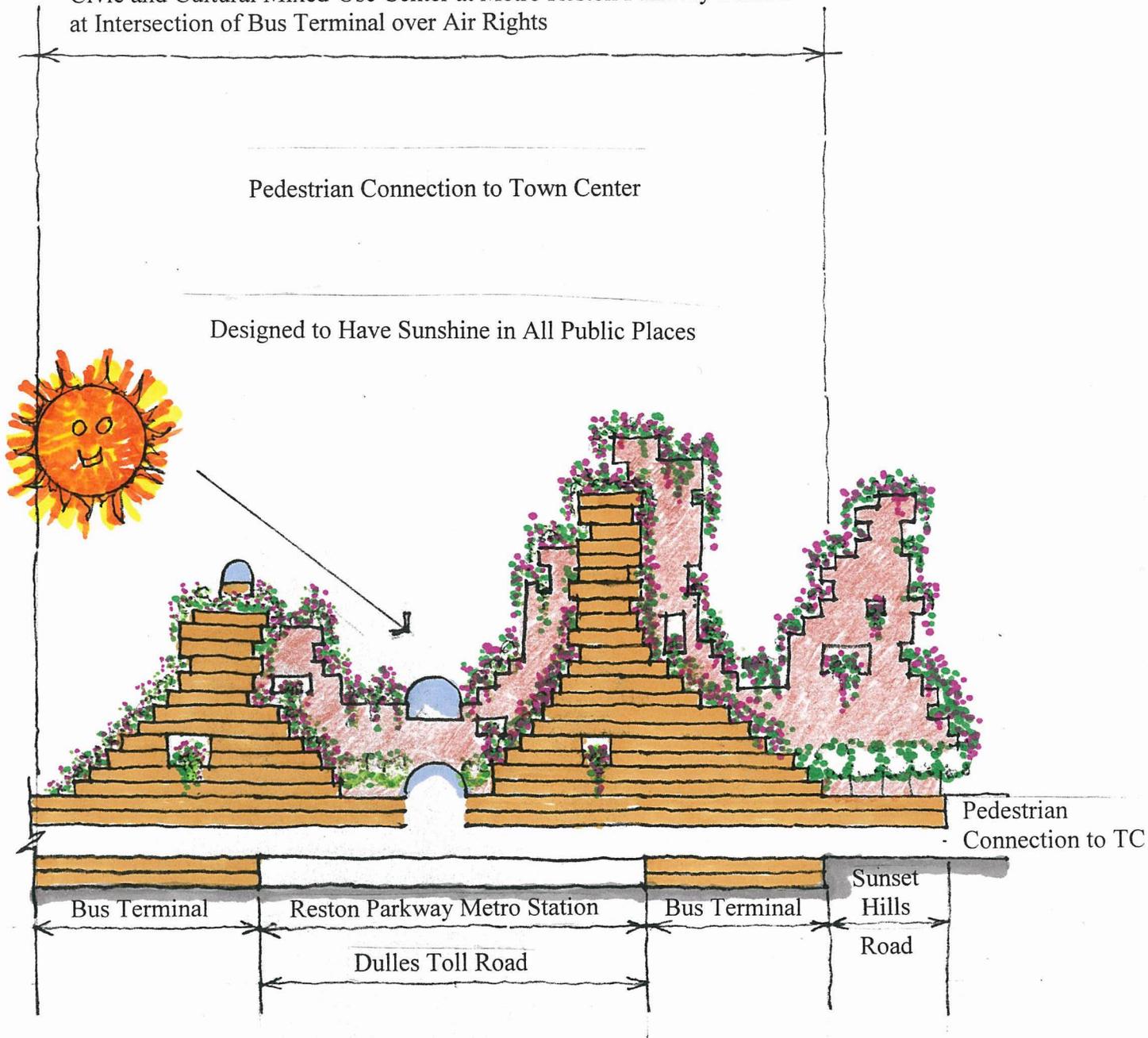
Civic and Cultural Mixed-Use Center at Metro Reston Parkway Station
at Intersection of Bus Terminal over Air Rights

Vision

Major public climate-controlled mixed-use space at Metro station and bus terminal over air rights to connect north and south Reston.

Civic and cultural center located over air rights at Metro Station and relocated bus terminal from Bluemont Way—additional land in the core can be developed.

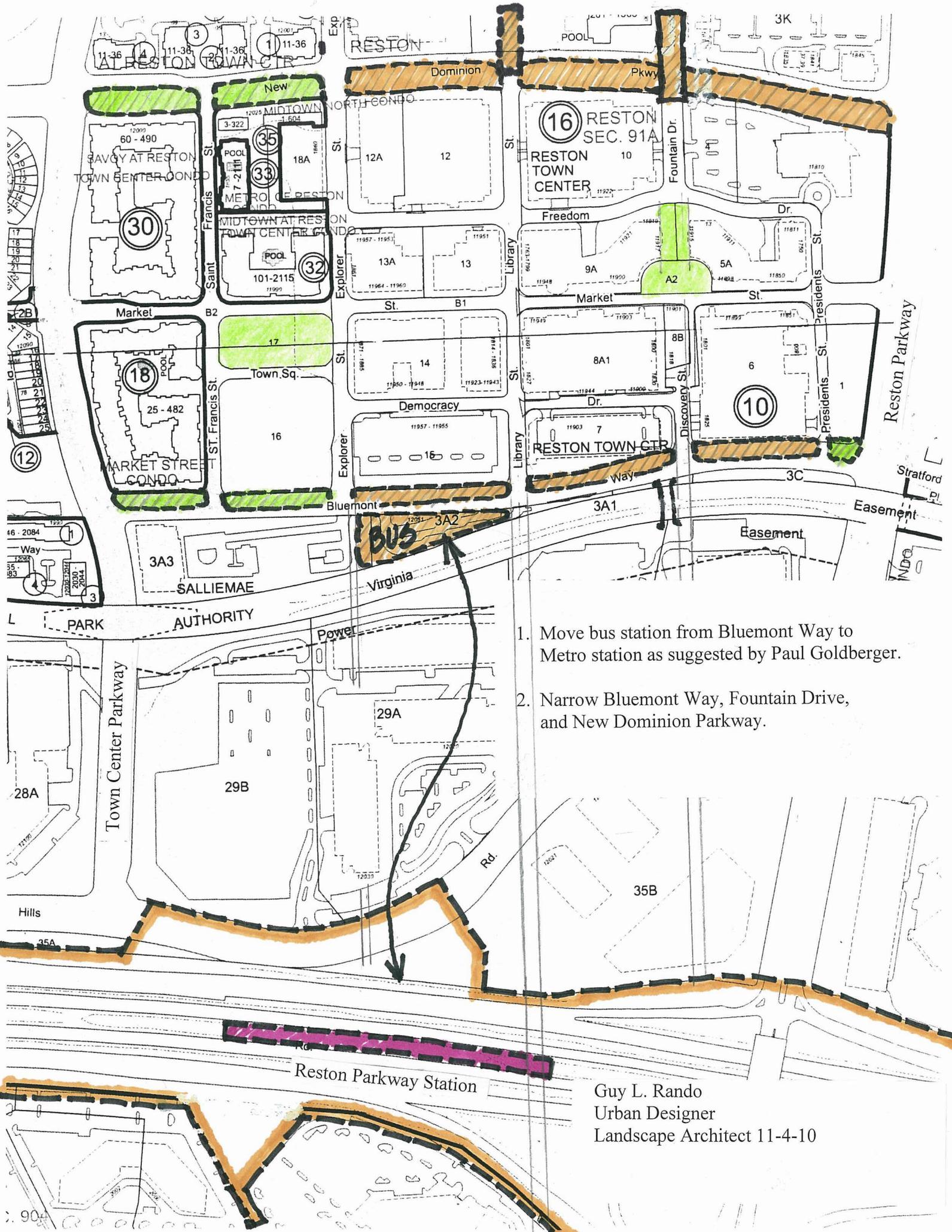
The station is almost the geographic center of town making it the most convenient place to bring the community together and also the most appropriate spot to begin the Art Trail going north and south.



Guy L. Rando
Urban Designer
Landscape Architect 11-4-10

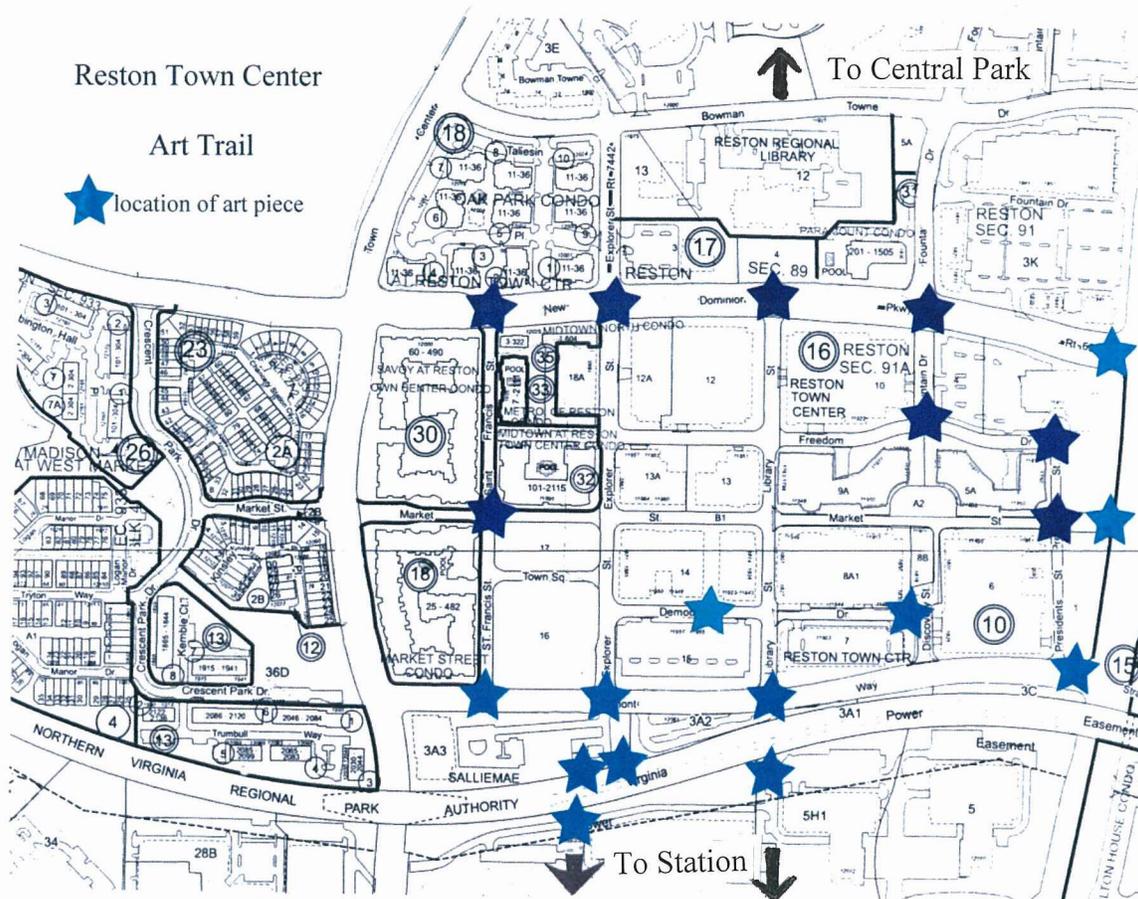
Diagrammatic Section for Reston Parkway Station

RANDO PLAN B



1. Move bus station from Bluemont Way to Metro station as suggested by Paul Goldberger.
2. Narrow Bluemont Way, Fountain Drive, and New Dominion Parkway.

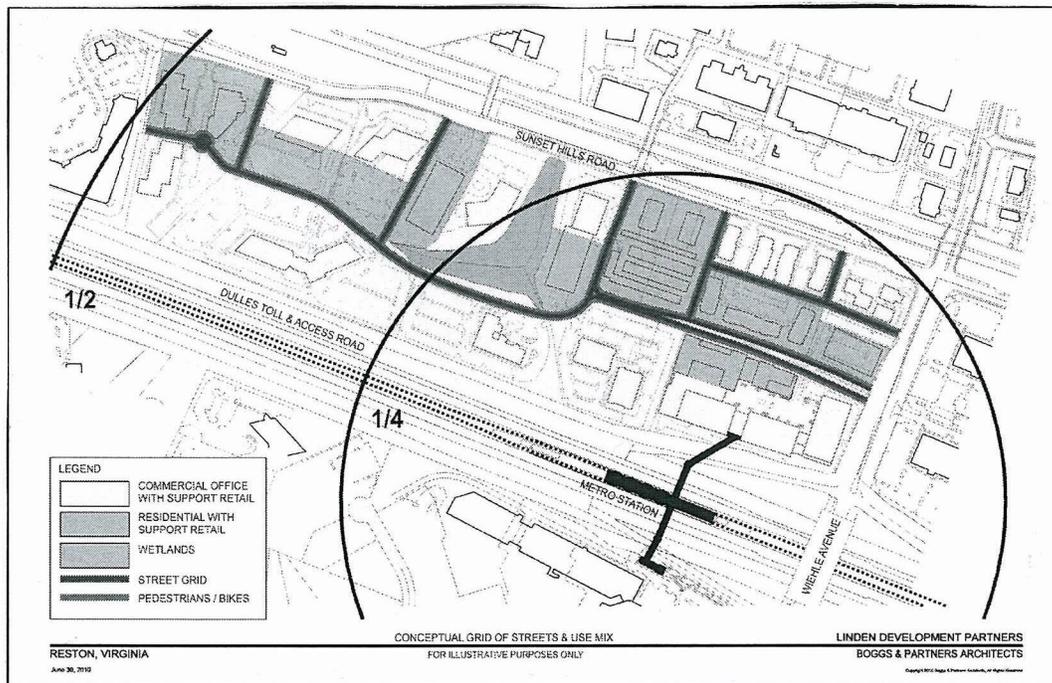
Guy L. Rando
 Urban Designer
 Landscape Architect 11-4-10



Guy L. Rando
 Urban Designer
 Landscape Architect 11-4-10

Analysis

Wiehle Metro Station Area



Analysis

The Linden Development Plan with a conceptual grid of streets suggests that a grid of streets automatically makes for a pedestrian-friendly environment. Analysis of the plan indicates the pedestrian will be walking along parking lots and ground-level parking garages. The experience would be similar to walking along the dead streets of Bluemont Way and New Dominion Parkway, also a grid.

At the western end of Reston Station Blvd, the pedestrian is forced to walk through the Plaza America delivery/service area to reach the shopping area.

At the east end of Reston Station Blvd., a person with a stroller or in a wheelchair must negotiate stairs, walk through the parking garage to arrive at Wiehle Station Plaza, or walk the long distance east around the buildings to the ramp.

The grid as pedestrian-friendly is really pedestrian-deadly. The Town Center and Wiehle subcommittees are promoting a grid system, however their reports do not address avoiding dead streets. Dead streets are a vehicular planning model, not a pedestrian planning model.

Guy L. Rando
Urban Designer
Landscape Architect 11-4-10

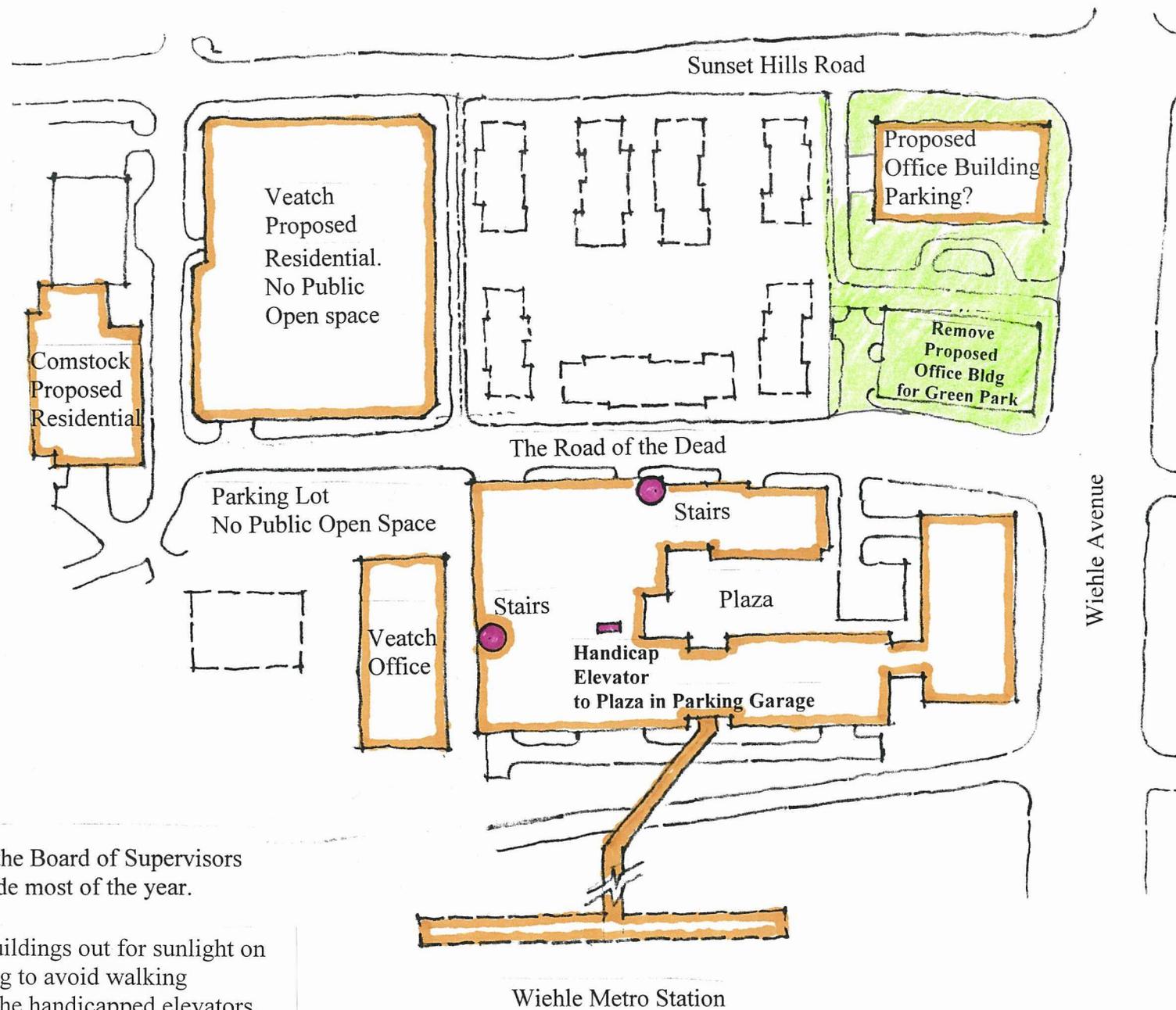
Notes:

A pedestrian walking the ½ mile along Reston Station Blvd between Plaza America and Wiehle Station will be confronted by a dead road—nothing but ground-level parking garages and parking lots on both sides of the street.

A pedestrian on the street must go through a parking garage to get to the elevator up to the plaza at Wiehle Station or walk up about two flights of stairs. There is, however, plenty of space at the stairs to have handicap accessible elevators.

P&Z, the Planning Commission and the Board of Supervisors approved a public plaza that is in shade most of the year.

There is still plenty of time to take buildings out for sunlight on the plaza and to rearrange the building to avoid walking through the parking garage to get to the handicapped elevators.



Wiehle Metro Station