

**RESTON
2020**

**Community Input to
Reston Master Plan Special Study Task Force
By Reston 2020/RCA Work Groups**

June 8, 2010

INTRODUCTION

Parks, Recreation and Public Facilities

Presented by Carol Bradley & Bill Bouie

Residential, Urban Design and Livability

Presented by Stewart Rauch, Kathy Kaplan and Marion Stillson

Environment

Presented by Diane Blust

Transportation

Presented by Terry Maynard

Implementation, Phasing and Financing

Presented by Dick Stillson

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Parks, Recreation & Public Facilities Work Group

Presented by
Bill Bouie & Carol Bradley

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Parks, Recreation & Public Facilities Work Group

- Members from RA, RCC, County Park Authority, Performing Arts (Chorale and Orchestra), Visual Arts (GRACE) and Public Art (IPAR)
- Developed Priorities

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Parks, Recreation & Public Facilities Work Group

PRIORITIES

- Bike and Pedestrian trails; connectivity
- Urban-style parks
- Outdoor playing fields
- Indoor playing courts
- Indoor swimming
- Larger community performing arts venue
- Aging in Place
- Memorial Sculpture Garden
- Public art throughout Reston

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Parks, Recreation & Public Facilities Work Group

COMP PLAN GUIDANCE - FACILITIES

- Facilities should be easily accessible by community
- TOD areas: Wiehle – Education/Museums; Reston Pkwy – Performing Arts venue; Herndon/Monroe – Sunrise Valley Nature Park
- Village Centers (Lake Anne and Tall Oaks) revitalized with public recreation
- Reston Hosp. complemented by nearby therapeutic recreation amenities
- Urban parks in RCIG and Town Center

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COMP PLAN GUIDANCE - EXECUTION

- Shared contributions, collaboration, and partnerships in keeping with Reston precedents
- Mandatory membership of new residents in Reston Association
- Utilization of County, Reston Association and Reston Comm. Center planning processes for new amenities

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The Reston 2020 Committee's Vision for the Herndon Monroe TOD

Presented by
Stewart Rauch

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The Herndon Monroe Metro Station is Coming

“The planning objectives for Transit Station Areas seek to change the pattern of development that has shaped the [Reston-Herndon] Suburban Center area over the last three decades.”

[Fairfax County Comprehensive Plan, 2007 Edition, Upper Potomac Planning District, Amended 3-9-10, at Area III (“Comprehensive Plan”), p. 29]



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What Sunrise Valley Park could look like...

“A variety of resource protection mechanisms... should be utilized to protect identified resources not currently in public ownership. The intrusion of non-recreational development should be restricted and the impacts of offsite development should be mitigated.”

[Comprehensive Plan, p. 26]



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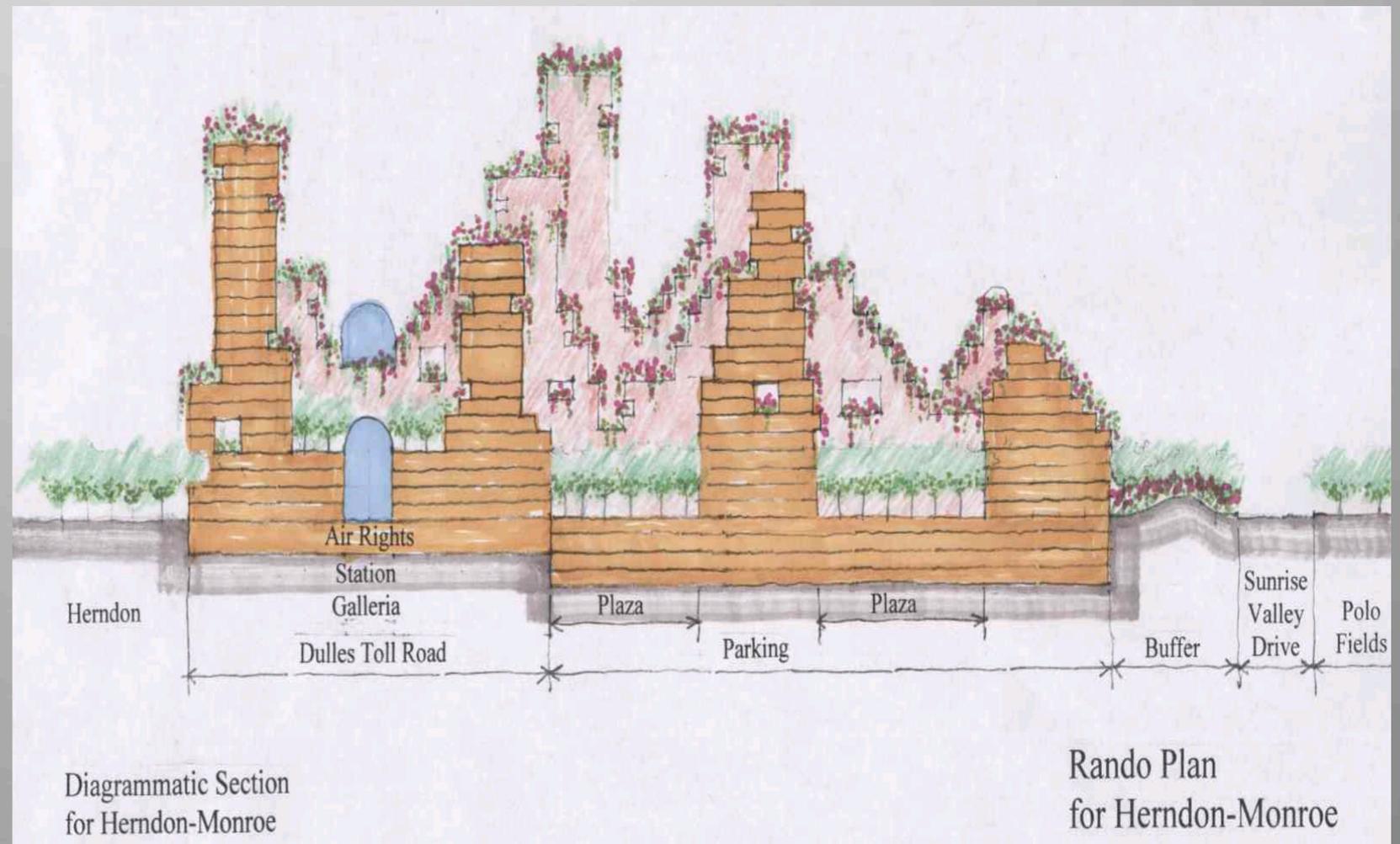
Sprint Property Redevelopment

“Building heights should be limited to...
35 feet along Sunrise Valley Drive.”

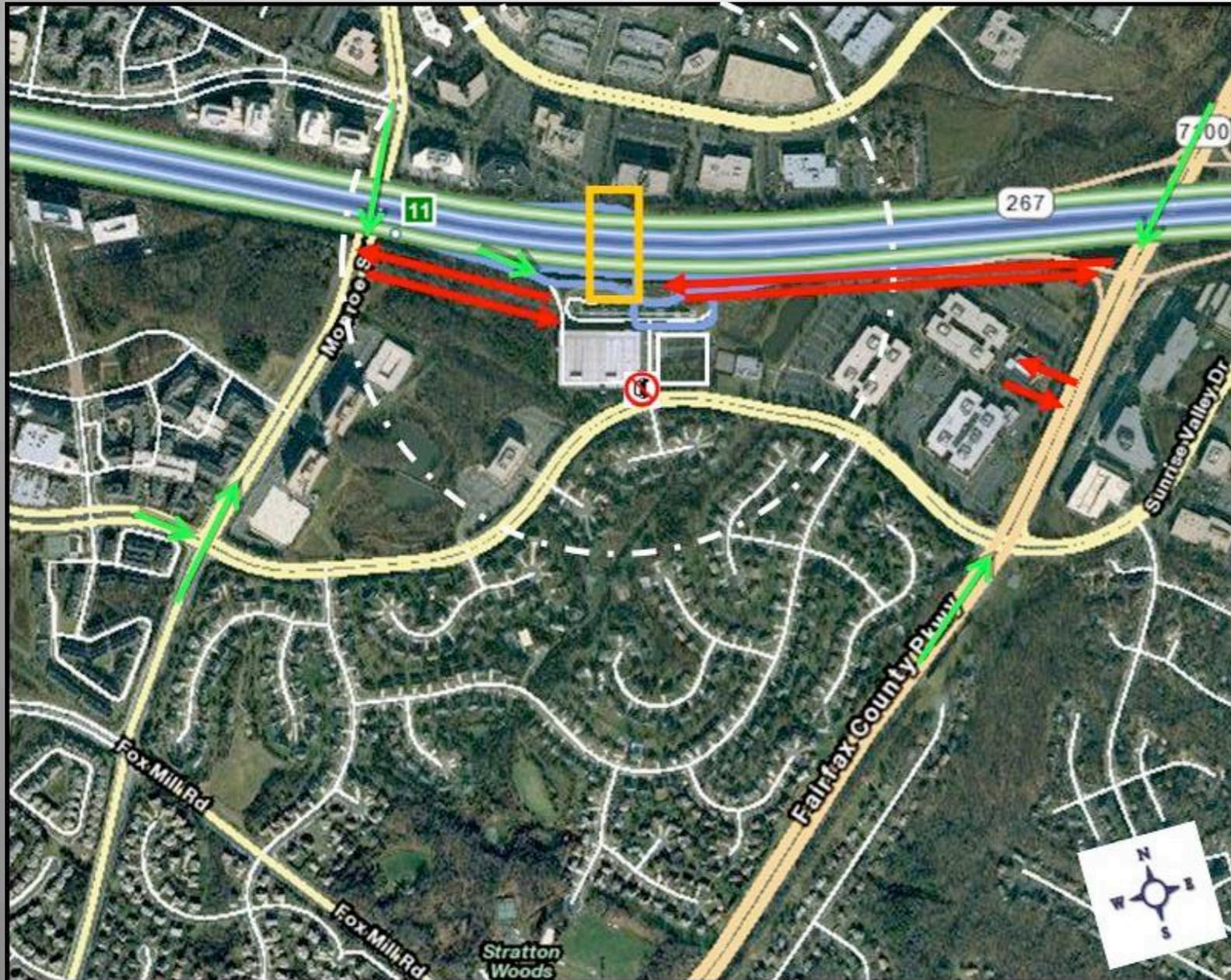
[Comprehensive Plan, p. 42-43]

“...it is important that adequate screening, buffering, and other design measures be incorporated into new development to mitigate any adverse impacts...”

[Comprehensive Plan, p. 30]



Road Access to H-M Station



“The implementation of... the full LPA... would result in increased traffic on local roadways around stations.”

[Final Environmental Impact Statement (“EIS”), 6-24]

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Metro Parking at Herndon Monroe

“...demand at Herndon-Monroe will lead to increased traffic volumes, increased delay, and declining levels of service at a number of intersections in the vicinity of the station...”

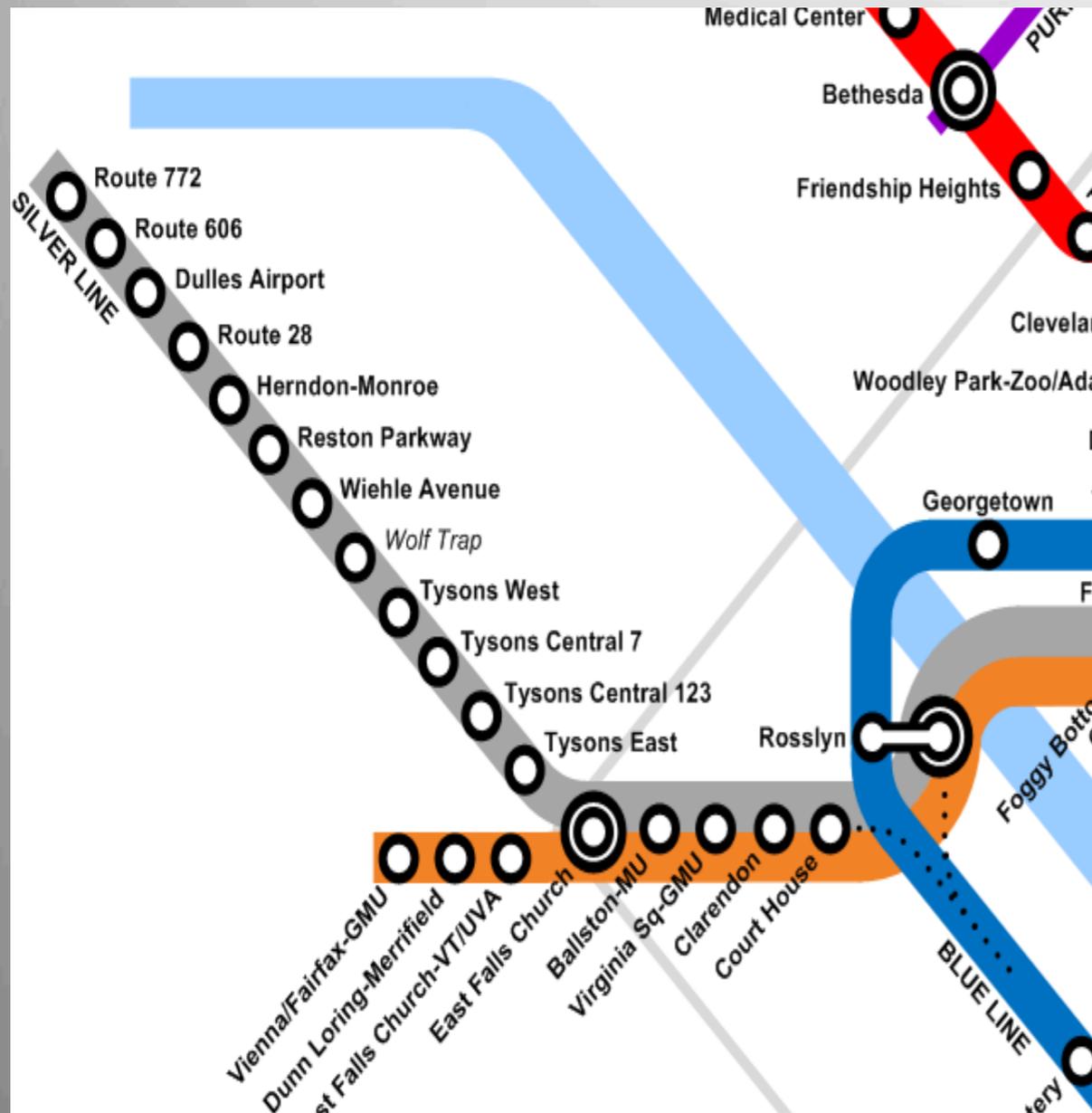
[EIS 6-33]



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ENGAGE HERNDON



Protect Polo Fields from Development's Negative Impacts

“Protecting Existing Low Density Residential Areas – it is important that future development does not negatively impact the surrounding residential communities.”

[Comprehensive Plan, p. 29]



Proposed Guidelines for Herndon Monroe TOD

1. Make Sunrise Valley Park and its associated wetlands a cornerstone of an environmentally themed TOD
2. Determine the basis for responsible redevelopment of the current Sprint property - mixed-use development
3. Develop new access roads get traffic off Sunrise Valley
4. Maintain the current count of metro-only parking spots - any new TOD parking should be for mixed-use instead
5. Engage Herndon to ensure their development of appropriate public access (i.e. buses), bike and pedestrian access, and Kiss & Ride and parking related to development
6. Protect the established residential community of single-family homes in the adjacent Polo Fields neighborhood

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**North Town Center Parks
Residential, Urban Design & Livability
Work Group**

Presented by
Kathy Kaplan

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Reston Town Green



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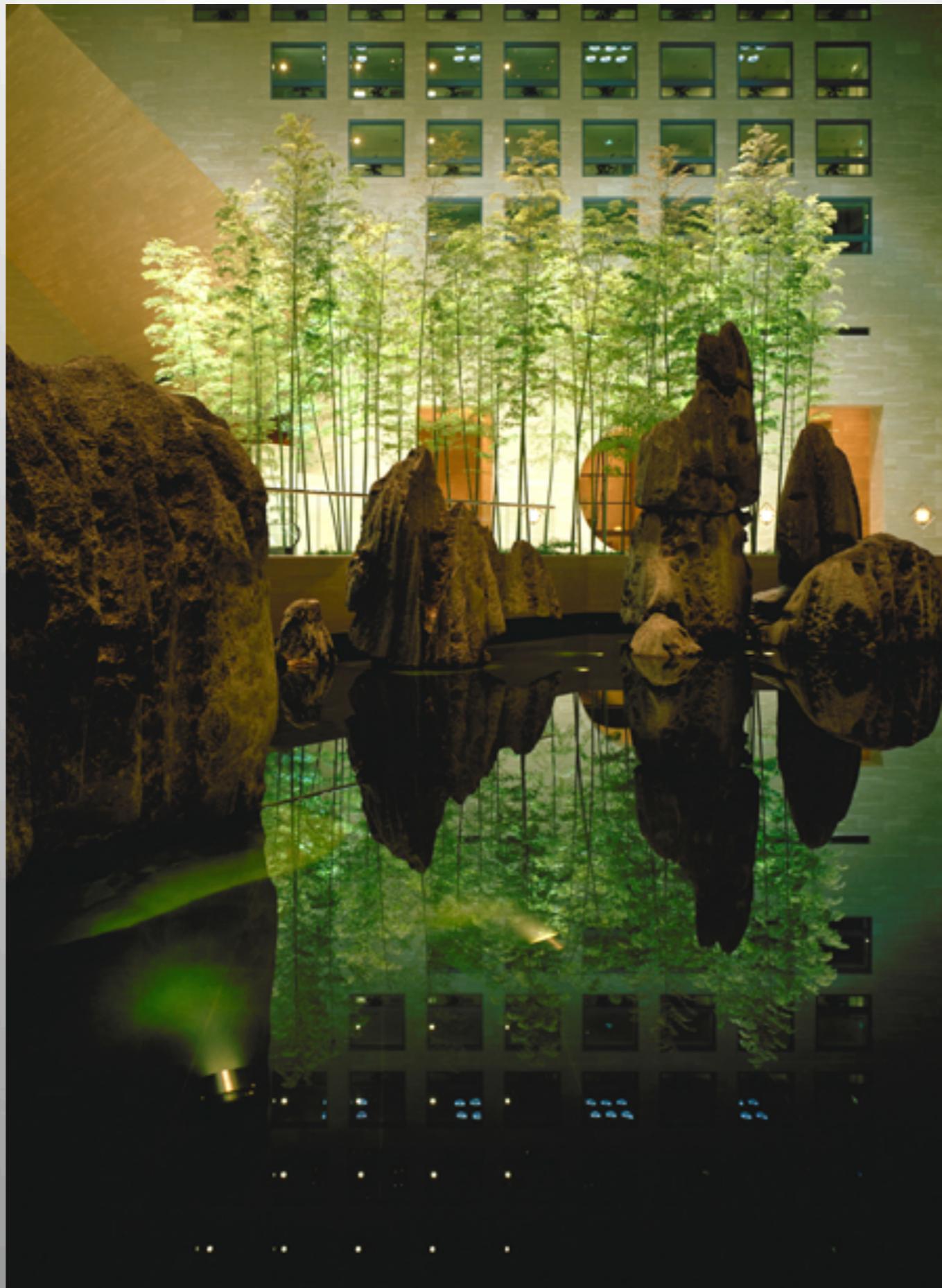
Reston Town Green













Bank of China, Beijing, China

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RANDO PLAN A:
Cascades Park

Diagrammatic Plan

Mixed-use along
climate-controlled
pedestrian galleria.

Pedestrian galleria (as
opposed to a shopping mall)
varies in height and width and
extends from Baron Cameron
to Market Street and south
to Metro/Civic Center
and International Center.

Complete separation of
pedestrian and
vehicular
traffic.

Urban parks connected
to galleria/atrium. All
uses directly connected
to pedestrian galleria—
residential, commercial,
schools, civic uses,
parks.

Narrowing width of
Fountain Drive increases
retail synergy between
east and west side of
street.

Continuous pedestrian
arcade from Baron
Cameron to Market
Street and Metro.

TCN is an extension
of Town Center and
should have the same
FAR, or more.



RANDO PLAN B:
Lake Inova

Diagrammatic Plan

Vision:

Most of the site is planned for a park and a lake with the FAR as high or higher than Town Center.

The park would benefit the entire community including the core.

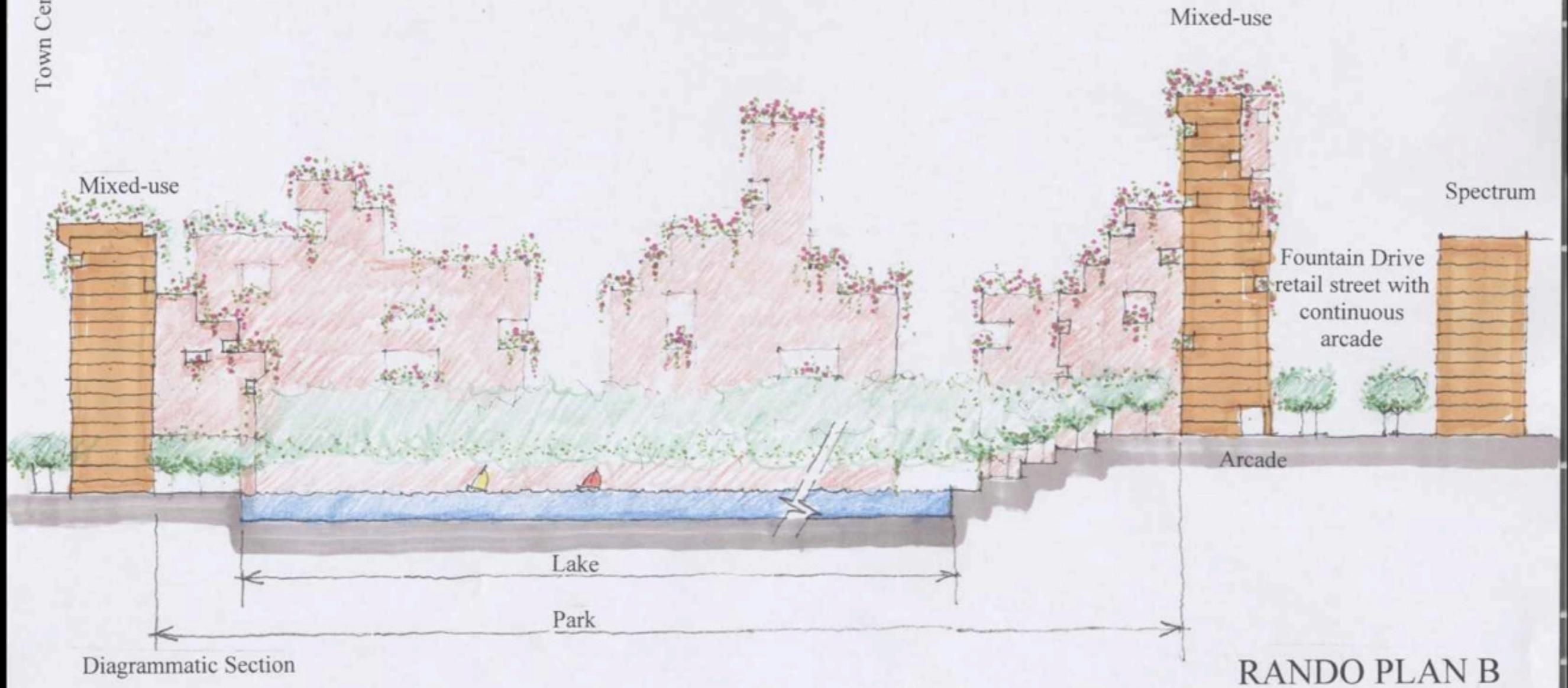
Property values on the lake would be at least twice than those fronting on a grass mall.

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

A continuous arcade along Fountain Drive from Baron Cameron to Market Street and Metro.



Town Center Parkway



VISITABILITY
for
NEW RESIDENTIAL CONSTRUCTION

Presented by
Marion Stillson

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VISITABILITY

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Visitability Fills This Need:

Wide doorways with 32" clear passage space

A zero-step entrance

A half-bathroom on the main floor

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VISITABILITY

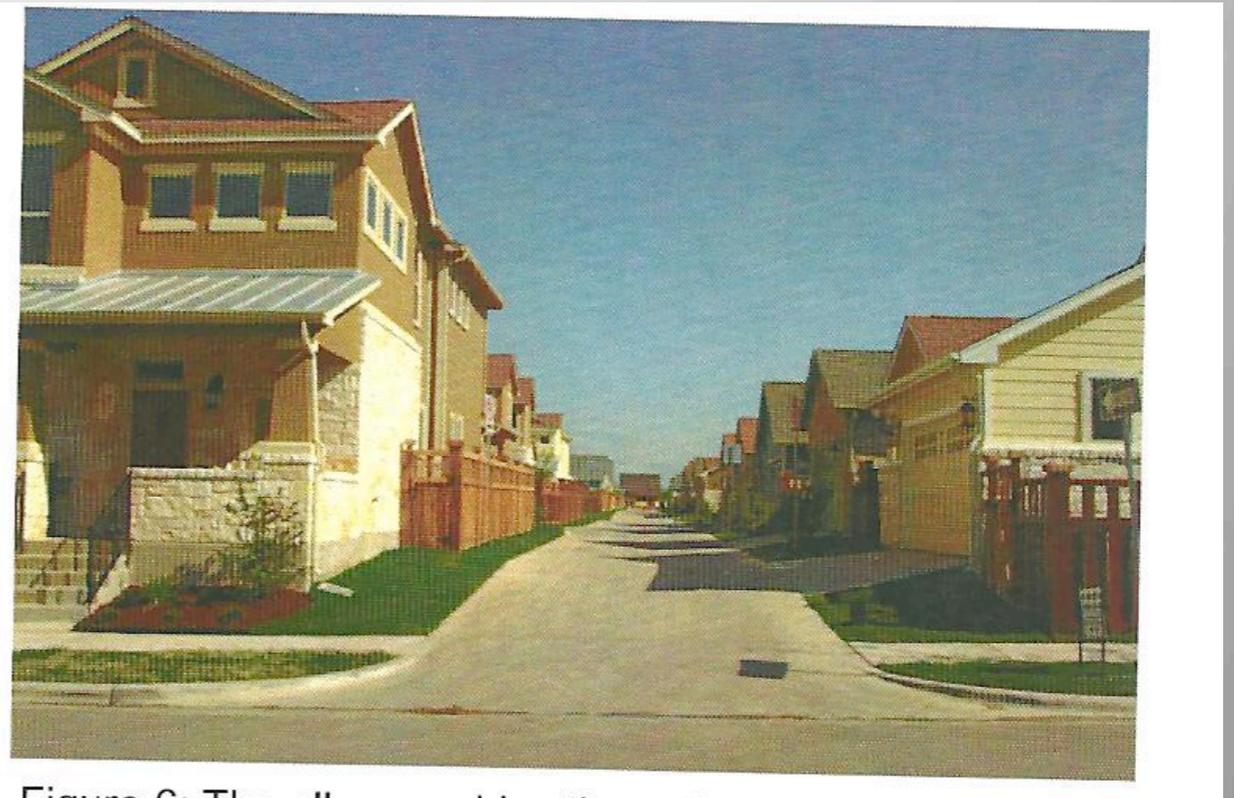


Figure 6: The all-weather driveway



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VISITABILITY

Innovative

Inclusive

Diverse

Enables People To Age In Place



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VISITABILITY

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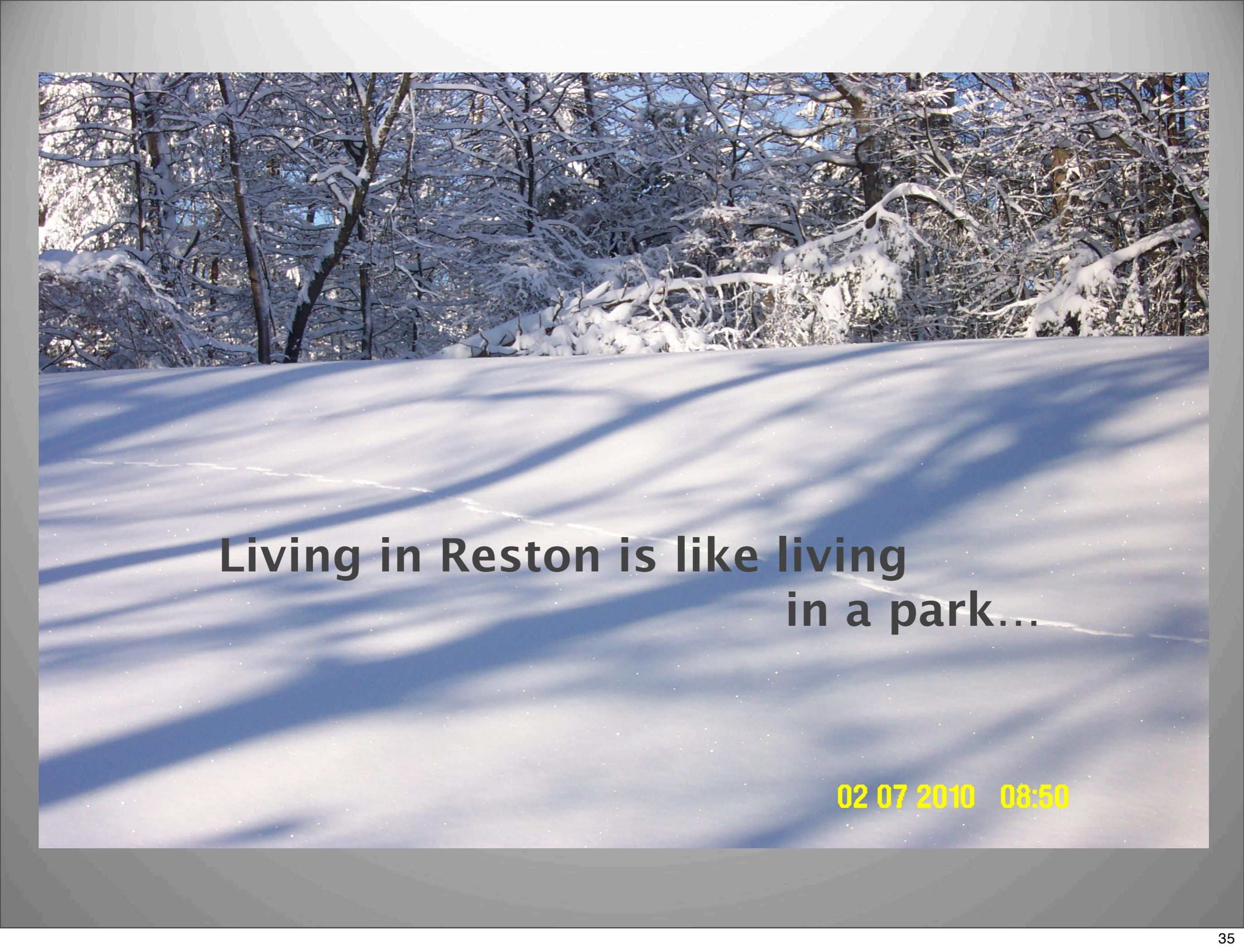
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ENVIRONMENTAL WORK GROUP

Presented by
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**Living in Reston is like living
in a park...**

02 07 2010 08:50



**I moved to Reston because
of the trees...**

06 01 2010 03:02

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**Sunrise Valley Nature Park is unique in
this part of the County...**



Environment: Preserve and Enhance Natural/Open Space in TOD Areas



Future development provides an opportunity to preserve and enhance natural areas and open space by concentrating residential, retail and office spaces in vibrant TOD areas.

Open Space and Natural Areas

- Preservation of all natural areas
- Maintain and improve tree canopy
- Provide open space for all new development
- Preserve Sunrise Valley Nature Park through dedication to RA

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Green Building and Sustainable Sites

Continue Reston Tradition of groundbreaking innovation

LEED Standards for all new construction

Sustainable sites = enhanced eco-system services for a healthier environment

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Storm Water Management

Essential role in environmental protection

Improve water quality of waters entering the Potomac and Chesapeake

Preserve gains made in the stream restoration

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ENVIRONMENTAL WORK GROUP

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Reston Transportation: Meeting the Needs of a 21st Century Planned Community

Reston Citizens Association
Reston 2020 Committee
Transportation Work Group

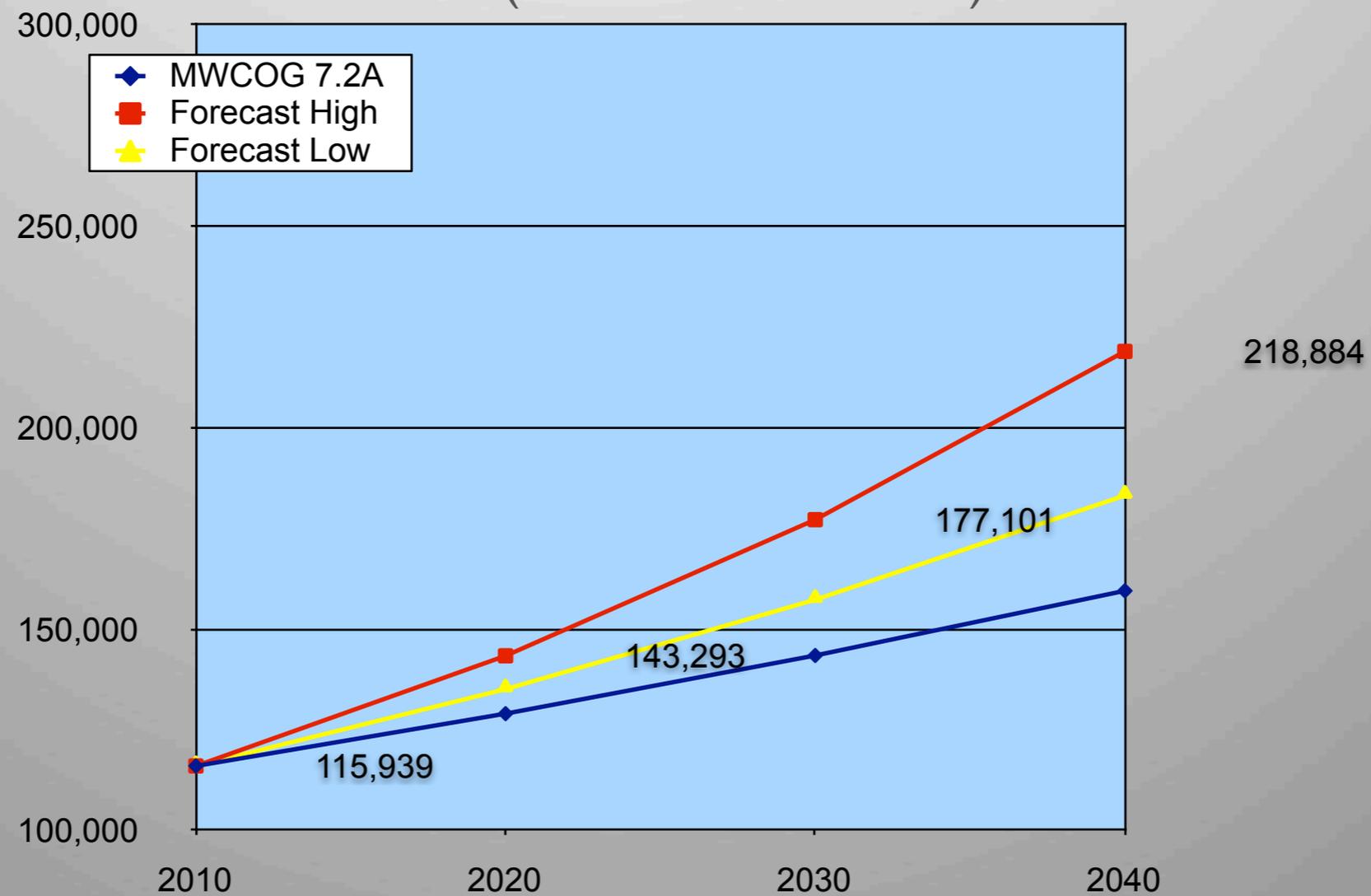
*Presented by
Terry Maynard*

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Even with balanced development, traffic will balloon with development of Reston's TOD

Potential Peak PM Period Traffic at Wiehle and Reston Pkwy Areas
2010-2040 (Derived from RMAG)



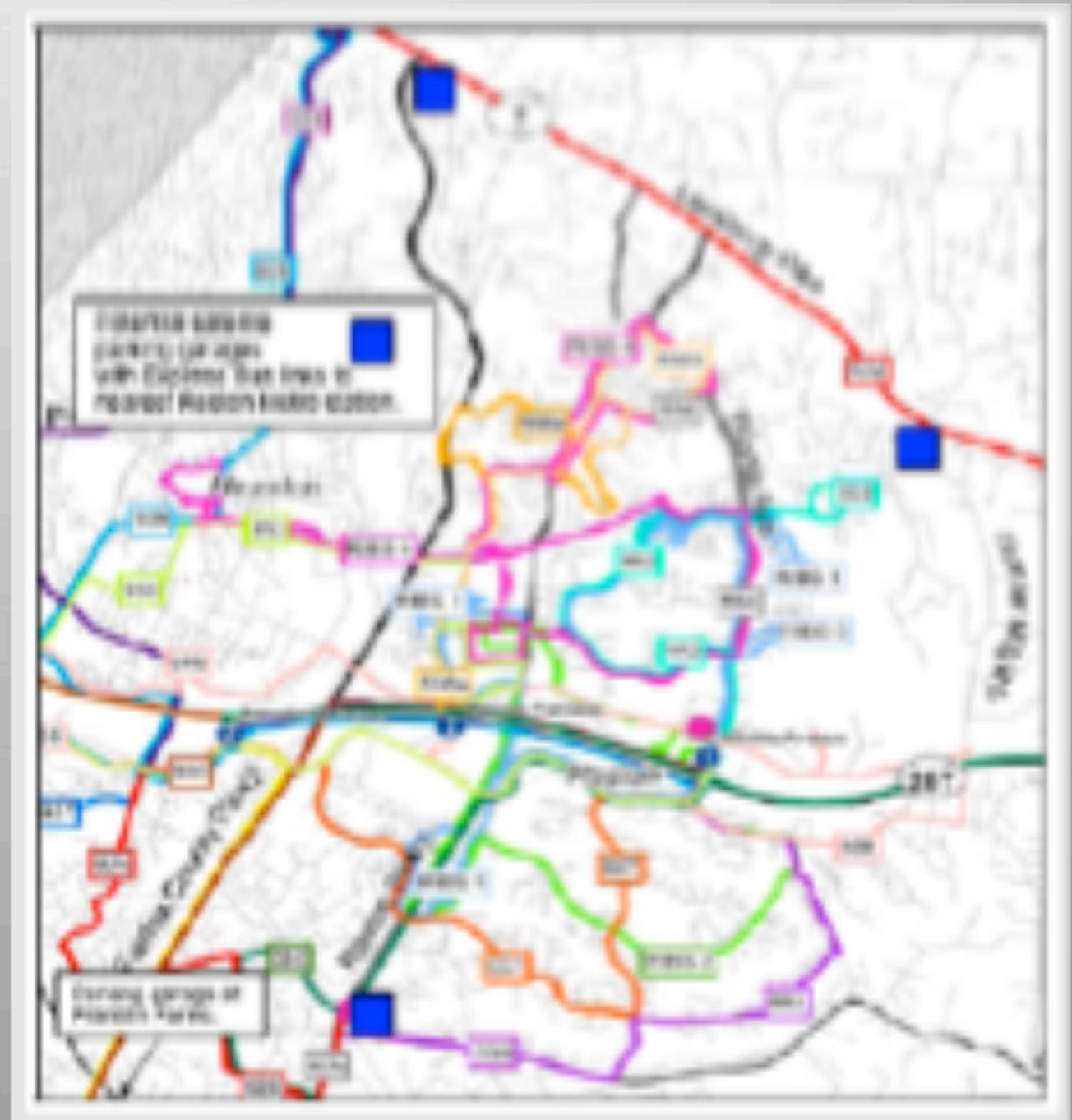
<http://reston2020.blogspot.com/>



Better bus service will be essential to avoiding gridlock.

Proposed Satellite Parking Locations

- Frequent headways!
- More buses to Metro.
- Satellite parking.
- RTC circulator service.
- More internal bus service.



Less New Parking, Better Access

More parking = more cars.

Expand trans-corridor connectivity.

Widen Reston Parkway.

Address congestion in redevelopment.

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TDM may hold the key to controlling traffic congestion growth.

Limit parking availability -- and charge for use.

Subsidize use of public transit.

Promote walking and bicycling.

Protect adjoining neighborhoods.

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Wiehle Metro station, Phase I: Caught between two phases

Serious peak period congestion.

Build Soapstone extension.

Improve bus service.

Protect nearby parking.

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Summing up Transportation:

Identify 37 sets of needs.

Lay out “schedule” over a 30-year period.

Project \$600 million order of magnitude cost.

Compares with \$1.5 billion over 20 years at Tysons for potentially *larger* Reston GSF development.

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TRANSPORTATION

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IMPLEMENTATION

*Presented by
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IMPLEMENTATION

*Planning without
implementation is empty.*

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IMPLEMENTATION

Phasing

Implementation Strategy

Financing Plan

Reston Infrastructure Fund

Implementation Entity

Zoning

Phasing

Phasing is important.

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IMPLEMENTATION

Phasing

Implementation
Strategy

Financing Plan

Reston
Infrastructure
Fund

Implementation
Entity

Zoning

Developments should fit together through time.

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IMPLEMENTATION

Phasing

Implementation
Strategy

**Financing
Plan**

Reston
Infrastructure
Fund

Implementation
Entity

Zoning

*All groups should contribute:
residents, businesses, developers*

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**RESTON
2020**

IMPLEMENTATION

Phasing

Implementation
Strategy

Financing Plan

**Reston
Infrastructure
Fund**

Implementation
Entity

Zoning

*An escrow fund reserved for financing
infrastructure in Reston*

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IMPLEMENTATION

Phasing

Implementation
Strategy

Financing Plan

Reston
Infrastructure
Fund

Implementation
Entity

Zoning

A Community Development Authority.

Entity
Implementation

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IMPLEMENTATION

Phasing

Implementation
Strategy

Financing Plan

Reston
Infrastructure
Fund

Implementation
Entity

Zoning

A new zoning category for Reston.

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IMPLEMENTATION

The Plan has a vision for the end of the planning period.

It should also have a vision for how to get from here to there.

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