

Vision

Reston will be a complete town designed for the 21st century with a balance of jobs and housing connected to the Washington Metropolitan Region including the Dulles International Airport by the Metro Silver Line. Housing will be provided for all incomes. Cultural, educational, recreational and the natural features will continue to be a focus of the community.

The center of Reston will be a dynamic, linear transit oriented neighborhood linked together by three Metro stations that provide connectivity from east to west and north to south. This community will include a broad mix of regional retail in the Town Center, and local retail in the other Metro station areas and the village centers. Employment opportunities will include a mix of international and national corporations, professional associations, centers for advanced technology, research and development companies, as well as and local services. Institutional uses will include a major hospital center, a government center, and public and private universities.

Goals

The goals for the Reston community include:

Variety - The land uses will include high-rise, mid-rise and low-rise housing. A variety of employment opportunities, regional and neighborhood serving retail, open space, institutional uses, recreation, and preservation of natural features will be provided establish a complete community.

Connectivity - The multi-modal transportation system will reduce the dependence on the single occupancy automobile by including Metro rail, bus, regional and local bikeways, and an extensive network of bikeways, trails, sidewalks and pedestrian pathways as well as streets to connect all areas of the community.

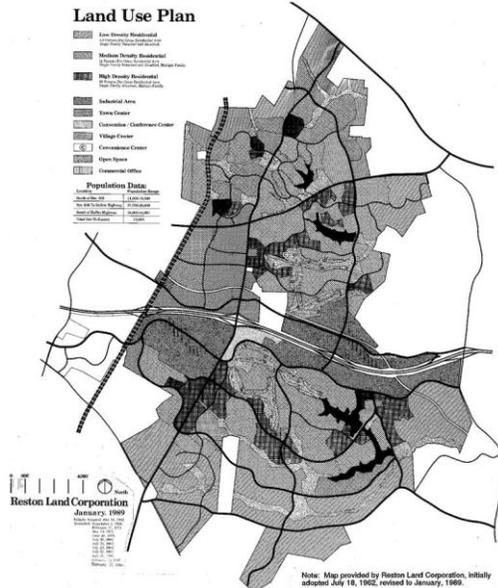
Balance - Development will be in balance with the necessary public facilities including transportation, schools, recreation, and open space in Reston.

Sustainability (environment) - Preservation of wetlands, streams and buffer areas, and waterways in the headwaters of two streams in Northern Virginia as well as enhancing the tree canopy and minimizing the impact of development will be a primary goal.

Design - High quality design of the streets, open spaces, public art for placemaking, and buildings will be a hallmark of the community.

Planning Principles

Planning for future residential and commercial development will consider Reston as a comprehensive unit. Development projects will be evaluated in terms of their ability to meet the planning principles and the particular vision and recommendations for each area, as well as the specific impacts of individual projects on the surrounding neighborhoods. The following principles provide guidance for development of Reston in the 21st century.



- 1. Achieve excellence in planning, urban design, and architecture**
Development and redevelopment should be of the highest caliber in terms of town planning, architectural design, compatibility, and livability. Redeveloped areas should be designed as integral parts of the larger Reston community instead of stand-alone developments. High standards for green neighborhood and building practices for all public and private development should be required. Integrate public art into development.
- 2. Plan for environmental sustainability and green technology**
As an essential and unique feature of community building, protect the integrity of natural resources by conservation, and restoration. Incorporate the preservation of environmentally sensitive areas as a central planning principle to reduce the impact of development on the environment. Public and private natural, open space areas including woodlands, meadows, lakes, ponds, streams, wildlife habitat, drainage and catchment areas, and other environmentally sensitive areas should be enhanced and preserved. Natural, open space areas should provide corridors for movement of wildlife. Planning and design practices for public and private development should provide for best storm water management practices, eliminate invasive plants, preserve mature trees, reduce imperviousness, provide significant tree canopy, and encourage energy conservation.
- 3. Balance land use with infrastructure**
Phase and fund the expansion and modification of all modes of transportation and other infrastructure such as schools and public facilities in concert with development. Convenient interconnectivity must be assured within the transit corridor, between it and the rest of Reston, and across major roads, including the Dulles Toll Road. Public and non-motorized transportation should be encouraged. Infrastructure should be completed concurrently with development. There should be an appropriate balance of jobs and housing in Reston as a whole.

4. Concentrate development near transit

Locate the highest densities for residential and commercial development in the Metro rail station areas. The densities should step down from the Town Center area, to the Reston East/Wiehle Avenue and Reston West/Herndon-station areas, and finally to the village centers. Incorporate transit oriented development strategies to reduce dependence on the automobile. Support the opportunity for future air rights development to provide additional crossings of the Dulles Toll Road, to enhance access to the rail stations, and to link north and south Reston.



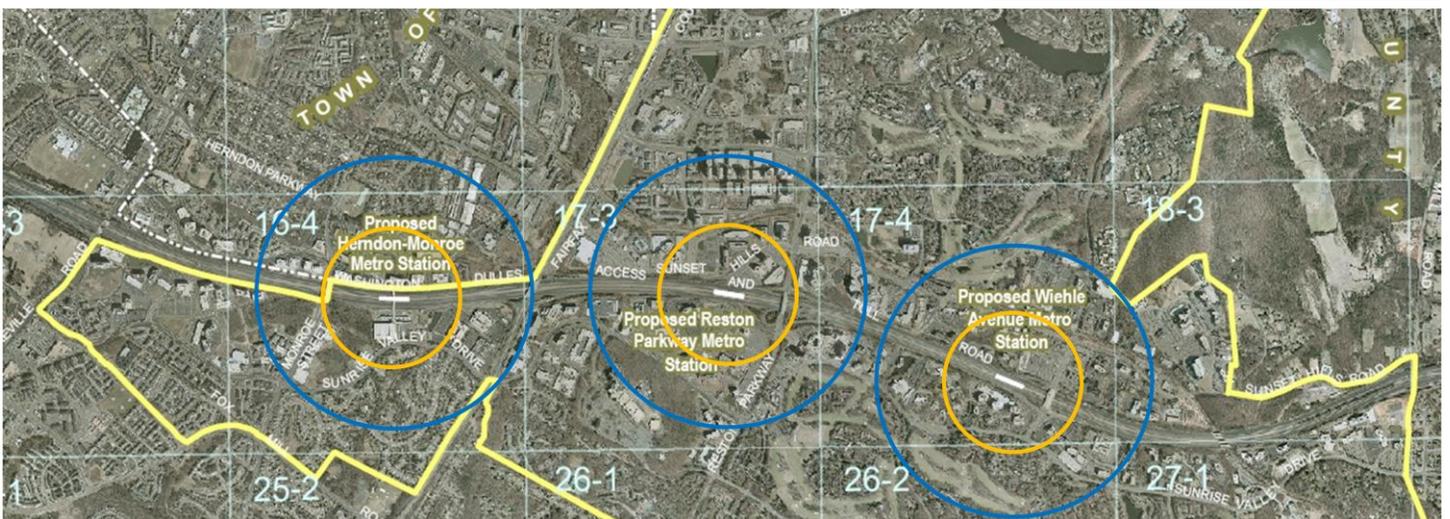
5. Maintain the Reston Town Center as an active central place

The Town Center includes the Reston Parkway Station Area (Town Center South and the Urban Core Areas) and the North Town Center area. Continue to develop the Reston Town Center as an integrated and vibrant urban center for Reston and the region. Encourage mixed-use development. Concentrate the highest densities, transportation facilities and a mix of uses in the Town Center.



6. Transform the rail-transit corridor

Transform the rail-transit corridor from the existing single use, industrial and office corridor into a linear neighborhood within Reston. Link the three Metro station areas by Sunrise Valley Drive and Sunset Hills Drive, a grid of streets, circulator buses, shuttle buses, sidewalks, bikeways, and trails. The linear transit corridor should include mixed-use centers at each Metro station area. Each of the transit station areas should have distinct roles and complement each other to fulfill the needs of the community. The corridor should include a mix of retail, advanced education, institutional, housing for all, employment options, and cultural and recreation opportunities. Active and passive open space should be incorporated into the corridor.



7. Augment and Enhance the Village Centers

The village centers serve as important building blocks of the Reston community and a focus of each neighborhood. They should include a mix of retail, housing and a limited amount of employment. Redevelopment should be pedestrian-oriented and provide adequate transition to the surrounding neighborhoods. Pedestrian and bicycle trails and convenient public transportation options, such as regular shuttle buses, should link the village centers to the transit stations.

8. Maintain the character of the existing residential neighborhoods

Maintain the existing residential neighborhoods, which include a variety of housing types and serve all income levels. Provide adequate transitions between new development and the adjacent existing neighborhoods to maintain the essential character of the neighborhoods. Provide traffic calming measures, residential parking permit programs and street lighting as appropriate to preserve the traditional character and safety of residential neighborhoods.

9. Provide housing for all ages and incomes

Continue to accommodate people of all ages, physical abilities, economic circumstances, and families of all sizes and stages of family life. This includes affordable and physically accessible housing.

10. Connect the Reston community and emphasize transit-oriented development

Enhance the public realm by providing a range of high quality transportation facilities including roads, bridges, sidewalks, bikeways, and trails that link activity centers and nodes, as well as open spaces, parks, schools and recreational facilities. Encourage the connections to the new Metrorail stations and strengthen the local feeder/circulator bus system. Augment and enhance the pedestrian sidewalks, trails and bikeways. Provide additional non-motorized transportation options and use transportation management to reduce the reliance on the single use automobile.



11. Provide high quality, active public open space

Expand and enhance the quality of active open space through development and redevelopment. Active public open space in the transit corridor should include areas such as public plazas, outdoor recreational facilities, bikeways and trails. Public open space does not include streets, parking areas or driveways. The Town Center, transit station areas and the village centers should include a variety of active public spaces such as plazas for entertainment, and spaces for small playgrounds. Provide access to a range of recreation spaces in the high-density areas and the village centers. Recreation areas outside the transit corridor, such as fields for active recreation and golf courses should be preserved and enhanced.

12. Emphasize transit oriented development

Enhance the design character of the public streets, open spaces and buildings. Buildings should provide an active front on streets and avoid the use of parking structures and surface parking lots in the front of buildings facing streets. The public realm should be designed to encourage pedestrian travel and safety. Incorporate the transit oriented development principles adopted by Fairfax County.

13. Address economic needs

Provide sufficient incentives to encourage property owners to pursue appropriate redevelopment opportunities, including making proffers that benefit the community in order to create the transit and pedestrian-oriented, mixed-use environment desired for the Town Center, the Metrorail station areas, and the village centers. Timely development by State and County authorities and the private sector of needed infrastructure is critical both to promoting development and to protecting residents from adverse impacts from that development.

14. Public participation

The cumulative impact of development and redevelopment should be continually assessed and evaluated by the community and Fairfax County. Community participation will be a hallmark of the review of projects.



