

Steering Sub-Committee Review Checklist

Background

The three station area sub-committees (Town Center, Wiehle Avenue, and Herndon-Monroe) have produced initial recommendations for the future planning of each station area. An additional sub-committee, the Vision Sub-committee, focused on crafting developing a vision and a set of planning principles for the Reston Master Plan text that will be the foundation for developing Plan recommendations and used to help realize the goals for the Reston Dulles Corridor station areas and Village Centers. The recommendations of these four sub-committees provide an initial basis for the construction of the Reston Master Plan Special Study Task Force report, which will be further informed by additional impact analysis of Task Force Recommendations as they are developed.

Purpose of the Checklist

This checklist is designed to assist the Steering Committee in achieving the following:

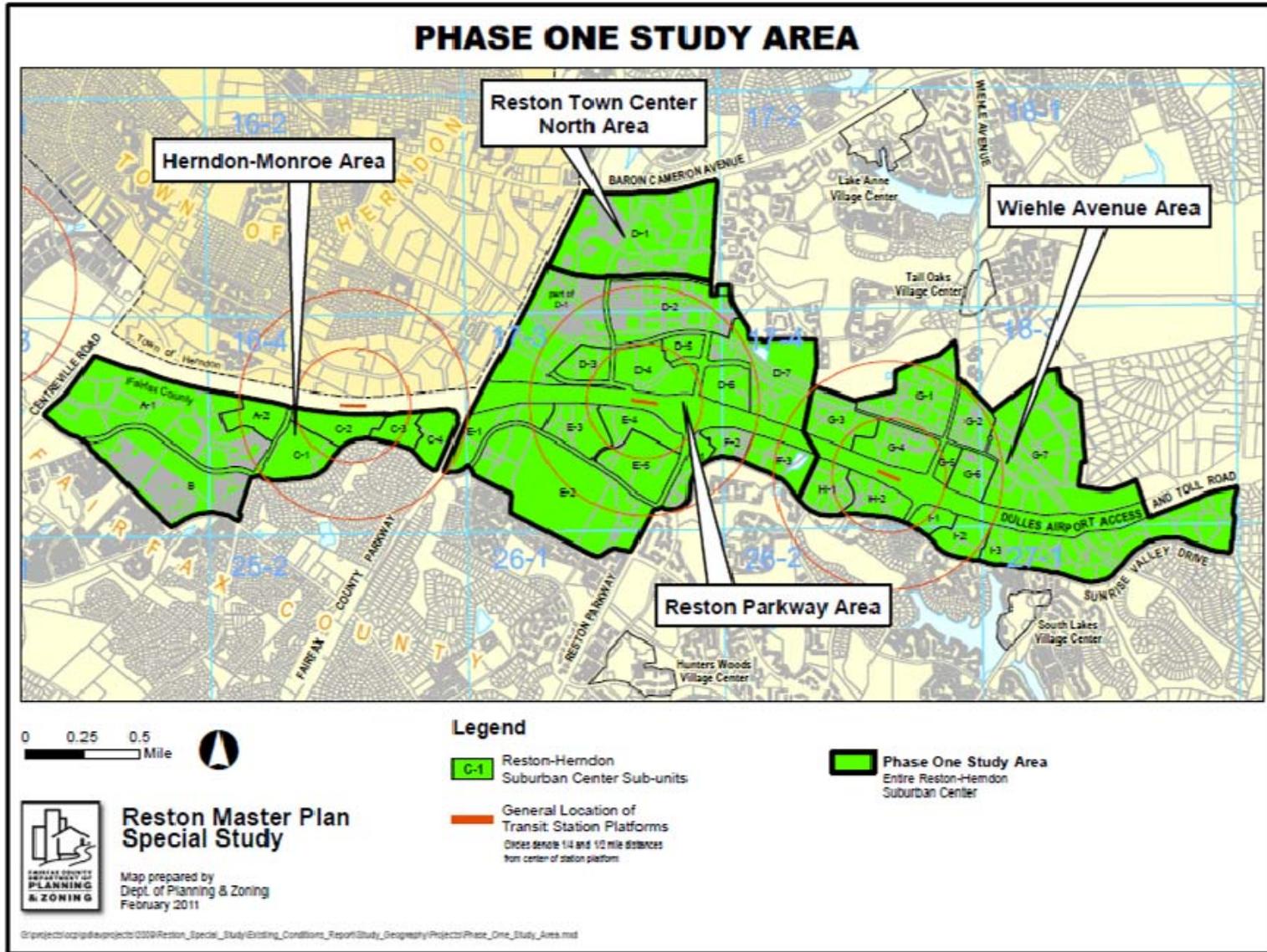
1. Identify how the sub-committees' recommendations address key planning elements and then organize those elements in a consistent way.
2. Reconcile the sub-committees' recommendations by identifying gaps, contradictions, and redundancies.
3. Return to the full Task Force with proposals for votes on the sub-committees' recommendations.

Methodology

Staff summarizes recommendations. Recommendations are reconciled for gaps, contradictions, and redundancies by comparing the logic between the recommendations, as well as staff's comments. The gaps may identify the unique needs and qualities for the individual stations or highlight where more elaboration is required. Contradictions may indicate a lack of agreement between the four different sub-committees on definitions and a need to reach consensus on planning details. Certain recommendations shared by all four sub-committees may exhibit redundancy and be better addressed in the Area-wide text as opposed to the individual station area text.

This Checklist is organized according to the following categories: Character, Form, General Location of Uses, Mix of Uses, Relative Intensity, Transportation Network, Connectivity, Park System and Urban Design.

Steering Sub-Committee Review Checklist



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TRANSPORTATION NETWORK

Transportation Network
Identify opportunities and concerns regarding roads, transit, non-motorized options, and parking.

Staff's Summary of Sub-Committee Guidance	Staff's Notes and Questions
<p>AREAWIDE GUIDANCE (from Vision Committee Report unless otherwise noted)</p> <p><i>Goals of the transportation system (and their accompanying major recommendations):</i></p> <p>Expand pedestrian and bike access</p> <ul style="list-style-type: none"> • Fund and implement the recommendations for station access improvements at the Reston East, Town Center, and Reston West-Herndon stations prior to start of rail operations at those stations. • Provide new bicycle and pedestrian trails along both sides of the Dulles Access Road connecting all adjoining properties with each of the three rail stations • Provide a continuous shared use bike and pedestrian trail along the northern side of Sunrise Valley Drive as part of creating an urban boulevard • Establish complete streets with closely spaced trees, pedestrian lighting, and furniture to enhance safety and support access for pedestrians throughout the transit corridor • Complete other design work and implement high priority pedestrian and bicycle crossings of the Dulles Access Road recommended in addition to others specifically listed in the Reston 2020 Report. <p>Provide and enhance transit options</p> <ul style="list-style-type: none"> • Review and refine the recommendations in the Fairfax County Transit Development Plan adopted in December 2009 • Provide new transit circulators and shuttles for the Town Center, Reston East, and the Reston West-Herndon station areas • Evaluate opportunities for bus lanes in the transit corridor • Consider lane controls and bus prioritization at signals in the transit corridor • Create a wide range of transfer opportunities between Metrorail, bus and rental cars, and provide bicycle storage facilities at each of the three Metrorail stations <p>Expand the network of streets</p> <ul style="list-style-type: none"> • Provide a new grid of streets and walkways within the transit corridor to increase pedestrian and bicycle access and provide alternatives to use of Sunset Hills Road and Sunrise Valley Drive. • Improve the design character of streets within the transit corridor by providing adequate sidewalks, closely spaced trees, and pedestrian oriented lighting • Develop plans for traffic calming improvements for streets within the transit corridor to slow vehicle speeds, and improve pedestrian and bicycle safety • Encourage the use of the Dulles Access Road in both directions for the HOV Lanes • Improve the access ramps to Reston along the Dulles Access Road • Construct foundations for columns in the median to support future air rights and crossings of the 	<ul style="list-style-type: none"> • “Fund and implement...station access improvements...” Clarify status of RMAG recommendations. • “Complete other design work and implement...” What other recommendations specifically listed in the Reston 2020 Report? • “...refine the recommendations in the ... Transit Development Plan...” Discuss an example of how the recommendations could be refined. • Are bullets 2-5 suggesting improvements beyond those recommended by RMAG? • Extent and possible location of grid to be established in transportation analysis process.

Dulles Access Road

Improve operational performance

- Implement aggressive transportation demand management programs to reduce vehicle trips (including staggering work hours, car and vanpooling, telework, flex-time, parking space pricing strategies, expanded transit, priorities for peak-period bus operations, and real time changes in traffic)
- Update the Countywide signal control system to reduce delays at intersections by using software designed to respond to real-time changes
- Develop a plan to transition from subsidized rail parking at the Metro stations to parking to support transit oriented development
- Include parking pricing strategies that reduce overall parking demand
- Revise the parking standards to allow for shared use of parking spaces between land uses and a reduction in required spaces for development located near the transit stations.
- Over time, revise the parking standards to include parking maximums for new development. (Wiehle Committee Report)
- Optimize traffic signal timing to improve traffic flow
- Consider locating satellite parking facilities at the edges of Reston connected to the transit stations by bus

Address levels of congestion and expand capacity

- Create and implement a wide range of transportation choices with a high priority on transit, and pedestrian and bicycle enhancements
- Improve the operational characteristics of intersections by providing alternatives to the use of Sunrise Valley Drive and Sunset Hills Road (see Vision Committee Report p. 30 table for more specific recommendations)
- Encourage the creation of main streets at each station area parallel to Sunrise Valley Drive and Sunset Hills Road as an alternative travel choice
- Provide an appropriate balance of commercial and residential land uses to reduce the impacts on the transportation system
- Set higher non-automobile mode split goals, quality and safety for pedestrians and bicyclists, and congestion levels for the transit corridor

RESTON TOWN CENTER GUIDANCE (from Town Center Committee Report unless otherwise noted)

Expand pedestrian and bike access

- Implement crossings of the Dulles Access Road for pedestrians and bicyclists from Reston Heights to Oracle and the Plaza America (Vision Committee Report)

Provide and enhance transit options

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Expand the network of streets

- Expand Reston Parkway to three lanes in each direction from Baron Cameron Avenue to South Lakes Drive
- Link grid in a way that also enhances east-west connectivity across Reston Parkway.
- Extend the streets in the Town Center across the W&OD Trail to Sunset Hills Road to improve the grid of streets (Vision Committee Report).
- Construct a crossing at the Reston Town Center, possibly an extension of Edmund Haley Drive. (Vision Committee Report)
- Complete Discovery Street.
- Explorer and Library Streets should connect with whatever street network is created for D4.
- In the Town Center North area, provide street parking along plaza to allow for deliveries and short stops.
- In the Town Center North area, funnel traffic to the parking below and then out to Town Center Parkway.
- In the Town Center Metro North area, create an urban-style grid of east-west and north-south through streets that will provide access throughout the parcel. In addition, include on-street parking and shared parking.
- In the Town Center Metro South area, complete a grid of streets that will reduce the need for traffic to use the intersection of Reston Parkway and Sunrise Valley Drive.
- In the Town Center Metro South area, create a green boulevard along Sunrise Valley Drive with a continuous bikeway.
- In the Town Center Metro South area, create north-south roads to further develop the E5 grid along Sunrise Valley Drive.
- In the Town Center Metro South area, create a main street connecting Reston Parkway to the Town Center Metro Station area to direct traffic away from Sunrise Valley Drive.

- **Extent and possible location of grid to be established in transportation analysis process.**

RESTON EAST GUIDANCE (from Wiehle Committee Report unless otherwise noted)

Expand pedestrian and bike access

- Improve the W&OD Trail crossing of Wiehle Avenue and pedestrian sidewalks and bikeways along Sunrise Valley Drive and Wiehle Avenue prior to the start of rail service to the Reston East Station or as soon thereafter as possible
- In order to enhance pedestrians' and bicyclists' ability to cross the Wiehle bridge, consideration should be given to narrowing the vehicular lanes, adding an additional sidewalk on the east side, and/or adding separated bicycle lanes across the bridge.
- W&OD should be widened and utilized as a bicycle/pedestrian "highway" to get people to and from the Wiehle station.
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Provide and enhance transit options

- Permanent access is needed for buses and a kiss-and-ride to reach the south side of the transit station both to encourage transit usage and to reduce needed vehicle trips across the Wiehle and Reston Ave. bridges. This is a top infrastructure priority in the Wiehle TOD area and therefore incentives should reflect its priority and this infrastructure should be provided as soon as possible.

Expand the network of streets

- The desired Soapstone Extension crossing of the toll road should be defined and built as soon as possible. It would extend into and through Isaac Newton Square and on to G-7. (from Vision & Wiehle Committee Reports)
- An additional crossing east of Wiehle (possibly a South Lakes Dr. extension to Sunset Hills and other streets in G-7) should be built thereafter. (from Vision & Wiehle Committee Reports)
- There should be a road through Isaac Newton Square with connections across Sunset Hills and Wiehle, ultimately linking the Soapstone Extension to Wiehle and a street that continues into G-7. This street would create a connection between Sunset Hills Road and Wiehle Avenue that would relieve some pressure on the current Sunset Hills/Wiehle intersection.
- The new road within Isaac Newton Square would continue east across Wiehle Avenue into sub-unit G-2, running parallel to Sunset Hills Road and would connect to Clay Lane. The road could then either continue through Lake Fairfax Business Park, or continue along Clay Lane to reconnect to Sunset Hills Road.
- A complete street to parallel Sunrise Valley should be built within each landbay on the Toll Road's south side.

Improve operational performance

- Wiehle's county-owned transit station parking should be managed to encourage off-peak arrivals and departures and HOV users.
- After stations are opened to the west, a portion of the transit station parking at Wiehle should be reprogrammed to support local demands (residential, office, hotel, etc.) rather than commuters.

- **Will forward Wiehle Subcommittee info re: grid to FCDOT staff.**

Address levels of congestion and expand capacity

- Improving the toll road underpass at Hunter Mill is also needed to manage growing traffic pressures in the area.
- Steps should be taken to eliminate the current traffic nuisance created by cars backing up on Wiehle from fast food drive through(s) located in G-2.

RESTON WEST/HERNDON GUIDANCE (from Herndon-Monroe Committee Report unless otherwise noted)

Expand pedestrian and bike access

- Create a green boulevard along Sunrise Valley Drive with a continuous bikeway. (Vision Committee Report)

Provide and enhance transit options

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Expand the network of streets

- Enhance the existing improvements to the bridge crossing at the Reston West-Herndon Station (Vision Committee Report)
- Study conversion of the existing one-way bus ramp over the Dulles Access Road for westbound traffic into a multi-purpose, two-way street between Herndon and the Reston West-Herndon Station
- Create a main street connecting Monroe Street to the Reston West- Herndon Metro station area to direct traffic away from Sunrise Valley Drive. (Vision Committee Report)
- Complete a grid of streets that will reduce the need for traffic to use Sunrise Valley Drive.
- Create east/west alternative access from Fairfax County Parkway, possibly by way of a new east/west road in central portions of the property and/or expanding the existing Dulles Toll Road exit ramp to allow two-way traffic

Improve operational performance

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Address levels of congestion and expand capacity

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Steering Sub-Committee Review Checklist

CONNECTIVITY

Connectivity

Auto, bus, and particularly pedestrians and bicycles along the rail corridor and between the rail corridor and adjoining areas

Staff's Summary of Sub-Committee Guidance	Staff's Notes and Questions
<p>AREAWIDE GUIDANCE (from Vision Committee Report unless otherwise noted)</p> <ul style="list-style-type: none"> • Improve station area connectivity with a strong local and regional bus network, complete streets that serve pedestrians, bicyclists and transit users, and a network of trails. • Public transportation options should link the village centers and the transit stations. <p><i>Pedestrian/Bicycle Connections</i></p> <ul style="list-style-type: none"> • The area should be interconnected, both internally and to neighboring areas, through a network of streets, walkways and bike paths that facilitate safe and convenient access to and from the metro station. • Improve the W&OD Trail crossing of Wiehle Avenue and pedestrian sidewalks and bikeways along Sunrise Valley Drive and Wiehle Avenue • Provide new bicycle and pedestrian trails along both sides of the Dulles Access Road connecting all adjoining properties with each of the three rail stations • Provide a continuous shared use bike and pedestrian trail along the northern side of Sunrise Valley Drive as part of creating an urban boulevard • Improve crossings of the Dulles Access Road for pedestrians and bicyclists on the west side of Reston Parkway and Wiehle Avenue bridges. • <p><i>Bus</i></p> <ul style="list-style-type: none"> • Provide new transit circulators and shuttles for the Town Center, Reston East, and the Reston West-Herndon station areas. • Provide bus and kiss-and-ride access from Sunrise Valley Drive to the bus transfer facility on the south side of the Reston East Station • Create a wide range of transfer opportunities. • Consider lane controls and bus prioritization at signals in the transit corridor 	
<p>RESTON TOWN CENTER GUIDANCE (from Town Center Committee Report unless otherwise noted)</p> <ul style="list-style-type: none"> • Town Center bus circulator or linear shuttle service – something we view as essential to tying this all together and mitigating traffic throughout what would be a larger and even more dynamic downtown – will support the residential opportunity this parcel presents. • Pedestrian Crossing Across the Toll Road Essentially Linking Plaza America with Westin/Sheraton • Pedestrian/bike crossings across the four major boulevards; Reston Parkway, Bluemont Way, 	

Town Center Parkway, and New Dominion Parkway.

RESTON EAST GUIDANCE (from Wiehle Committee Report unless otherwise noted)

- An east-west central street should serve as the “Main Street” of the area and as the spine for a grid of “complete streets”.
- Sunrise Valley Drive should be established as a grand green boulevard.

Pedestrian/Bicycle Connections

- Safe pedestrian/bicycle road crossings (of Wiehle, Sunrise Valley and Sunset Hills), including those contemplated by the RMAG are critical. These connections would safely and conveniently connect the currently disconnected areas of the Reston East station area together. These connections would ultimately connect all of the Reston East station area to the station entrance. Without provision of these connections, the station area will continue to be almost exclusively reliant upon single occupancy vehicles and will be unable to fully take advantage of the opportunity presented by the new Metro line.
- The area would also benefit from a pedestrian and bicycle bridge from Reston Heights to Plaza America.
- Trails for pedestrians and bicycles should extend from one end of the study area to the other on both sides of the toll road, linking the subunits with each other and with the RA and Fairfax County trails in the area.
- Attention is needed to establishing safe, signaled or grade-separated pedestrian and bicycle crossings of Wiehle Avenue, Sunset Hills, Sunrise Valley, and Reston Station Blvd.
- Issac Newton Square should connect bicyclists and pedestrians by trail to points east and south across Wiehle Avenue and Sunset Hills Road.
- The grade difference between Wiehle and I-1 calls for a grade-separation or other measures to achieve a safe, convenient pedestrian crossing of Wiehle from I-1 to the transit station. Development in I-1 and I-2 is contingent on developing a convenient and safe path by which pedestrians and bicyclists can cross Wiehle Avenue to the transit station.

- Sunrise Valley Drive “Green Boulevard” concept – Based on initial Steering group discussion, character of boulevard may be distinct within each station area

- Issac Newton Square bicycle trails – **Clarify if intent is to establish a bike/pedestrian trail connection from the Square to the Lake Fairfax Park trail system and to the W&OD trail?**

RESTON WEST/HERNDON GUIDANCE (from Herndon-Monroe Committee Report unless otherwise noted)

- Access to the transit station from both Monroe Street and the Fairfax County Parkway
- Connectivity between employment centers, metro station, and parcels
- Implement shuttle system
- Reasonable and proper pedestrian access across Monroe Street

Park System

Staff's Summary of Sub-Committee Guidance	Staff's Notes and Questions
<p>AREAWIDE GUIDANCE</p> <p><i>Open spaces</i></p> <ul style="list-style-type: none"> • Publicly accessible open spaces, including plazas, bike/walking trails, and small parks would be distributed throughout the area, where appropriate. (Wiehle Committee Report) • Adequate open space must be planned from the outset because, according to FCPA, central greens, while often difficult to plan and creating myriad other challenges in areas with multiple parcels and landowners, are highly desirable with rich social utility. (Town Center Committee Report) • The County Urban Parks Standard would be one possibility of how to measure adequate open space in these land bays. That standard contemplates 1 acre of open space for every 10,000 workers and 1.5 acres for every 1,000 residents. (Town Center Committee Report) 	<p><i>Open spaces</i></p> <ul style="list-style-type: none"> • See “Urban Design” section’s “Calculation of Public Open Space” for question several pages below.
<p>RESTON TOWN CENTER GUIDANCE (from Town Center Committee Report unless otherwise noted)</p> <p><i>Outdoor Recreation Facilities – All of Town Center study area</i></p> <ul style="list-style-type: none"> • The current County Urban Parks Standard also contemplates the formulaic addition of new ball fields as residential and commercial populations increase. These uses require significant amounts of land. We don’t think those are appropriate open space uses in the areas that are the subject of this report. That does not eliminate the need for new ball fields, but those spaces should be located outside these areas. We recognize the challenges in finding that additional space and point to this as one of the infrastructure impacts that must be considered on a broader scale by the entire Task Force. <p><i>Open spaces – Town Center Metro North</i></p> <ul style="list-style-type: none"> • Key orienting feature will be a public central urban plaza or open space to be augmented by additional open space. Encircled by a mix of commercial and residential uses, with street-level retail. • Hard-scaped recreational facilities (such as tennis or multi-purpose courts) on rooftops that maximizes green footprint on ground • Possible asset is the storm water pond on the Discovery Square lot. Taking advantage of this space and creating a water-oriented open space would provide a different and very interesting type of open space within the core (perhaps analogous to the swan boat experience in Boston’s 	<p><i>Outdoor Recreation Facilities</i></p> <ul style="list-style-type: none"> • See “Urban Design” section’s “Definition of Public Open Space” below for question relating to this point. <p><i>Open spaces -- Town Center Metro North</i></p> <ul style="list-style-type: none"> • Clarify that roof top facilities do not replace need to provide at-grade open space. (Reference on-going discussions in Tysons) Current Tysons cases are being reviewed that promote rooftop facilities as appropriate for some athletic purposes (i.e. basketball), but FC Park

Steering Sub-Committee Review Checklist

PARK SYSTEM

Public Garden).

Open spaces – Town Center Metro South

- Prominent central green or park should be the prime organizing principle. This would be about 5-8 acres in size and located in sub-unit E-2 or somewhere shared across E-4, E-5 and maybe E-3.
- Open space that utilizes the existing storm water ponds on the E3 land units (and potentially those on E4).
- The four storm water ponds along the southern edge of Metro South (sub-units E-3 & E-5) should be utilized to create an interconnected series of parks. Landowners who contribute to the first priority – the contiguous, central green space – should be granted some flexibility in setting aside additional space for this concept of a linear park.

Open spaces -- Town Center North

- TCN central green: encircled by a mix of civic, commercial, and residential (except to the south end of the park, which will face and be open to New Dominion Drive), with ground-level retail, signature civic or government center at north end of park. Building heights or spacing that would help maximize sun exposure on the south and west edges of the park should be given consideration.

Authority staff notes that these facilities do not remove the need for public spaces at grade for people to access.

RESTON EAST GUIDANCE (from Wiehle Committee Report unless otherwise noted)

Trails

- Pedestrian and bicycle access to Lake Fairfax Park should be improved east of Wiehle.
- W&OD trail (NVRPA land) should be utilized as a pedestrian/bicyclist “highway” to allow relatively uninterrupted east-west movement to the north of Sunset Hills Road. This concept might require either widening the trail or designing a separate, parallel trail that would separate “local traffic” from “through traffic”.
- Pedestrian/bicycle trail abutting/running along the Toll Road. The trail would run along the north and south sides of the Toll Road.
- There should be enhanced access to and encouraged use of the W&OD trail.
- W&OD trail’s crossing of Wiehle Avenue should be grade-separated to improve flow and safety of trail users and vehicles on Wiehle Avenue.

Outdoor Recreation Facilities (includes fields, courts, playgrounds)

- Athletic field east of Wiehle beyond the ½ mile radius

Trails

- **Clarify if improved access to Lake Fairfax Park should also include vehicular access (dedicated parking).** Report mentions improving access to Lake Fairfax Park without mentioning what type of access (pedestrian, bicycle, vehicular). Staff assumes just pedestrian and bicycle access based upon Wiehle subcommittee discussions.
- W&OD Highway – This concept would be unique to the trail. This would require the assent and cooperation of the NVRPA.
- W&OD grade-separated crossing of Wiehle – This was mentioned by NVRPA rep as being a priority location for a grade-separated crossing. This desired infrastructure would be expensive and therefore TOD options in the sub-unit might be predicated upon proffers towards funding the crossing.

Outdoor Recreation Facilities (includes fields, courts, playgrounds)

- Athletic field east of Wiehle – Confirm if this is referring to Boston Properties’ vacant office parcel and the vacant office parcel in Lake Fairfax Business Park. See “Urban Design”

Indoor Recreation Facilities (includes indoor or outdoor pools, recreation centers, amphitheaters)

- The possibility of locating a substantial indoor recreation facility should be explored. The Report suggests several sites including Fannie Mae’s site, Issac Newton Square, sub-unit G-3 or G-6.
- The Skatequest ice rink should be preserved and enhanced.

Open spaces

- The Wiehle Report mentioned the opportunity for Isaac Newton Square’s “signature centralized public space that anchors a link” to the residential-focused neighborhood. This is a key opportunity due to the site’s ownership, size of the parcels and the topography.
- A linear park should be developed abutting the W&OD trail by transforming the VDOT-owned park and ride lot along the north side of Sunset Hills Road, similar to the Town of Vienna’s new Town Green. Design features would maintain the flow/safety of users along the W&OD trail.
- Fannie Mae site currently contains substantial publicly accessible open space focused on water features. Their proposal would maintain that open space and water features (storm-water detention ponds) while dedicating them as park space.
- Sub-unit F-3 currently contains a water feature. As a part of redevelopment, the water feature should become the basis for publicly accessible open space.

section’s “Definition of Public Open Space” below for question relating to this point.

Indoor Recreation Facilities (includes indoor or outdoor pools, recreation centers, amphitheaters...anything else?)

- Skatequest ice rink – Incentive should be provided for preservation and enhancement of ice rink.

Open spaces

- Town Center and Herndon-Monroe Sub-Committees explicitly recommended a significant open space amenity within the TOD area. **Is Wiehle report recommending that Isaac Newton Sq. serve as a significant open space amenity for that TOD area?**
- VDOT linear park – This sounds like an excellent idea, but there have been no communications with VDOT to this point. The concept was mentioned to NVRPA representative who seemed receptive, conditioned upon maintaining the flow/safety of W&OD trail users.
- Fannie Mae open space – The Fannie Mae site is already designed with publicly accessible open space. It is doubtful the entirety of the open space and storm-water detention ponds would be dedicated as parks. Not sure if it is legal or financially feasible for the FCPA or any other Parks organization to own and maintain SW ponds that serve a privately-owned office site.

RESTON WEST/HERNDON GUIDANCE (from Herndon-Monroe Committee Report unless otherwise noted)

Open Spaces

- The wetland area is an amenity and focal point what should be retained, permanently protected, and ultimately conveyed to or controlled by a public entity.

Open Spaces

- **The green boulevard and wetland were identified as open space uses. Should other open space uses exist within the metro area?** A demand for other types of Park System uses, such as athletic, is evident in discussions with the community and Task Force.

Urban Design

Staff's Summary of Sub-Committee Guidance	Staff's Notes and Questions
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AREAWIDE GUIDANCE (from Vision Committee Report unless otherwise noted)

No additional notes

Streets

- Street Character -- The streets include sidewalks, landscaping, lighting and amenities, and most importantly they provide connections.
- Street Ownership -- Arterials are owned and maintained by the Commonwealth of Virginia. Main streets and the business streets or local streets will be owned and maintained by the private sector.
- Streetscape -- Street trees, pedestrian oriented street lights, and street furniture should be provided along business streets and local streets. Sidewalks along non-arterials should be wide enough to create a comfortable, safe environment for pedestrians and should accommodate outdoor café seating.
- Utilities -- Utilities should be accommodated underneath the sidewalk paving or street paving and within the right of way.
- Intersections -- Improving the pedestrian access to the future Metro stations is a primary goal. Intersection improvements should include:
 - Pedestrian priority timing for traffic signals
 - Clearly marked crosswalks
 - Wide medians at the crossing of major streets such as Sunrise Valley Drive, Sunset Hills Road, and Reston Parkway.

Open Spaces

- Character of Open Space
 - Open spaces should function to preserve, augment and enhance the natural environment through such methods as increasing permeability and expanding tree canopy.
 - Public open spaces should be carefully designed to offer high quality open spaces on small sites.
 - Open space requirements on separate sites should be allowed to combine to create larger spaces off-site.
 - High quality open spaces provide opportunities for spontaneous interaction and programmed activities. A variety of large and small open spaces should be available throughout the Reston community.
- Designated Open Space Recommendations
 - Grand, green boulevard along the entire length of Sunrise Valley Drive with setbacks

- from the curb to create a linear greenway with a bikeway, and to protect the adjacent neighborhoods
- Memorial sculpture garden
- Examples of Current Open Space in the Reston Town Center:
 - Environmentally sensitive areas -- Resource Protection Area along Reston Parkway including retention of major trees and grass areas
 - Active recreation areas -- Includes the nearby W&OD Trail and the skating rink
 - Designated public open spaces -- These areas were planned at the beginning of the Town Center before the design of specific buildings was completed. They include the major urban park and Fountain Square.
 - Other public open spaces -- These open spaces evolved at the same time as the buildings were designed. They were not designated from the beginning. These urban open spaces include small urban parks, gardens, plazas, wide sidewalks, pathways, through block connections, and other small civic spaces.
- Definition of Public Open Space -- Space for public enjoyment either publicly or privately owned, such as:
 - Environmentally sensitive areas -- Resource Protection Areas including wetlands, streams and stream buffers, and priority forest areas
 - Active recreation areas -- large active play fields and smaller outdoor recreation areas for activities such as tennis and volleyball
 - Designated public open spaces -- areas such as gardens, plazas, walkways, pathways, trails, urban parks, through block connections, civic spaces, town squares, and a memorial sculpture garden
 - Other public open spaces -- other small urban parks and civic spaces
 - Public open spaces must not include streets, parking and driveways or areas for vehicles, sidewalks less than 12 feet wide, and roof top areas not readily accessible to the public. Active recreation areas, designated open spaces, and undesignated public spaces all should be encouraged to include public art. Public open space must be easily and readily accessible to the public and be identified by a sign placed in public view.
- Calculation of Public Open Space:
 - For the entire corridor, the minimum open space should be 20 percent of the net lot area (total lot area not including areas for public or private streets and 12 feet of the sidewalk area). Flexibility in location should be used in applying this minimum, recognizing that smaller open spaces are more appropriate and are generally used and enjoyed in higher density areas. Some portions of the 20 percent minimum may be more readily located in the immediate proximity of the transit station areas. (Vision Report)
 - For the Town Center area, as a starting point, the property that is the subject of a zoning application should be required to provide “functional open space” that equals +/- 20% of the

- **Calculation of Public Open Space -- Clarify if this should be a corridor-wide requirement, or station-specific requirement.** The Vision Report’s definition of open space, as well as the Town Center’s and Wiehle’s Report differ slightly in their definition of what constitutes publicly accessible open space. Decide upon one definition. **How would rooftop recreation and open space facilities be treated by the Plan’s open space requirements? (Reference on-going discussions in Tysons)** Current Tysons cases are being reviewed that promote rooftop

parcel's total acreage. By "functional open space" we mean urban plazas, outdoor active recreational areas, publicly accessible roof top space (e.g., for tennis or multi-use courts, recognizing this space is not free and presents accessibility challenges), and storm water ponds so long as they are extended with buffer park area and are not just the ponds themselves. By contrast streets, typical street sidewalks, and medians should not qualify as "functional open space." Wider-than-normal sidewalks with tree pits, other plantings, and/or benches that are integral to an urban plaza or boulevard setting might qualify. (Town Center Report)

- For the Wiehle TOD area, the overall goal should be 20%-25% publicly accessible open space (including plazas) in or near the Wiehle TOD area. Each developer should be obligated to provide open space as part of its development or, working with others, on larger joint open-space projects. Financial contributions to a well-administered fund for acquiring and maintaining open-spaces in or near the TOD area may be an option. (Wiehle Report)
- The minimum public open space requirement for each parcel can also be located off-site and combined with other properties within the transit station area to create larger public spaces (e.g. large civic green in the Town Center and the proposed green, linear park along Sunrise Valley Drive).
- Required public open space can be active public space such as a public outdoor performance space, active recreation fields, public parks, and a memorial sculpture garden if easily and readily accessible to the public. Such substitutions will be based on acreage, recognizing that they are often enjoyed more intensively than other types of passive open space.

facilities as appropriate for some athletic purposes (i.e. basketball), but FC Park Authority staff notes that these facilities do not remove the need for public spaces at grade for people to access.

Public Art and Place-making

- Public art is part of the Reston tradition, and the Master Plan adopted by the Initiative for Public Art - Reston (IPAR) continues this tradition by commissioning a new generation of world-class public art that will:
 - Inspire a vigorous commitment to public art that builds on Reston's tradition of supporting community arts and culture
 - Engage the public by stimulating new partnerships that create a new generation of world-class public art in Reston
 - Build on Reston's commitment to excellence in planning and design of public spaces
 - Raise the expectation that public art will be an integral component of Reston's long term ethic of building a quality environment
- Both the public sector and the private sector through the proffer system will be expected to participate in integrating public art.
- Priority Areas (Public Art Master Plan for Reston, prepared by IPAR, December 2008):
 - Community infrastructure
 - Environmental projects
 - Reston Town Center

- Metro stations and station areas
- North County Government Center
- Village centers
- Private development
- Placemaking -- The design of public space with art will include an objective to create destinations that are inspiring to the community, and provide flexible gathering spaces in accordance with the IPAR Master Plan for art.
- Way finding -- Streetscapes and open spaces must include a consistent set of signage and graphics to identify key facilities and provide direction.

Buildings

- Building Design Elements:
 - Building Height -- The tallest buildings should be within ¼ mile of the Metro stations and along the Dulles Toll Road. [Added from Wiehle Report] Building towers should be located to maintain views, and to minimize the impact on the street's pedestrian environment and the adjacent open space. Building roof lines should be distinctive on towers.
 - Street Orientation -- Buildings should be oriented to streets. Setbacks from streets should be 15 feet minimum and form an urban street wall. The street wall should be designed to frame the street and sidewalk areas and shape the open spaces. Buildings along streets should avoid the extensive use of blank walls without windows at the ground level.
 - Retail Locations and Design -- Most buildings located on important sidewalks that provide access to the Metro stations should include ground level retail. Retail frontages should maximize building transparency and avoid blank walls.
 - Parking Structures -- Parking should minimize the impact on the pedestrian environment. Parking structures should be located behind buildings or retail facades. Underground parking is encouraged. Parking entrances should be located on side streets. Surface parking should be located on the interior of blocks or the side of buildings to avoid locating parking between the building and the street.
- Sustainable Building Design:
 - Use of site and building design and orientation for passive solar heating and daylighting
 - Maximize the potential for renewable energy systems
 - Incorporate passive cooling through proper shading and ventilation
 - Reduce water consumption
 - Recycle building materials and maximize the use of locally produced materials
 - Incorporate renewable energy systems such as wind power, solar power, and geothermal heating and cooling systems

- Use light reflecting roof surfaces or green roof systems

- Urban Design Examples -- The following bullets provide three important examples of the type and form of development that could serve the needs of Reston in the 21st century:
 - Transit Oriented Development -- The Reston Town Center is one of the most outstanding examples of transit oriented development in the Washington Region. The design of the streets, the variety of open spaces, and the design and orientation of buildings create a public realm that emphasizes pedestrian access.
 - Air Rights over the Dulles Access Road -- Locations should be explored to provide for the foundations of future air rights development at both the Town Center and the Reston West-Herndon stations. This should be completed by early fall 2011 to provide timely guidance to Fairfax County in formally requesting that the Metropolitan Washington Airports Authority implement the construction of foundations as part of construction of Phase 2 of the Metro Silver Line. Sufficient design work should be done to convince the community, interested developers, and concerned officials that there is a practical, safe, and economically feasible way to build future air rights development above the Dulles Access Road and the Metrorail system without interference with operations.
 - Housing for All -- Providing a variety of housing types for all ages and incomes continues to be an important principle in the development of Reston. People of all ages, physical abilities, and economic circumstances, and households of all sizes and stages of family life should be accommodated in Reston. The full range of single-family detached houses, townhouses, single-family attached houses, and low-rise and high-rise apartments should continue to be provided in Reston to serve all incomes and ages.

RESTON TOWN CENTER GUIDANCE (from Town Center Report unless otherwise noted)

Town Center Metro North

- One of the four prerequisites for permitting densities higher than are allowed under current zoning
- Excellence in design required
- D4 lot in particular should bespeak the signature regional destination envisioned
- Extend the urban core south to the Metro station
- An urban grid with typical urban-sized blocks would seem to make sense, (particularly those in E4 and 5)

Town Center Metro South

- More urban, mixed use space and one that creates better interparcel connectivity
- Contiguous central green of at least 5-8 acres
- Hierarchy of streets with assigned characteristics akin to what was done for Tyson's Corner

Town Center North

- Dynamic open space in a more urban mixed, yet less intense, area.
- Block size should reflect urban dimensions
- Strong crossings for ped/bike
- Public art within town green

RESTON EAST GUIDANCE (from Wiehle Report unless otherwise noted)

- Development in the Isaac Newton Square area, along the Washington and Old Dominion Railroad Regional Park should be oriented in order to create connections between the landbay and the park.
- Trees should be integrated into development to the extent possible.
- Visual gateway to Reston for people traveling west.

- Trees integrated into development -- Wiehle Report briefly touched on this idea. Current Reston (suburban) development has a certain aesthetic quality due to prevalence of trees, bodies of water, etc. During subcommittee discussions, there was a desire expressed to carry this aesthetic quality forward. However, the current suburban form runs contrary to a more urbanized form and design. Strategically including mature trees/stands of trees/water features in development could be a way of achieving an attractive "Reston" quality while also achieving an urban form/design. **What are suggestions for a "Reston" urban design that strategically places more emphasis on natural features (trees, water elements, etc.)?**

RESTON WEST/HERNDON GUIDANCE

- Development along Sunrise Valley Drive should be designed and oriented such that loading areas and “back of the house operations” are not visible from this roadway
- Site design should establish and reinforce the recommended boulevard concepts for Sunrise Valley Drive