

Vision

Reston will be a complete community designed for the 21st century with a balance of jobs and housing and connected to the Washington D.C. Metropolitan Region and Washington Dulles International Airport by Metro's Silver Line. A full range of housing choices should be provided for all incomes and a range of employment opportunities should be available. Cultural, educational, and recreational opportunities and the natural environment will continue to be a focus of the community.

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The vision for Reston should shape its physical growth and development, particularly at the three new Metro stations, and provide broad choices in housing and lifestyle for an increasingly diverse population to enable those who live and work in Reston to achieve their goals.

The center of Reston will be three dynamic, linear transit oriented neighborhoods linked together by Metro stations that enhance connectivity from east to west and will be the central feature of an expanded transit network improving connectivity north to south. Reston should continue to offer a broad mix of regional retail in the Town Center, with enhanced local retail in the other Metro station areas and the village centers. Employment opportunities in the future should build upon the existing mix of international and national corporations, professional associations, centers for advanced technology, research and development companies, as well as local services. Existing institutional uses including a major hospital center, a government center, other civic uses such as the Reston Regional Library and public and private universities should be preserved and expanded.

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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 their specific impacts on the surrounding neighborhoods. The following principles provide guidance for development of Reston in the 21st century.

1. Strive for excellence in planning, urban design, and architecture

Development and redevelopment should be of the highest caliber in terms of town planning, architectural design, compatibility of uses, and livability. Redeveloped areas should be designed as integral parts of the larger Reston community instead of stand-alone developments. Integrate public art into new development and redevelopment.

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2. 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.

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3. 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. Enhance and preserve publicly and privately owned natural, open space areas including woodlands, meadows, lakes, ponds, streams, wildlife habitat, drainage and catchment areas, and other environmentally sensitive areas. Natural, open space areas should provide corridors for movement of wildlife. High standards for green neighborhood and building practices for all public and private development should be required.

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4. Balance land use with infrastructure

There should be an appropriate balance of jobs and housing in Reston as a whole to make best use of existing and planned infrastructure. ~~4. Concentrate development near transit.~~ Focus the highest densities for residential and non-residential development within one-quarter mile in the Metro rail stations to maximize the use of rail. 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 single-occupancy vehicle trips. 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.

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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 should be assured within the transit corridor, between it and the rest of Reston, and across major roads, including the Dulles Toll Road. Infrastructure should be completed concurrently with development.

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

The Town Center includes the Reston Town Center Metro North Station Area, the existing Urban Core Area and the North Town Center area. Continue to develop the Reston Town Center as an integrated and vibrant mixed-use urban center for Reston. Concentrate the community's highest densities and transportation facilities in the Town Center.

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6. Transform the rail corridor

Transform the rail corridor from its existing character as a predominantly single use office and industrial corridor into three urban mixed-use neighborhoods within Reston with selected existing office parks to remain. Each of the transit station areas should have a distinct character and complement each other to meet the needs of the community. The corridor should include a mix of employment options, housing for all, retail, cultural and recreation opportunities, advanced education, and institutional uses. Active and passive open space should be incorporated into the corridor.

The evolution of the corridor should include enhancing the design character of the public streets, open spaces and buildings. Link the three Metro station areas by improving the pedestrian environment along Sunrise Valley Drive and Sunset Hills Drive, creating a finer grain network of streets, circulator and shuttle buses, sidewalks, bikeways, and trails.

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. 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

Preserve existing stable 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.

9. Connect the Reston community

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

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10. Provide high quality, active public open space

Expand and enhance the quality of active open space through development and redevelopment. Provide access to a range of recreation spaces in the high-density areas and the village centers. 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. Recreation areas outside the transit corridor, such as fields for active recreation and golf courses should be preserved and enhanced.

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11. Ensure the continued economic vitality of Reston

Reston is home to a vibrant employment center and from its inception has provided a place for a spectrum of companies, from local to international. Future development and redevelopment should continue to promote a broad range of opportunities for a robust and diverse business community.

Provide appropriate incentives to encourage property owners to pursue redevelopment opportunities to create the transit and pedestrian-oriented, mixed-use environments desired for the Town Center, the Metro station areas, and the village centers. Timely provision by State and County authorities and the private sector of needed infrastructure is critical to promoting development and to protecting residents from adverse impacts from that development

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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¶

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12. Public participation

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

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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.		
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Incorporate the Transit Oriented Development principles adopted by Fairfax County.		
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The linear transit corridor should include mixed-use centers at each Metro station area.		
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Redevelopment should be pedestrian-oriented and provide adequate transition to the surrounding neighborhoods.		
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Provide traffic calming measures, residential parking permit programs and street lighting as appropriate to preserve the traditional character and safety of residential neighborhoods.		
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11. 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.		
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and emphasize transit-oriented development		
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Augment and enhance the pedestrian sidewalks, trails and bikeways.		