

Master Plan Special Study

RESTON, VIRGINIA

A New Town along the Metro Silver Line

VISION

Reston will be a complete New Town designed for the 21st century with a balance of jobs and housing connected to the Washington Metropolitan Region and Washington Dulles international Airport by the Metro Silver Line. A full range of housing choices will be provided for all incomes. Cultural, educational, and recreational opportunities and the natural (features) environment will continue to be a focus of the Reston New Town.

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The vision for Reston will shape its physical growth and development and provide broad choices of housing and lifestyle for an increasingly diverse population enabling 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 provide connectivity from east to west and north to south. This New Town will include a broad mix of regional retail in the Town Center, and local retail in the three Metro station areas and the village centers. Employment opportunities will include a mix of international and national corporations, national associations, centers for advanced technology, research and development companies, as well as government/? and local services. Institutional uses will include a major hospital center, medical facilities, a government center, and public and private universities.

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PRINCIPLES

Planning for future residential and commercial development and redevelopment will consider Reston as a comprehensive unit. Projects will be evaluated based upon their ability to apply the planning principles, as well as their specific impacts on the surrounding neighborhoods. The following principles provide guidance for development of Reston in the 21st century.

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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, and livability. Redeveloped areas should be designed as integral parts of the larger Reston community rather than as stand-alone projects. High standards for green neighborhood and building practice s for all public and private development should be

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required. Integrate public art into new development and redevelopment projects.

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 principles to reduce the impact of development on th environment. Public an private natural, open space areas including woodlands meadows, lakes, ponds, steams, wildlife habitat, drainage and catchment areas, and other environmentally sensitive areas should be enhanced and preserved. Natural open space areas should provide corridors for the 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.

Build on the system of trails to create green corridors that link the public realm to major facilities and open spaces and parks.

~~Require high standards for green neighborhoods and building practices for all public and private development, incorporating green technology into their design. Preserve environmentally sensitive areas as a central planning principle. Enhance and preserve public and private open space areas including woodlands, meadows, lakes, ponds, streams, wildlife habitat, drainage and catchment areas, and other environmentally sensitive areas. Provide corridors for movement and habitats of wildlife in natural open space areas. Apply planning and design practices that provide for the best storm water management practices, eliminate invasive plants, preserve mature trees, reduce imperviousness, provide significant tree canopy, and encourage energy conservation.~~

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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.

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4. Concentrate development near transit

Locate the highest densities for residential and commercial development in the three rail station areas and the Town Center. The densities should step down from the Town Center area, to the Reston East/Wiehle Avenue and

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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.

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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 North Town Center area. Continue to develop the 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 mix of uses in the Town Center.

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6. Transform the rail-transit corridor

Transform the rail-transit corridor from the existing industrial and office area into linear neighborhoods within Reston. Link the three transit station areas by rail, the Dulles Toll Road, Sunrise Valley Drive and Sunset Hills Road, a grid of streets, circulator buses, shuttle buses, sidewalks, and bikeways and trails. Each of the transit station areas should have a distinct role and a unique sense of place. The linear transit corridor should include plazas and mixed-use centers at each rail station. There should be a mix of retail, advanced education, government services, diverse housing opportunities, employment options, and cultural and recreation attractions. Incorporate active and passive open space into the corridor.

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7. Create, 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, ~~community buildings, central gathering places,~~ 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 each other, to the Town Center, and to the transit stations.

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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 adjacent existing neighborhoods to maintain the essential character of the neighborhood.s 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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9. Provide diverse housing opportunities

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

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

Enhance the public realm, by providing a wide range of high quality transportation facilities including roads, bridges, sidewalks, bikeways, trails, and **transit services** that link activity centers and nodes, as well as, open spaces, parks, schools and recreational facilities. Encourage connections to the 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 strategies to reduce the reliance on the (single use) automobile.

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11. Provide high quality, active public open space

Expand and enhance the quality of publicly accessible and active open space through development and redevelopment. Active public open space in the transit corridor should include 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 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 recreational 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.

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12. Emphasize transit oriented development

Enhance the character of the public streets, open spaces and buildings - the public realm. 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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13. Ensure the continuing economic prosperity of Reston

(Note: Agree with Patty and others that it's appropriate to address economic viability in the Principles (as Bob Simon did in original goals for Reston). Suggest more broad approach is needed than that suggested by Mike Cooper which focuses on promoting office development. Staff will develop proposed principle for future meeting.

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Deleted: Provide for a robust business environment anchored by offices users. Office space should be of a variety of types to appeal to a broad mix of local, national, and international companies. High quality design and architecture coupled with surrounding amenities will attract the firms which will provide important tax base and job growth for the area. (Mike Cooper, 12/20/10)¶

14. ~~Address economic needs~~ Incentivize achievement of the vision for Reston

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 Town Center, the **Metro** rail 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 its adverse impacts.

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15. Public participation

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

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RESTON'S SILVER CORRIDOR - PN Edits

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VISION FOR RESTON'S SILVER CORRIDOR

The Metro Silver Line and the growth planned along its path through Reston provides the opportunity to convert the barrier created by the Dulles Toll Road/Dulles International Airport Access Highway between north and south Reston into a dynamic linear village complete with cultural, educational, recreational and natural amenities intertwined with significant, well-designed residential, office, hotel and appealing retail development. The silver corridor joins the formerly separated parts of Reston, from Monroe Street on the west to Hunter Mill Road on the east, along the south by a grand, green boulevard—Sunrise Valley Drive, and Sunset Hill Road become grand, green boulevards complete streets serving all modes of travel.

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The plan calls for a transition to a true linear community along the Metro Silver Line with great connectivity from east to west and north to south, grids of complete streets assuring safety and comfort for walking and bicycling as well as internal access for motor vehicles. To achieve ease of movement within and to link to the larger Reston community, the plan calls for several crucial north-south connections for pedestrians, bicycles and motor vehicles as well as bicycle and pedestrian paths and trails winding through the linear transit villages connecting to the W&OD trail and Reston's extensive pathway system. The Reston Silver Line Corridor will include a robust internal circulator bus service as well as bus lines serving the broader community.

