

Those of you who have been involved in the Plan Review process will agree that a great deal of time and effort have been expended –

1. Drawing up a variety of general statements of planning principle intended to guide our thinking as we proceed with specific elements of redeveloping specific sites. This is frustrating for some, but it is appropriate as it should be.
2. Then we've done what all architects and engineers love to do, we've taken a roll of bung wad and laid it over someone else's property, and started to draw overlay transportation corridors, large developable land bays, and other infrastructure features.

This is great with someone else's property, and if some of these concepts can be adopted as part of the revised plan, then the County can actually force the private landowner to provide these features if they wish to redevelop their property. The challenge remains, however, to make the net result of this planning effort sufficiently profitable that the owner will actually be willing to comply with these requirements. Otherwise, he simply says "Hell no! I like my property the way it is!"

Several notable success stories have come out of the exercise to date. With respect to bung wad sketches of how to develop someone else's property -

1. The north side of the Town Center area – North of New Dominion Parkway -- 41 acres owned by Fairfax County and INOVA plus about ten additional acres owned by the Library Board, other county entities, and adjacent vacant parcels with at least semi-public designation.
 - Poorly utilized to date.
 - About half of the land area is totally vacant or subject to near-term change. – That's 51 acres total that if developed at an FAR of just 1.0 could represent 2.2 million sq.ft. of future development potential. What's more –
 - Just two basic landowners
 - Fairfax County
 - INOVA
 - A sub-group of the Task Force has come up with some very imaginative and profitable ideas for how this area could be developed in the future - if they can only talk the stubborn and unimaginative landowners into cooperating
2. Boston Properties, with another 45 acres of the choicest property in Reston on the north side of the Reston Center rail station area is beginning to develop some imaginative concepts for as much as six million sq.ft. of prime real estate development.
3. Even the four large landowners on the south side of the Reston Central station area who weren't able to communicate very well with each other before – Tishman, Brookfield, James Campbell and JBG – are beginning to realize that they have more to gain with their nearly 100 acres (total) if they cooperate with each other. All together they could represent another ten million sq.ft of prime development.

Now to make all this happen effectively and successfully, I want to stress two major planning concepts that are highly controversial.:

1. These projects, and several dozen others, aren't going to take place if we continue to try to build primarily for the private car. You simply cannot accommodate double or triple the number of employees trying to get to work via their private car. It isn't going to happen. It's a highly competitive world out there, and no business will long put up with constant rush hour gridlock. If that persists, they're out of here.

The only viable solution I see is a much more sophisticated peak hour bus system, both –

- To and from the Reston Core employment areas from remote parking lots, and

- Throughout the Reston Core – Sunset Hills Road and Sunrise Valley Drive and the transit stations – throughout the day on **dedicated bus rights-of-way** (This dedicated right-of-way for use during peak hours is feasible and implementable.), and
- A Town Center shuttle bus system that covers the north-south areas between Sunrise Valley Drive on the south, and Baron Cameron Avenue on the north.
- Supplemented by a much more sophisticated and complete system of pedestrian and bicycle ways.

This far more aggressively updated system of buses and pathways, over and above the auto-oriented street system, is the only way we can survive in Reston. (See also Reston Plan Transportation Recommendations.)

Okay. How do we pay for this dream of improved support infrastructure?

2. The resources are available in Reston today that will allow us to generate the funding over time that will be necessary to implement these many infrastructure improvements. We need to tap a variety of funding sources and focus the resulting revenues upon infrastructure needs. I have for several years proposed a **Reston Infrastructure Escrow Fund** for this purpose, made up of funds collected over time from –
 - Proffered cash payments from all new development / redevelopment projects
 - Funds from the special \$0.12 / \$100 commercial and industrial add-on tax fund for transportation improvements,
 - Revenues derived from **all** Reston properties – residential and non-residential – either via existing Small District 5, or its equivalent
 - Parking fees levied on all Reston Core parking during peak hours (such as 7 AM to 6 PM on work days). The amount can vary with time of day and day of the week, and can be eliminated altogether after peak hours.
 - A tax increment rebate to Reston derived as a percentage of the new County revenue surplus (revenue surplus derived above cost to serve) that is generated in Reston, over and above the usual Countywide average increases, that result from special infrastructure improvements that are unique to Reston, such as Dulles Rail.

Over a fairly short period of time these combined sources can generate tens of millions of dollars to fund a wide variety of improvements that are well beyond what individual developers can reasonably be asked to provide. All Restonians, and Fairfax County citizens at large – residents, employees, businesses and property owners - should be responsible for funding these improvements that will allow Reston to continue to be a major profit center generating an on-going strong revenue surplus for Fairfax County.

See a more detailed discussion of Reston Infrastructure Escrow Fund under separate cover.