

CITIZENS' RESTON MASTER PLAN, DULLES CORRIDOR

Submitted by Citizen's Reston Master Plan group

(Please see Planning Principles by Robert Simon, Terry Maynard, Dick Rogers, John Lovaas, Gerald Volloy (ARCH Issues Bulletin 2010-1), Mike Corrigan.

SPECIFIC PLANNING PRINCIPLES

1. Measurable qualitative criteria based on community values and specific guidelines for the quality of life.
2. World class design. Example: Boston Properties in Boston—Prudential Center.
3. 33 1/3% open space (currently 50% under RCIG covenants) with 20% as soil bedded in the earth with native vegetation. Parkland will be provided for residents on site by developer.

Task Force to create a definition of open space that reflects the culture of Reston. Open space will not include cement sidewalks (except for plazas and pavilions), parking spaces, public roads, private roads, driveways, or roof areas of buildings. Open space will be green and open to the public. It will allow passive and active recreations. It will include bodies of water, i.e., ponds, streams, and unpaved or porous paved pathways.

Portions of green space in corridor will be naturescaped to provide natural areas for new residents and to provide a continuity of experience of nature throughout the entire community of Reston.

4. FAR 2.0 at station and over the Dulles Toll Road with air rights. 1.5 FAR for remainder of corridor. 50 units/acre high density.
5. No building height limits on the north side of Sunset Hills between Reston Pkwy and Wiehle or over the DTR with air rights. 22 story limit elsewhere in corridor.
6. Complete separation of pedestrian and vehicular traffic.
7. If RCIG deed vacated, then all properties come under RA DRB review.
8. Climate-controlled space with galleria, pavilion. Art trail in RCIG from stations directly connected to Town Center art trail and to existing trails.
9. Living green roof technology, cleaned water and clear air standards. Gold LEED standard.

10. Green buffer 150 ft wide along Sunrise Valley Drive adjacent to residential neighborhoods (counted as part of open space).
11. All parking will be underground.
12. All development plans include affordable and workforce housing. No redevelopment of existing residential neighborhoods in areas contiguous to stations.
13. School building standards uniform across district.
14. All transportation infrastructure must be adequate and in place before additional development commences.

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COMSTOCK WIEHLE STATION

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The two men are 5'8" tall. The buildings are 205', the maximum as shown on the drawings. The view is from a helicopter. Dulles Toll Road is on the right. Reston Station Blvd is on the left. Wiehle Avenue runs parallel behind the building at the back of the drawing. This graphic done by Fred Costello, Task Force Member, is the start of a model that would permit a virtual walk-through; we hope the architect will let us use his model for this purpose; the buildings are at the maximum permissible height; we think all proposals should have a walk-through model; it doesn't indicate the four-story parking garage which is in the area where the pedestrians are standing. Public parking for the station is all underground and not shown in this graphic.

