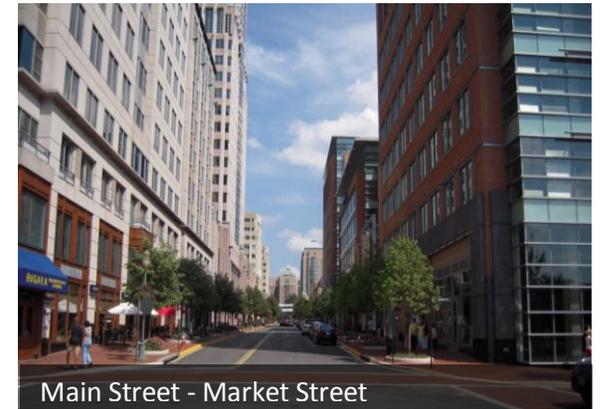
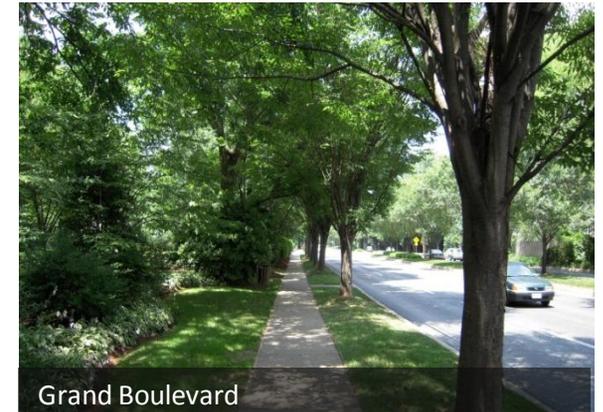

Reston Transit Corridor

A Linear and Green Neighborhood

Draft Urban Design Recommendations
December 1, 2010

Functional Classifications	Lanes	Character
Principle Arterials		
1. Dulles Toll Road	8	Highway
2. Fairfax County Parkway	6	Parkway
Minor Arterials (Type A)		
1. Reston Parkway	6	Parkway
Minor Arterials (Type B)		
1. Monroe Street	4	Urban Street
2. Sunset Hills Road	4	Grand Boulevard (Reston Pkwy to Fairfax County Pkwy)
3. Sunrise Valley Drive	4	Grand Boulevard
4. Wiehle Avenue	4	Urban Street
Other Streets		
1. New Dominion Parkway	4	Urban Street
2. Town Center Drive	4	Urban Street
3. Bowman Towne Drive	4	Urban Street
4. Fountain Drive	4	Urban Street
5. Main Streets: - Market Street	2	Business Street
- Other Main Streets: (Wiehle Avenue and Herndon Monroe Transit Station areas)	2	Business Street
6. Business Streets (Type A)	2 w/parking both sides	Business Street
7. Business Streets (Type B)	2 w/ parking one side	Business Street



Streets

The proposed system of streets will be a major factor in transforming the in the Reston Transit Corridor into a great urban place. The existing street network will be significantly augmented and enhanced. The proposed grid street system will create a hierarchy of streets that provide access to the new development and reduce the impact of traffic on specific intersections. The proposed street system for the Reston Transit Corridor will included the following:

Grid of Streets

Hieratical grid of streets will be created to improve access for vehicles, pedestrians, and bicyclists.

System of Blocks

The grid system of streets will create short, walkable blocks to expand pedestrian access, increase street frontage for buildings and improve safety of pedestrians.

Grand Boulevard

Sunrise Valley should include closely spaced trees in the median and along both sides, a setback of 50 feet along the north side with a bikeway and extensive landscaping to create a grand boulevard.

Streetscape

Closely spaced street trees, sidewalks, pedestrian oriented lighting, and furniture will be provided along streets.

Multi-use Streets

All local streets will be designed for multiple uses including pedestrians, bicycles and vehicles.

Safe Intersections

Improving the crossing of Reston Parkway, Sunset Hills Road, and Sunrise Valley Drive will be a priority to improve access to the Reston Transit Corridor. Improvements could include:

- Landscaped medians
- Special paving for crosswalks
- Priority signal timing

Reston Parkway and Fairfax County Parkway



Standards:

Paving width: 86 feet
Lanes: 6

Guidelines:

Parking: None
Trees: 45-50 feet on-center
Sidewalk: 8 feet minimum
Setback: Variable
Median: 20-36 feet wide, and landscaped

Comments:

The Reston Parkway will form the first impression of the Reston community. Bike lanes should be replaced with travel lanes along Reston Parkway. Extensive landscaping and high quality street lights should be used extensively.

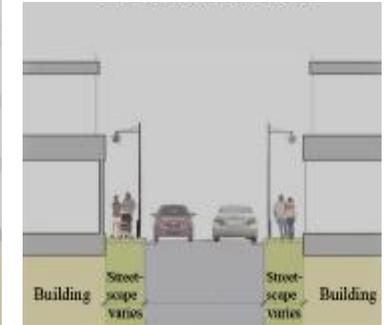
Photographs:

Wisconsin Avenue, Bethesda, Maryland

Monroe Street

Local Streets

Service Street or Alley



Standards:

Paving width: 71 feet curb to curb
Lanes: 6

Guidelines:

Parking: None
Trees: 45-50 feet on-center
Sidewalk: 8 feet minimum
Setback: Variable
Median: None

Comments:

Bike lanes could be replaced with travel lanes along Monroe Street. Extensive landscaping and high quality street lights should be used extensively.

Standards:

Paving width: 38 feet curb to curb
Lanes: 2

Guidelines:

Parking: Both sides
Trees: 30 feet on-center
Sidewalks: 15 feet minimum both sides,
20 feet for retail
Setback: Street wall
Median: None

Comments:

A minor shift in location is appropriate. Parking on one side allows a reduction in paving. Low speed character does not require bike lanes.

Standards:

Paving width: 24 feet curb to curb minimum
Lanes: 2

Guidelines:

Parking: NA
Trees: NA
Sidewalks: 4 feet minimum
Setback: Street wall
Median: None

	Level of Service (LOS) for a Representative Sample of Nineteen Critical Intersections in Neighborhoods Surrounding Tysons				
	2008 (AM/PM)	2030 Existing Tysons Comp Plan		2030 Proposed Tysons Comp Plan	
		No Mitigation (AM/PM)	Mitigation (AM/PM)	No Mitigation (AM/PM)	Mitigation (AM/PM)
1. Route 123 (Dolley Madison Boulevard) at Lewinsville Road/Great Falls Street	D/E	E/E	D/D	E/E	D/D
2. Route 123 (Dolley Madison Boulevard) at Old Dominion Drive	E/D	F/D	D/D	F/D	D/D
3. Lewinsville Road at Route 7	C/E	D/F	D/D	C/F	C/C
4. Lewinsville Road at Spring Hill Road	D/E	D/D	-/-	D/D	-/-
5. Lewinsville Road at Swinks Mill Road (4-way stop)	-/-	-/-	-/-	-/-	-/-
6. Lewinsville Road at Balls Hill Road	B/A	B/A	-/-	B/A	-/-
7. Great Falls Street at Chain Bridge Road	D/E	C/D	-/-	D/D	-/-
8. Great Falls Street at Magarity Road	B/C	B/B	-/-	C/D	-/-
9. Magarity Road at Route 7	D/D	F/F	D/D	F/F	D/D
10. Idylwood Road at Route 7	E/D	F/F	D/D	F/F	D/D
11. Idylwood Road at Gallows Road	D/C	F/E	D/D	F/E	D/D
12. Georgetown Pike at Swinks Mill Road (non-signalized)	-/F	F/F	B/C	F/F	C/C
13. Georgetown Pike at Balls Hill Road	C/C	C/C	-/-	C/C	-/-
14. Gallows Road at Cedar Lane/Oak Street	D/C	F/C	D/C	F/D	D/C
15. Route 123 at Old Courthouse Road	F/E	F/E	E/E	F/F	E/D
16. Maple Avenue at Beulah Road (Vienna)	C/F	C/D	-/-	C/D	-/-
17. Maple Avenue at Lawyers Road (Vienna)	F/F	F/F	D/D	F/E	D/D
18. Old Courthouse Road at Westbriar Drive (Vienna) (non-signalized)	-/F	E/F	B/B	F/F	D/B
19. Old Courthouse Road at Creek Crossing (non-signalized)	-/-	-/-	-/-	-/-	-/-
Intersections that fall (LOS E or F)	11	11	1	11	1

Example: Tyson's Corner Level of Service Table and Transit Mode Share

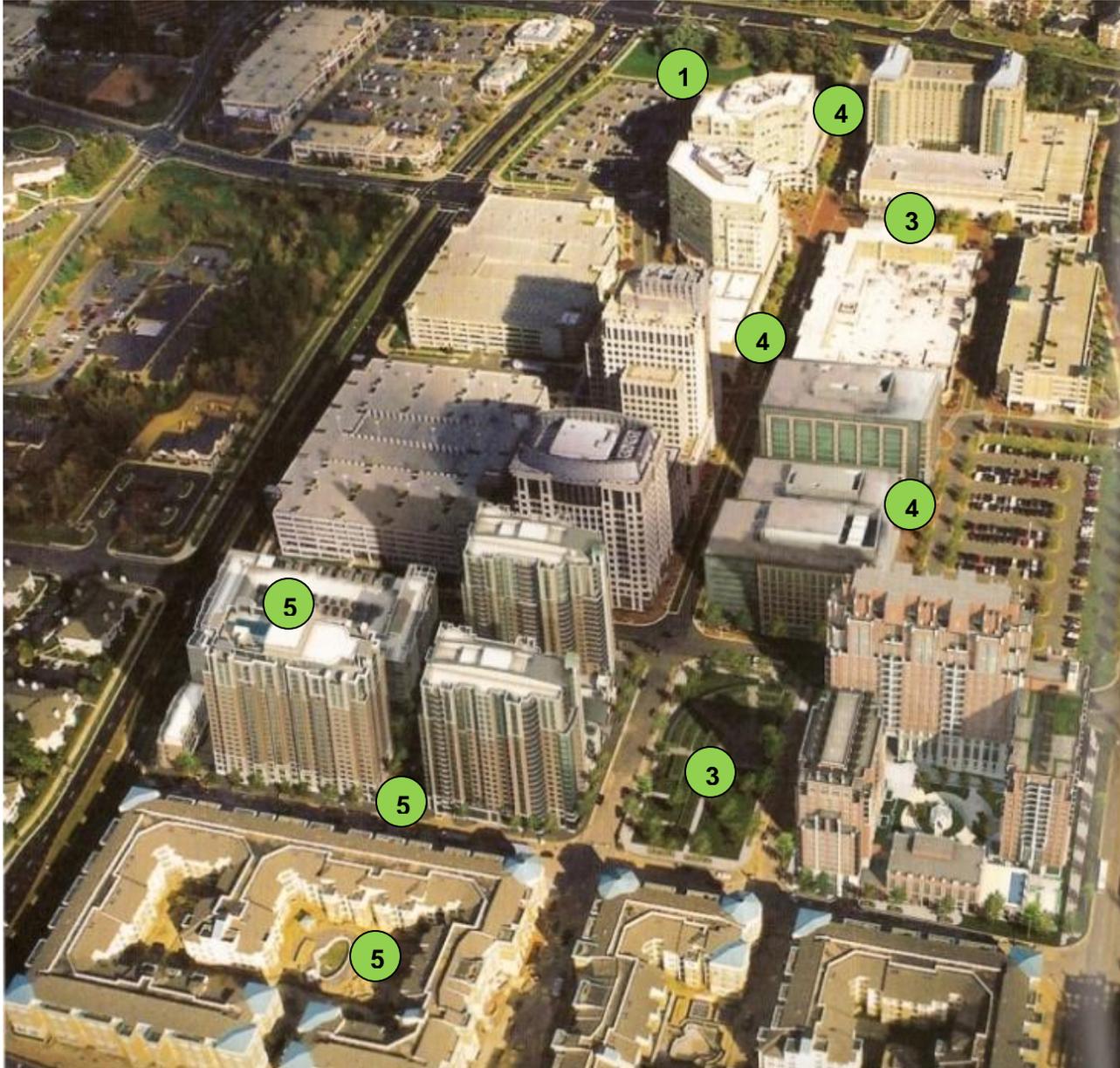
Table 2
Transit Mode Share at Increasing Levels of Development

Development Levels (total GFA, sq. ft.) and forecast timeframe	Required Transit Mode Share During Peak Periods (person trips, all trip purposes, to and from Tysons Corner)		
	TOD Areas	Non-TOD Areas	All of Tysons
84 million (2030)	25%	13%	22%
96 million (2040)	29%	15%	25%
113 million (2050)	36%	18%	31%



Proposed street system in the Reston Transit Corridor

Public Open Space



Reston Town Center Open Space System

- 1 Resource Protection Area (RPA):
 - Tree preservation area and green space
- 2 Recreation Spaces:
 - Underground bikeway across Reston Parkway located off-site
- 3 Designated Open Spaces;
 - Public park
 - Skating rink/plaza area
- 4 Undesignated Open Spaces:
 - Plazas
 - Through block pedestrian connections
 - Sidewalks more than 15 feet wide
- 5 Other private spaces (not included in the minimum required 20 percent):
 - Internal green spaces and pools
 - Roof top recreation areas
 - Roadway connection with special paving

Public Open Space

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** - active play fields and large indoor recreation areas
- **Designated public open spaces** - areas such as gardens, plazas, walkways, pathways, trails, urban parks, through block connections, civic spaces, and town squares
- **Other public open spaces** - small urban parks and civic spaces

Public open spaces must not include streets, parking and driveways or areas for vehicles, and roof top areas not readily accessible to the public. Active recreation areas, designated open spaces, and undesignated public space 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.

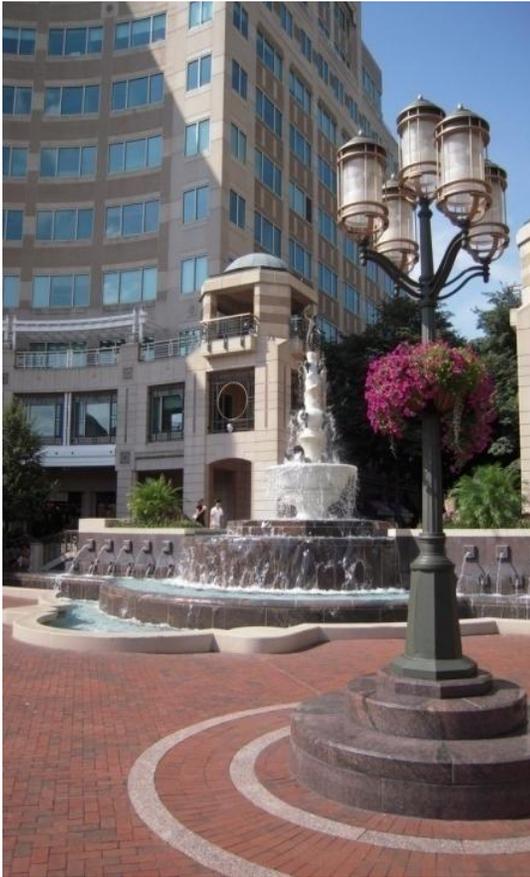
Calculation of Public Open Space:

- 20 percent minimum of the net lot not including areas for public or private streets and the minimum adjacent area for sidewalks
- 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
- Required public open space can be substituted for other public space such as a public performance space, a children's science museum, an interior recreation center, a memorial sculpture garden and other interior public space.



Place Making and Public Art

- Placemaking
- Reston ownership
- Pride of place



Buildings

- Street defining buildings
- Concealed parking
- Sustainable technology
- Design Excellence

