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To: Vision Sub-committee
From: John Carter
Subject: Sample of Overall Vision Statements

OVERALL VISION STATEMENTS

Vision for Reston's Silver Corridor

The Metro Silver Line and the growth planned along its path through Reston will convert the great barrier between north and south into part of 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 thus dynamically joins the formerly separated parts of Reston. The corridor goes from Monroe Street on the west all the way to Hunter Mill Road on the east, bordered along the south by a grand, green boulevard—Sunrise Valley Drive.

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, as well as grids of streets assuring safety and comfort for walking and bicycling as well as motor vehicles for internal flow. To achieve this miracle of easy movement within and linking 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 village connecting to the W and OD trail and Reston's marvelous pathway system. The Reston Silver Line Corridor will include a robust internal circulator bus service as well as bus lines serving the broader community.

Overall Vision

Reston is a community where, at each stage of life, individuals and families can live, work and play in an attractive setting. The primary planning goal is to preserve the essential and unique characteristics of Reston, building upon experience gained over the years. The vision reflects characteristics that have made Reston a pre-eminent community that offers a high quality-of-life, an attractive environment, a healthy balance of work and personal life opportunities, and an advantageous business environment.

Central Themes

The plan recommends five central themes that will organize and establish the Vision for Reston's Silver Corridor as follows:

Community - Residents and visitors will be able to find a wide range of activity, day or night, in Reston's Silver Corridor. A balance of jobs and housing will be provided. Regional retail in the Town Center and local retail in the Reston West/Herndon and Wiehle Avenue Stations will be provided. A range of housing types including townhouses, and low-rise and high-rise multiple family units for all incomes will be provided. A mix of high-rise and low-rise office will be provided for the national headquarters buildings, national associations, and research and development companies that will create the center of an advanced technology community.

Environmental Sustainability – Located at the headwaters of the Difficult Run and the Sugarland Run tributaries of the Potomac River, preservation and enhancement of the natural environment will be a central theme of the Transit Corridor. The preservation of the wetlands in the Reston West/Herndon station area will be a pleasant place for a leisurely stroll or a relaxing walk to and from the Metro station. Streams will be preserved with adequate buffer areas. Tree canopy will be increased. The design and construction of buildings in accordance with low impact design standards will also be a feature of the development in the Reston Silver Corridor.

Mobility - Reston's Silver Corridor will include a transportation system in balance with future development. The Metro Silver Line, linear bikeways, an interconnected grid system of streets, and intersection improvements will be included. Planning in the Silver Corridor will increase the opportunities to reduce dependence on the single occupant automobile.

Design - The Silver Corridor features new streets designed for a variety of travel modes, a variety of open spaces including a large urban park in the Town Center, a linear green boulevard and smaller open spaces will be provided throughout. Buildings will be designed for excellence.

Public Facilities - A new public arts facility, a new library and county service facilities will be included as well as a wide range of community facilities.

VISION STATEMENTS FOR THE TOWN CENTER AND WIEHLE AVENUE AREAS.

Town Center Vision Statement

The Town Center station area should be planned as Reston's downtown and a signature regional destination and origination station, with the community's highest commercial (non-residential) and likely overall densities.

Vision Summary

The three land bays that are most likely to redevelop over the planning horizon to achieve that vision:

TC Metro North (the land units north of the Toll Road that are within or are intersected by the station's ¼ mile radius) will become an extension of the existing urban core rich with signature retail, new restaurants and nightlife, possibly a hotel function with convention capability to complement existing and future hotel inventory, potentially a signature public amenity of some import, and additional office balanced by a healthy residential component.

TC Metro South (the land units south of the Toll Road that are within or are intersected by the station's ¼ mile radius) will move from a suburban office park paradigm into a more urban, mixed-use space that balances office/commercial with a healthy residential mix, supporting retail, and perhaps a signature public amenity.

Town Center North (approximately 48 acres north of the existing urban core) will become a more urban, mixed-use parcel with a consolidated but strong government function, a focused commitment to building residential (with some emphasis on senior housing given this area's walking-distance proximity to important health, government, and retail resources), supporting retail, and some office.

A central urban plaza or open space (augmented by other pockets of open space) will be a key orienting feature of each land bay. In addition, it will be required that each land bay be built at essentially a 1:1 square foot residential:office ratio. This establishes a residential *minimum*, but residential should be allowed to grow beyond this ratio if/as the market allows (indeed, this should be encouraged outside the extended urban core). The highest densities and building heights will be within the station's ¼ mile radius, tapering down as one moves farther away from the station. Grids of streets (as appropriate) and in all cases strong intra- and inter-parcel connectivity that emphasizes ped/bike accessibility will be required, as will excellence in design to further signal this as a unique regional destination. The opportunity for air rights development to extend the downtown (even across the Toll Road) should be preserved for if/when air rights become a reality.

Wiehle Avenue (Reston East) Vision Statement

The Wiehle Avenue ["Reston East"¹] station area will consist of Transit Oriented Development (TOD) that includes a well-balanced, urban, mixed-use area with residents, offices, hotels, restaurants, shops, outdoor activities, educational institutions, cultural and other attractions. It is envisioned to be an attractive and active place to live, work and play both day and night. The area should be designed with an urban form, first class architecture and amenities. The greatest overall density and the retail core should be north of the toll road to the east and west of the Metro station. Greater development density shall be concentrated closest to the metro station and taper to existing densities past ½ mile from the station. No increased development is envisioned south of Sunrise Valley Drive. It is envisioned that, over time, the TOD area should evolve to include more residential than office space. The area should be interconnected, both internally and to neighboring areas, through a network of streets, walkways and bike paths that facilitate safe and convenient access to and from the metro station.

Planning 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 the specific impacts of individual projects 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**

Endeavor to ensure that development and redevelopment will be of the highest caliber in terms of planning, design, compatibility, and livability. Design redevelopment areas as integral parts of the larger community rather than as stand-alone projects. Integrate public art into new development and redevelopment projects. Provide an appropriate balance of jobs and housing.

2. **Plan for environmental sustainability and green technology**

Protect the integrity of natural resources by making conservation and restoration essential and unique features of community building. 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.

3. **Balance land use with infrastructure**

Phase and fund the expansion and modification of all modes of transportation and other infrastructure such as the proposed street right-of-way, schools and public facilities concurrently with development. Convenient interconnectivity must be assured within the transit corridor as well as between it and the rest of Reston and across major roads, including the Dulles Toll Road. Public and non-motorized transportation should be encouraged.

4. **Concentrate development near transit**

Locate the highest densities for residential and commercial development in the three rail transit station areas. The densities should step down from the three transit station areas 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.

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

Continue to develop the Town Center as an integrated and vibrant urban center for Reston and the region. Provide mixed-use development.

6. Transform the rail-transit corridor

Transform the rail-transit corridor from the existing industrial and office area into a linear neighborhood 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. 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.

7. Create, Augment and Enhance the Village Centers

The village centers will serve as important building blocks of the Reston community, and they should be a focus of each neighborhood. They should include a mix of retail, housing, community buildings, central gathering places, and provide a limited amount of employment. Redevelopment and new development should be pedestrian-oriented and provide adequate transition to the surrounding neighborhoods. 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.

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 neighborhoods. Provide traffic calming measures, residential parking permit programs and street lighting to preserve the traditional character and safety of residential neighborhoods.

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.

10. Connect the Reston community

Enhance the intra-community accessibility by providing and augmenting a wide range of high quality transportation options and facilities including roads, bridges, sidewalks, bikeways, trails, and transit services that link activity centers, open spaces, parks, schools and recreational facilities. Provide frequent and visible transportation connections to the new rail stations and strengthen the local feeder/circulator bus system including linear Town Center service. Use transportation management strategies to reduce the reliance on the automobile.

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. Active public open space does not include paved areas for vehicles or private spaces closed to the public. 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. All such areas should be designed and managed to attract residents, office workers and visitors by offering a variety of activities in an attractive setting. Recreation areas outside the transit corridor, such as ball fields and golf courses, should be preserved and enhanced.

12. Emphasize transit oriented development

Enhance the character of the streets, open spaces and buildings - the public realm - by providing buildings with active fronts on streets and avoiding 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 and adhere to the Transit Oriented Development principles adopted by Fairfax County.

13. Address economic needs

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 rail station areas, and the village centers. Timely completion of infrastructure by State and County authorities and private developers with development is critical to promoting development and to protecting residents from adverse impacts from development.

14. Encourage public participation

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