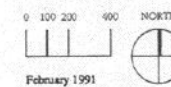


- LANDMARK BUILDING OPPORTUNITIES
- DEVELOPMENT SETBACK
- BUILDING EDGES
- MAXIMUM HEIGHT ZONE
- VIEWS FROM URBAN CORE

BUILDING ISSUES  
TOWN CENTER DISTRICT PLAN  
TOWN CENTER DESIGN REVIEW BOARD  
SASAKI ASSOCIATES, INC.

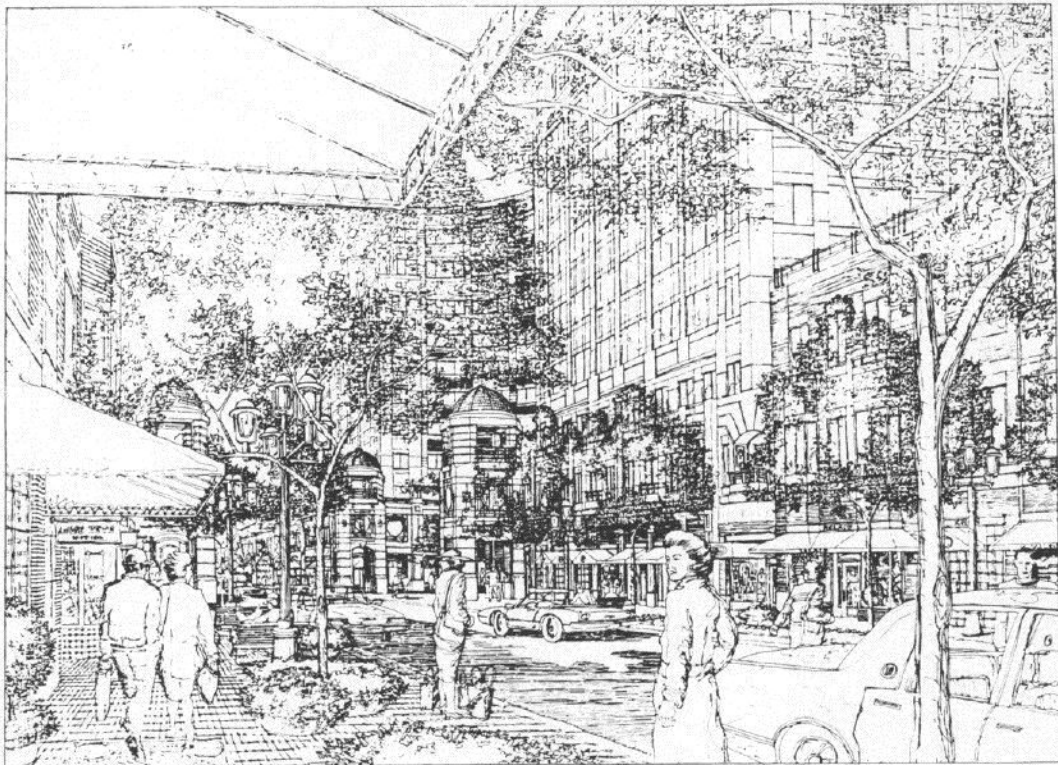


## Street Hierarchy and Typical Cross Sections

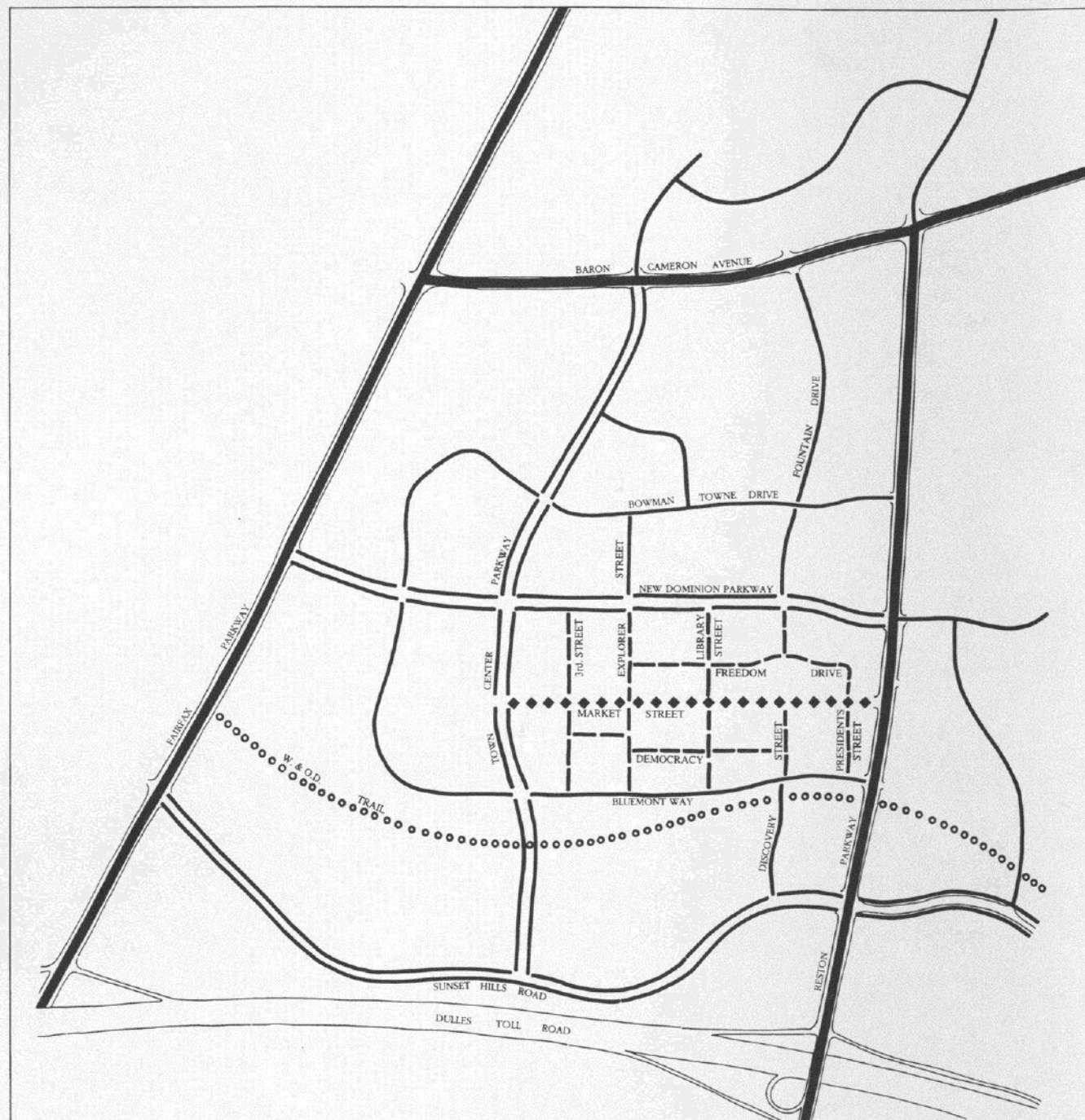
The existing roads along with future roadway improvements as proffered will serve the District's traffic requirements; however, from an urban design point of view these roadways should contribute to the overall vision of the District. The roads or streets of the District, through consistent design treatments, can contribute significantly to a sense of coherence. The classification of a street hierarchy with similar treatments for similar roads is intended to create a repetition and consistency of design in the District.

The hierarchical system has been categorized based on right-of-way width, volume, speed, and function. A design treatment locating development setbacks, street trees, sidewalks, lawn panels and other planting is shown for each scale of roadway. Planners and designers of individual parcels abutting these streets should use these as a set of rules to guide the placement of buildings, plantings, and sidewalks. While these dimensions are critical so that streets have a consistent character, planners and designers may find that individual site characteristics in a District as varied as Reston Town Center may suggest modifications to these requirements. These proposed modifications should be coordinated with Reston Land Corporation and the Town Center Design Review Board.

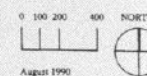
The following street cross section descriptions include recommendations for appropriate street lighting, according to the classification of the street. Specific recommendations are made for the type of light, the fixture type and height, and the general location of fixtures along the street. These recommendations follow those made in a comprehensive study entitled Exterior Lighting Recommendations Report for Virginia Mixed-Use Residential Communities, by Howard Brandston Lighting Design, Inc., dated July 1987.



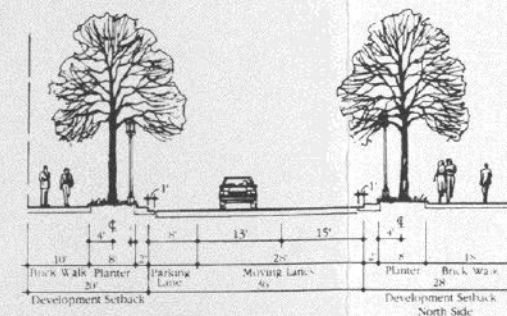




STREET HIERARCHY  
TOWN CENTER DISTRICT PLAN  
TOWN CENTER DESIGN REVIEW BOARD  
SASAKI ASSOCIATES, INC.

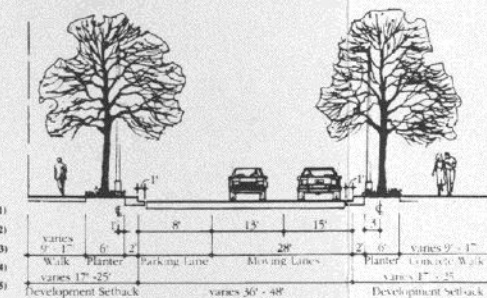


TYPICAL MARKET STREET



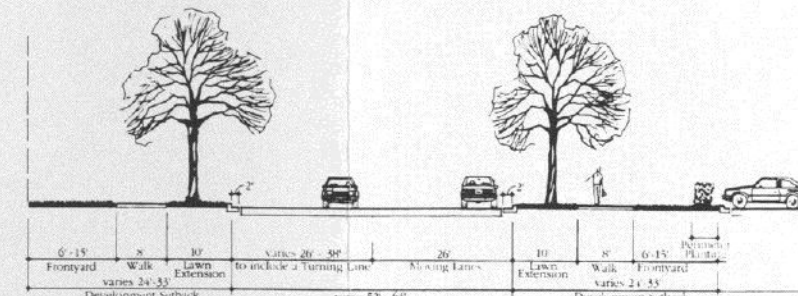
TYPICAL URBAN STREET

Library Street (1)  
Explorer Street (2)  
3rd Street (3)  
Freedom Drive (4)  
Presidents Street (5)  
Democracy Drive (6)



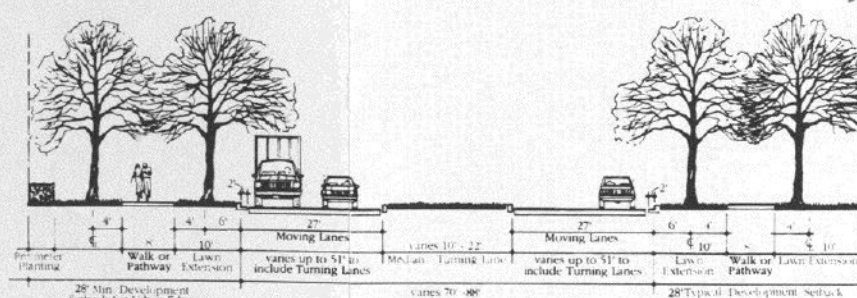
TYPICAL MAJOR STREET

Bluemont Way  
Discovery Street Extension  
Explorer Street Extension  
Fountain Drive



TYPICAL PARKWAY

New Dominion Parkway  
Sunset Hills Road  
Town Center Parkway



# Notes

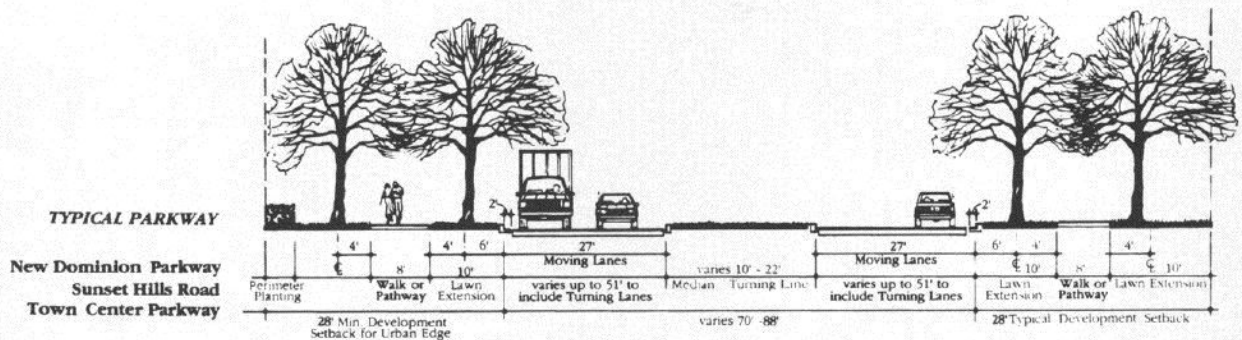
- (1) Library Street Typical Section  
- From Democracy Street to Freedom Drive;  
three 12' moving lanes, no parking lanes.  
36' total width, face-of-curb to  
face-of-curb.
- From Bluemont Way to Democracy Street, and  
from New Dominion Parkway to Freedom  
Drive; four 12' moving lanes, no parking  
lanes. 48' total width, face-of-curb to  
face-of-curb.
- (2) Explorer Street Typical Section  
- Same as Library Street
- (3) 3rd Street Typical Section  
- Three 12' moving lanes, no parking lanes.  
36' total width, face-of-curb to  
face-of-curb, entire length.
- (4) Freedom Drive Typical Section  
- Two 13' moving lanes and two 8' parking lanes.  
42' total width, face-of-curb to  
face-of-curb.
- (5) Presidents Street Typical Section  
- Typical section narrows south of Hotel Motor  
Court; Two 15' moving lanes, no parking  
lanes. 30' total width, face-of-curb to  
face-of-curb.
- (6) All turning lanes for Streets and Parkways are 12'  
wide.

STREET CROSS-SECTIONS  
TOWN CENTER DISTRICT PLAN  
TOWN CENTER DESIGN REVIEW BOARD  
SASAKI ASSOCIATES, INC.



**Parkways** connect the large suburban parcels which surround Reston Town Center Core and act as a transition between the regional roads and major streets. Parkways should be designed to enhance the experience of driving through a park-like setting, with curvilinear alignments fit to the land and reinforced with a repetition of trees planted in lawns. The streets included in this category are Sunset Hills Road, New Dominion Parkway and Town Center Parkway. Typical parkway cross-section criteria include the following:

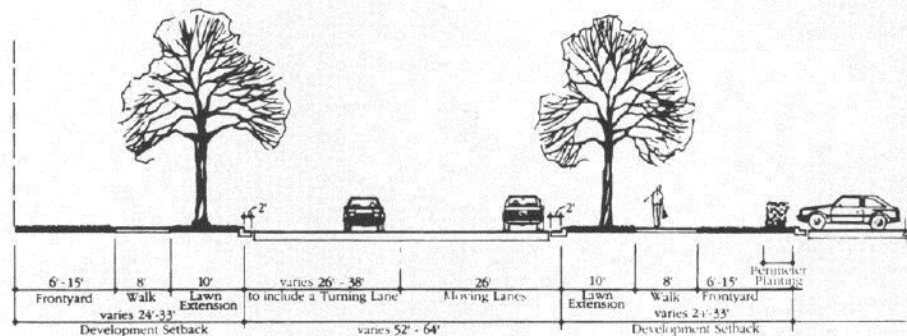
- A face-of-curb to face-of-curb dimension should vary from 70'- 88' to include two 27' moving lanes and a 16' to 22' lawn median. A 12' turning lane should be added outside the moving lanes, or accommodated within the median at intersections where required.
- Maintain a minimum 28' development setback from the face-of-curb along the parkway, to include 10' lawn extension and 8' concrete walk. A double row of trees should flank the street, planted 6' from the back-of-curb and 4' from the edge of walk. Spacing between trees should be consistent, ranging between 30'- 40' on center.
- Where roadway grading permits, existing stands of mature vegetation should be protected and preserved.
- Street lighting should only occur at intersections. A 30' high pole with a 250w-400w metal halide sharp cutoff luminaire is recommended. [See Exterior Lighting Recommendation Report by Howard Brandston Lighting Design Inc. (HBLDI) for detailed information.]



**Major Streets** act as a transition between parkways and urban streets. The design character should be similar to that of parkways with a repetition of street trees defining the street. Streets included in this category are Bluemont Way, the extensions of Discovery Street and Explorer Street, and Fountain Drive. Typical major street cross-section criteria include the following:

- A face-of-curb to face-of-curb dimension should vary from 52' - 64' to include two 26' lanes and a 12' turning lane at intersections.
- Maintain a maximum 33' development setback to include a 10' lawn extension, an 8' concrete walk, and a 6' to 15' front yard. A single row of street trees flank the street, planted 6' from back-of-curb, spaced consistently at 30'-40' on center.
- Perimeter planting should be used to screen parking lots immediately adjacent to the setback. Screening can be accomplished by the use of a consistent hedge with the minimum height of 3'.
- Street lighting should only occur at intersections. A 30' high pole with a 250w - 400w metal halide sharp cutoff luminaire is recommended. [See Exterior Lighting Recommendation Report by HBLDI for detailed information.]

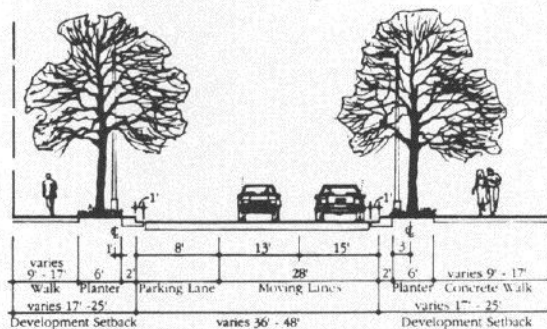
**TYPICAL MAJOR STREET**  
**Bluemont Way**  
**Discovery Street Extension**  
**Explorer Street Extension**  
**Fountain Drive**



Urban Streets occur within the core area. Characteristically, the pattern of urban streets is grid-like, and may include on-street parking. Building and streetscape elements frame the street by maintaining a consistent setback and landscape treatment. The streets included in this category are Library Street, Democracy Street, Discovery Street, Presidents Street, Freedom Drive, Explorer Street and Third Street. Typical urban street cross-section criteria include the following:

- A face-of-curb to face-of-curb dimension should be 36' to 48' including moving lanes (13' or 15') and one or two 8' parallel parking lanes. Variations to these dimensions occur on a street-by-street basis (refer to Street Cross Sections and Notes, page 15). A minimum dimension of 36' is required to avoid designation as a fire lane.
- A maximum development setback of 25' is allowed; however, a consistent setback should occur along each street. This includes a 2' paved edge, a 6' planter and a walking area which varies 9'-17'. A single row of street trees should be centered in the planter, with ground cover, lawn and/or seasonal flowers as ground plane material. There should be consistent tree species on each street, and trees should be spaced approximately 30' on center. Street tree locations should be coordinated with street light locations, so that trees are evenly spaced between light figures.
- Street lights define the roadway edge and provide illumination for night time activity. A 25' pole with a 250w to 400w metal halide sharp cutoff luminaire is recommended for both sides of the street. Light fixtures will occur 3' from face-of-curb, and are spaced at 120' to 130' on center. [See Exterior Lighting recommendation Report by HBLDI for detailed information.]

**TYPICAL URBAN STREET**  
 Library Street  
 Explorer Street  
 3rd Street  
 Freedom Drive  
 Presidents Street  
 Democracy Drive

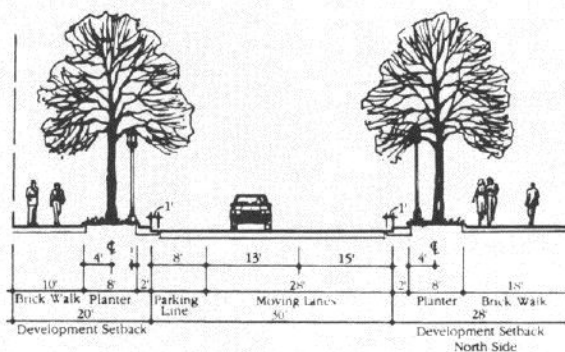




**Market Street** occurs at the center of the core and represents the spine or central focus of activity. The buildings and streetscape elements frame the street by maintaining a consistent setback and landscape treatment. Typical Market Street cross-section criteria include the following:

- A face-of-curb to face-of-curb dimension of 36' to include two moving lanes (13' and 15') and an 8' parallel parking lane.
- Maintain a 28' development setback on the north side of the street to include a 2' paved edge, an 8' raised planter, street furniture, and an 18' brick walk.
- Maintain a 20' development setback on the south side of the street to include a 2' paved edge, an 8' raised planter, street furniture, and a 10' brick walk.
- The facades of each building should align along the development setback in order to establish a consistent building edge. Minor variations occur at storefronts and building entrances.
- The planting and street furniture should be consistent with Phase One and placed so as not to interfere with pedestrian movement. The street elements are: an 8' wide raised planter, metal trash receptacles, streetlights, roadway signs, and granite benches.
- Street trees should be centered within the raised planters and placed 20'-30' on center. Street trees should be the same species used in Phase One.
- Street lights define the roadway edge and provide illumination for night time activity. The low wattage luminaire selected for Phase One of the core should extend through the core. This is a custom-designed, post and lantern type fixture. The fixture is 14'-4" high, with a cast iron pole and base, and 295 w incandescent lamp. Light fixtures should be placed 3' from face-of-curb. [See Exterior Lighting Recommendation Report by HBLDI for detailed information.]

**TYPICAL MARKET STREET**



## Recommended Street Trees

Street	Recommended Species	Size	Spacing	Acceptable Alternate Species
Type: PARKWAY				
- New Dominion Parkway	Acer platanoides NORWAY MAPLE	4-4 1/2" cal.	40' o.c.	None
- Sunset Hills Road	Quercus phellos WILLOW OAK	4-4 1/2" cal.	40' o.c.	Quercus shumardii SHUMARD OAK
- Town Center Parkway	Quercus shumardii SHUMARD OAK	4-4 1/2" cal.	40' o.c.	Acer platanoides NORWAY MAPLE
Type: MAJOR STREET				
- Bowman Towne Drive	Prunus sargentii SARGENT CHERRY	4-4 1/2" cal.	40' o.c.	Acer platanoides NORWAY MAPLE
- Bluemont Way	Acer platanoides NORWAY MAPLE	4-4 1/2" cal.	40' o.c.	None
- Discovery Street	Acer rubrum 'October Glory' OCTOBER GLORY RED MAPLE	4-4 1/2" cal.	30'-40' o.c.	Tilia cordata 'Greenspire' GREENSPIRE LITTLELEAF LINDEN
- Fountain Drive	Acer rubrum 'October Glory' OCTOBER GLORY RED MAPLE	4-4 1/2" cal.	30'-40' o.c.	Tilia cordata 'Greenspire' GREENSPIRE LITTLELEAF LINDEN
Type: URBAN STREET				
- Democracy Drive	Zelkova serrata 'Green Wave' GREEN WAVE JAPANESE ZELKOVA	4-4 1/2" cal.	30' o.c.±	None
- Presidents Street	Zelkova serrata 'Green Wave' GREEN WAVE JAPANESE ZELKOVA	4-4 1/2" cal.	30' o.c.±	None
- Explorer Street	Zelkova serrata 'Green Wave' GREEN WAVE JAPANESE ZELKOVA	4-4 1/2" cal.	30' o.c.±	Gleditsia triacanthos 'Inermis' HONEY LOCUST Fraxinus pennsylvanica 'Summit' SUMMIT GREEN ASH
- 3rd Street	Zelkova serrata 'Green Wave' GREEN WAVE JAPANESE ZELKOVA	4-4 1/2" cal.	30' o.c.	Gleditsia triacanthos 'Inermis' HONEY LOCUST Fraxinus pennsylvanica 'Summit' SUMMIT GREEN ASH
- Library Street	Zelkova serrata 'Green Wave' GREEN WAVE JAPANESE ZELKOVA	4-4 1/2" cal.	30' o.c.±	None
- Freedom Drive	Zelkova serrata 'Green Wave' GREEN WAVE JAPANESE ZELKOVA	4-4 1/2" cal.	30' o.c.±	None
Type: MARKET STREET	Tilia cordata 'Greenspire' GREENSPIRE LITTLELEAF LINDEN	5 1/2-6" cal.	30' o.c.±	None



## Open Space and Pedestrian System

The urban environment of Reston Town Center is balanced by a variety of open spaces that are linked by sidewalks, pathways, and trails. See Open Space and Pedestrian System Diagrams. These open spaces include urban spaces, existing and planned green parks, unbuildable areas such as flood plains or sites for storm water detention ponds and planned development setbacks. These open spaces create a setting for development and provide for a variety of recreational opportunities.

Urban spaces occur within the core along Market Street and north to Library Park. These spaces, along with pedestrian sidewalks along the streets, organize the parcels of the core and create a sequence of open spaces. This sequence transitions from the formal paved Fountain Square to Town Square, and Residential Square to the west, which are less formal and more park-like. These urban spaces are defined largely by building edges, the character and consistency of which are crucial in achieving a sense of enclosure and creating a setting for street-level activity.

Complementing the urban spaces are green parks, which provide a more passive counterpoint to the urban spaces. Central Park and Reston Park to the east, Library Park and Towne Green to the north, and West Park and Residential Park to the west provide important recreational amenities, as well as serving as transition zones between the Urban Core and adjacent residential areas.

Development setbacks occur along Reston Parkway and represent an opportunity to establish an image and create a transition between the regional roads and the Reston Town Center. Development should be set back 75' from the street. Exceptions occur at the core north of Reston Park where buildings can be nearer Reston Parkway to further define the park. The character of the setback should be park-like with informally planted trees or preserved existing trees in lawn areas and street trees along the road.

The District pedestrian system is a network of interconnected walkways providing pedestrian access within the Town Center, linking the community and the region. The system is comprised of brick or concrete sidewalks, asphalt pathways, and regional trails, with painted crosswalks providing continuity across streets at key intersections. These are illustrated in the pedestrian system diagram.

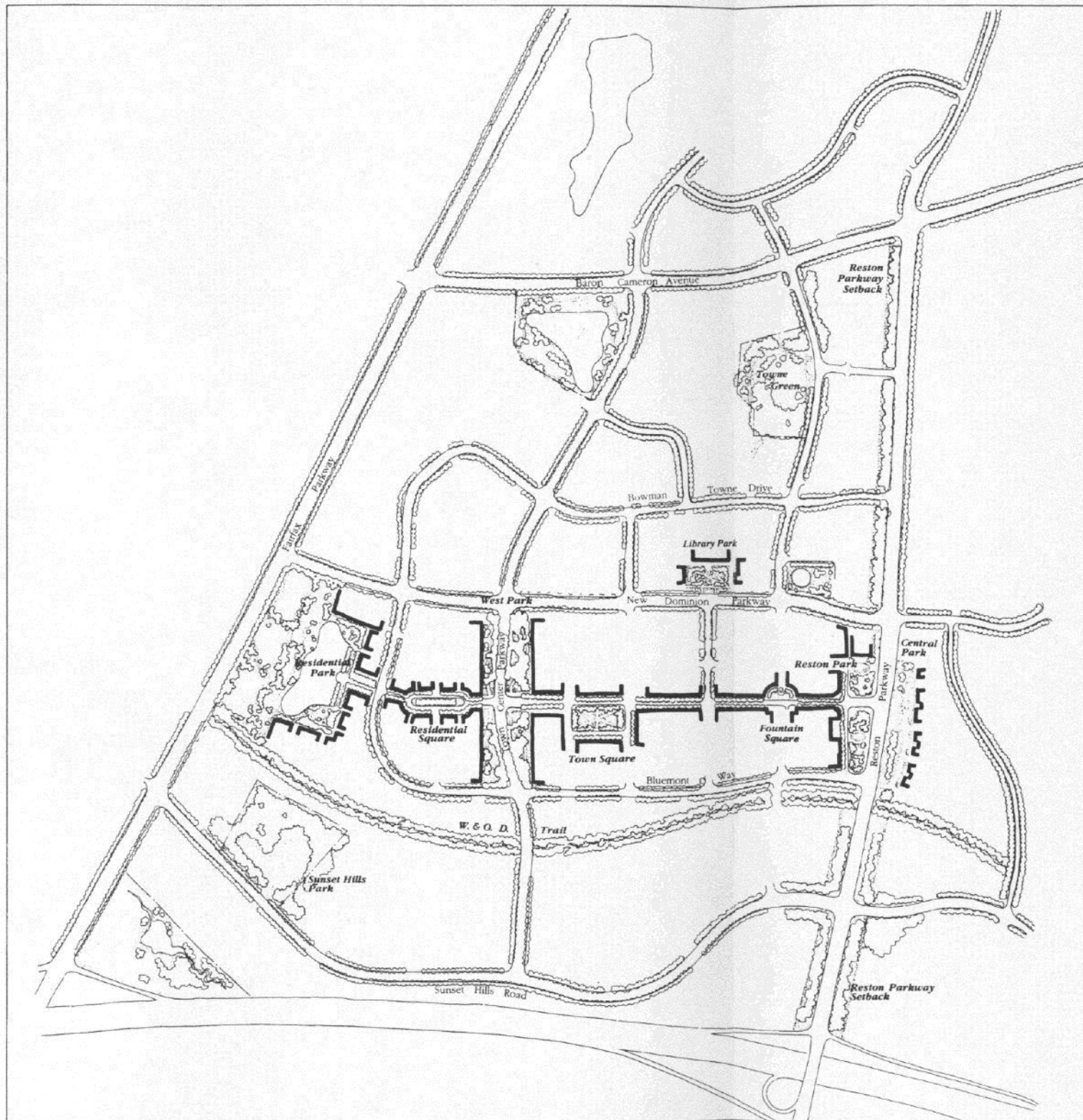
- *Regional trails* Connect the Reston Town Center to adjacent communities. Regional trails are typically asphalt and 6' to 8' wide. They include the W&OD Trail and the trail adjacent to Fairfax Parkway, and Reston Parkway.
- *Pathways* make connections within the Town Center District. They are asphalt and 6' to 8' wide. They include pathways at the Towne Green, Sunset Hills Park, and at Residential Park in Section 933.
- *Brick sidewalks* occur in the Urban Core as illustrated in the Pedestrian System Diagram. They vary in width from 10' to 18'.

- *Concrete sidewalks* accompany almost all roads and streets, and are illustrated in the street sections and on the Pedestrian System Diagram. They vary in width and location relative to the street curb, depending on the category of street.
- *Crosswalks* are provided at key intersections of the Town Center street system, assuring continuity of the pedestrian system. Crosswalks occur at all intersections within the Urban Core, and at all signalized intersections of major streets and parkways within the Town Center District. Sidewalks and pathways include handicap ramps at all intersections with crosswalks.

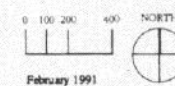
Overlaying the pedestrian system of trails and sidewalks are Town Center Loops of one mile and two miles. These loops utilize various parts of the pedestrian system. The purpose is to identify through signs the two loops as recreational paths that can serve joggers as well as walkers.

The two mile (approx.) Town Center Loop circles the Urban Core, follows along Bowman Towne Drive, Reston Parkway and Bluemont Way. Adjacent to the main loop are secondary one mile (approx.) loops. The north loop follows along Town Center Parkway and Bowman Towne Drive, cuts through to Towne Green and connects into the main loop on Town Center Parkway. The loops are not defined by a continuous pavement type, but rather utilize sections of both the trail network and the sidewalk system.

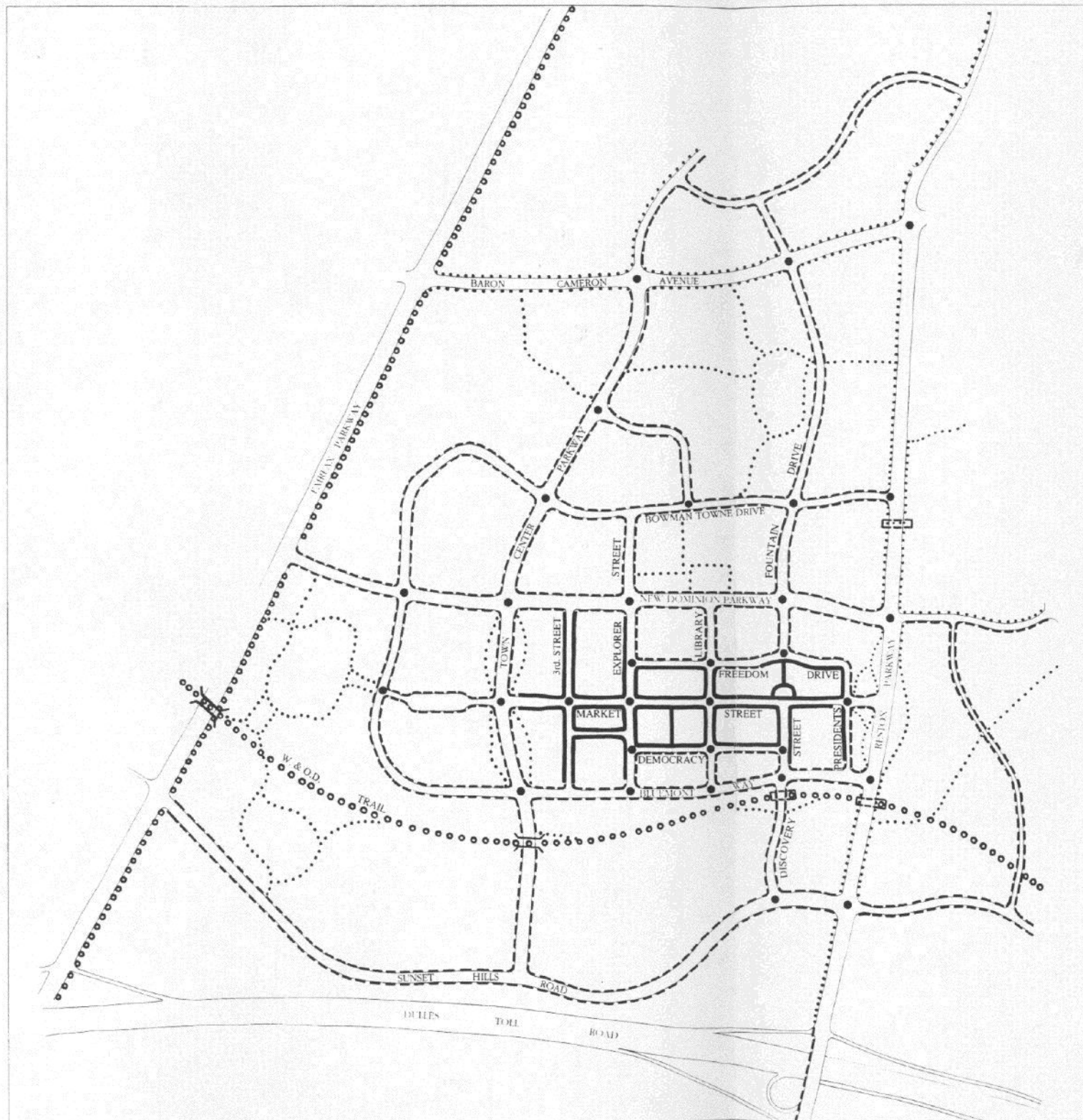




OPEN SPACE  
TOWN CENTER DISTRICT PLAN  
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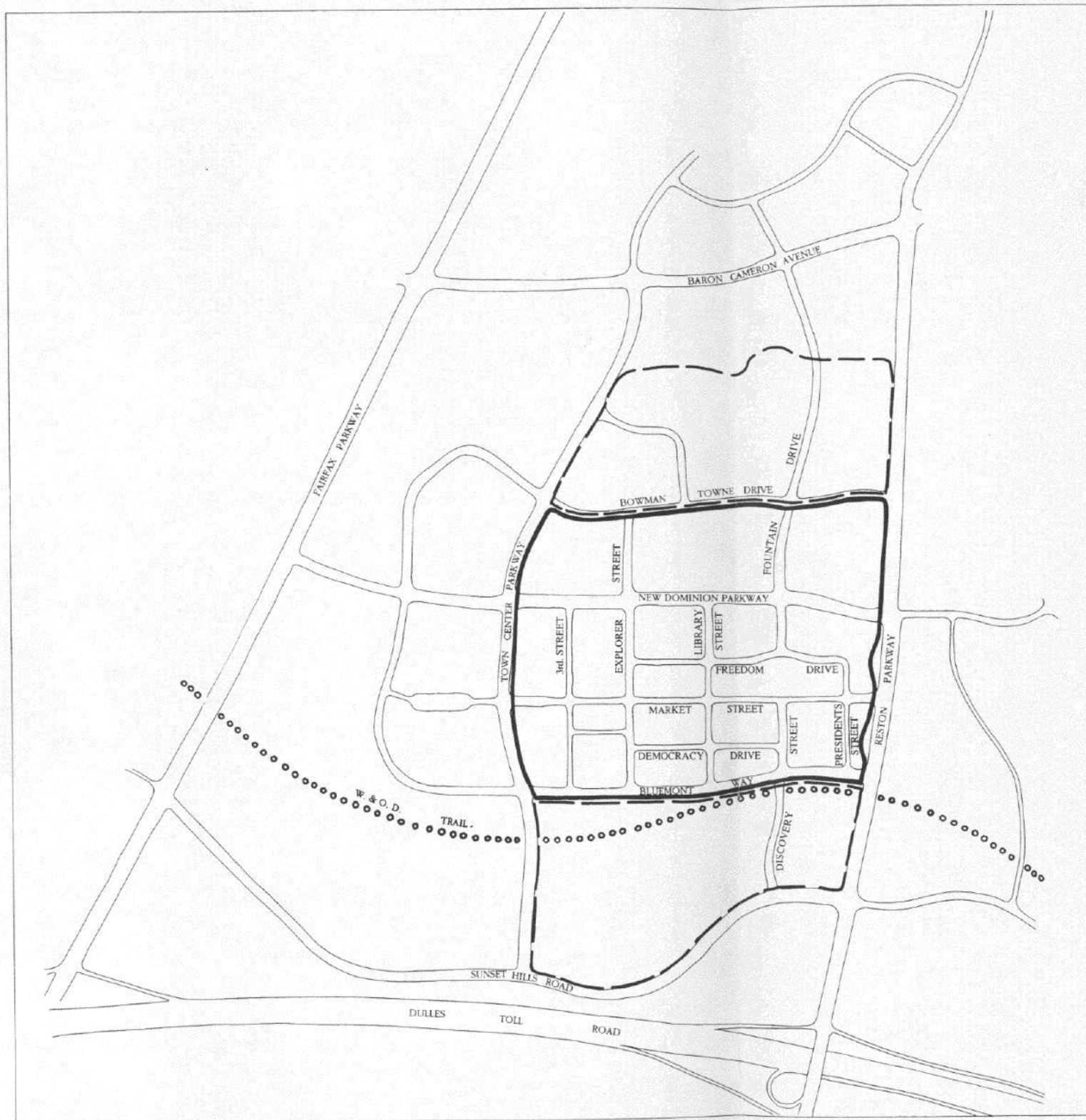


- |                         |                                 |
|-------------------------|---------------------------------|
| — BRICK SIDEWALK        | — BRIDGE                        |
| - - - CONCRETE SIDEWALK | — UNDERPASS                     |
| ..... PATHWAY           | ● INTERSECTIONS WITH CROSSWALKS |
| ○○○○ REGIONAL TRAIL     |                                 |

PEDESTRIAN SYSTEM  
TOWN CENTER DISTRICT PLAN  
TOWN CENTER DESIGN REVIEW BOARD  
SASAKI ASSOCIATES, INC.

1" = 200' 0" N 0° 0' 0" E  
February 1991





— TOWN CENTER LOOP  
 - - - SECONDARY LOOPS

PEDESTRIAN LOOP SYSTEM  
 TOWN CENTER DISTRICT PLAN  
 TOWN CENTER DESIGN REVIEW BOARD  
 SASAKI ASSOCIATES, INC.

0 100 200 400 NORTH  
 February 1991