

Submitted to public hearing by Cate Fulkerson

**FAIRFAX COUNTY BOARD OF SUPERVISORS HEARING**  
**JANUARY 28, 2014 - 4:30 PM**  
**RESTON ASSOCIATION REMARKS**

I am Cate Fulkerson, CEO for the Reston Association. Our offices are located at 12001 Sunrise Valley Drive, in Reston. I am speaking on behalf of the Association to provide comments on the Draft Comprehensive Plan Text for the Reston Transit Station Areas.

First this evening, I thank Supervisor Hudgins for her leadership in establishing the Reston Master Plan Special Study Task Force comprised of important community stakeholders like Patty Nicoson who crafted the guiding principles and the vision to move the Reston community forward with coming of Metro. In addition, we recognize and appreciate the efforts and contributions of the county planning staff who were instrumental in developing the document before you.

On balance, the Association supports the proposed Comprehensive Plan Text with the edits offered by Supervisor Hudgins.

Over the past several years, Reston Association has endeavored to achieve three objectives during the Special Study process:

**First to:** Ensure that Reston remains a unified and close-knit community, with all new residents being members of either the Reston Association or the Reston Town Center Association.

**Second to:** Influence the type, quality, character, and extent of new development by ensuring Reston Association (as an entity) has a "place at the table" in future planning, zoning, and redevelopment negotiations; and

**Third to:** Ensure that the unique characteristics, standards, and priorities that make Reston "Reston," are contained in the Comprehensive Plan text; which we now believe, on balance, is in harmony with the Association's mission and responsibilities.

**However,** we have heard from our membership that there are some significant concerns regarding the implementation of the Plan. For example:

- How will the granting of up to 1.0 FAR bonus density be determined?
- How much additional "bonus" gross floor area, above the "planned development potential" of over 70 million square feet can be accommodated within the corridor, without creating significant harm to existing open space and the environment?
- How can pedestrian, vehicular and bicycle travel within Reston by the local community avoid gridlock within the corridor?

And...

- How will non-vehicular crossings of the Reston Parkway/Sunrise Valley Drive intersection south of the Toll Road be made safe, without impeding traffic flow?

These are important issues that need to be addressed before development proposals are filed under the new Plan guidelines. Commissioner de la Fe's motions for additional studies and implementation present the opportunity to address these concerns of Restonians.

Reston Association looks forward to taking part as the essential stakeholder in the successful implementation of the Comprehensive Plan as Reston steps into its second half-century.



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January 23, 2014

The Honorable Catherine Hudgins  
Hunters Mill District Supervisor  
North County Governmental Center  
12000 Bowman Towne Drive  
Reston, Virginia 20190

**RE:** RA Comments on the 1/9/14 Version of the DRAFT Comprehensive Plan Text for the Reston Transit Station Areas.

Dear Supervisor Hudgins:

On behalf of the Board of Directors for the Reston Association (RA), I am writing to provide comments to the Fairfax County Board of Supervisors on the Draft Comprehensive Plan Text for the Reston Transit Station Areas as approved by the County Planning Commission.

In order to maintain Reston's identity, its unique character, its environmentally sensitive development pattern, and its close-knit sense of community, while at the same time accommodating major urban transit-oriented redevelopment along the Dulles corridor, Reston Association has endeavored over the past year to achieve the following three objectives (listed in priority order):

1. Ensure that Reston remains a unified and close-knit community, with all new residents being members of either the RA or the RTCA. This membership will have significant benefits to the new residents and will greatly enhance the ability of RA to continue to efficiently pursue its mission.
2. Influence the type, quality, character and extent of new development by ensuring RA (as an entity) has a "place at the table" in future planning, zoning and redevelopment negotiations.
3. Ensure that the unique characteristics, standards and priorities that make Reston "Reston," are contained in the Comprehensive Plan text.

Notwithstanding the favorable revisions that have been made to the draft Comprehensive Plan text over the past eight months, we strongly recommend that six important changes be made prior to adoption of the new Comprehensive Plan text by the Board of Supervisors at its January 28, 2014 meeting.

1. **Page 28.** Revise the last sentence in the *TOD District Intensity* section, to state: "'Bonus' development intensity beyond the 0.5 FAR bonus specified above may be considered where a project substantially furthers an additional multi-modal crossing of the DAAR." The text proposed by staff and Planning Commission will undoubtedly result in a 10% bonus development intensity beyond the "preferred development levels" without even realizing an actual additional crossing of the DAAR!
2. **Page 30.** Revise Commissioner de la Fe's edit, to state: "There are several existing entities and design review bodies in Reston that developers should submit plans to for review and local community input." Reston Association committees and the Reston Planning & Zoning Committee are not limited to just "design review."
3. **Page 53.** Revise DPZ's edit, to state: In some cases, it may be desirable for monetary contributions for open space areas in Reston to be provided in lieu of land contributions, where such can be used to either acquire new or to improve existing, open space in Reston. Without this revision, DPZ's text allows monetary contributions in



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all circumstances, in lieu of the provision of new or improved open space. An option for "in lieu" monetary contributions should be considered only where other new or improved existing open space is made possible by the monetary contribution.

4. **Pages 27 and 28.** RA agrees with the Reston Citizens Association (RCA) that the 0.5 Floor Area Ratio (FAR) Transit Oriented Development (TOD) District bonus development intensity is too easy to obtain, and allows too much additional building floor area because it is applicable throughout the TOD areas. Satisfying a minimum of three rather than two "additional development objectives" should be the threshold required for the full FAR bonus intensity. Objectives numbered two and four are simply too easy to meet. Bonus development should be allowed only within one-quarter of a mile of a Metro station platform, and not one-half mile away! Unless the text on pages 26-27 is changed, the Preferred Development Scenario will surely be exceeded, thereby assuring that a balance between land use and the public infrastructure needed to support it will never be achieved!
5. **Pages 54, 59 and 60.** RA agrees with RCA that it is essential that local Reston traffic moving through the Transit Station Areas (TSAs) not be unduly impeded so that community-wide connectivity is maintained. The people of Reston must have reasonable cross-community driving, biking and walking conditions, especially during peak periods, both within and outside of the Phase One area. The level of service at the six gateway intersections is crucial to the overall Reston road network level of service and none of these should be allowed to be less than level of service "E." The **text on page 34** (pedestrian crossings) should also state: "At major roadway intersections closest to Metro rail stations, grade separated pedestrian crossings offer the safest and most congestion-reducing way to accommodate the larger number of pedestrians and bicyclists anticipated to access Metro rail." The need for this additional sentence is highlighted by the County's response to Virginia Department of Transportation (VDOT) comments, admitting that the intersection signal timing used in the traffic analysis does not allow for sufficient pedestrian crossing time. This important issue should be a part of the "detailed analysis" of the road network, recommended by the Planning Commission.
6. **Pages 115, 88 and 98.** The edited text proposed by the Fairfax County Park Authority (FCPA) is misleading and appears to be contradictory to the guidance on page 77 (i.e., twelve ballfields are needed to accommodate the new residents, and that at least three of these should be provided within the corridor). The FCPA text can be construed as requiring land or monetary contributions sufficient to achieve only one new full service athletic field within each Transit Station Areas, rather than twelve (wherever they are located) to serve the new development. As a result, Reston is "short-changed" nine athletic fields. The Plan requirement should result in twelve new additional athletic fields in Reston, rather than only three.

On behalf of RA, I want to thank you, in advance, for taking into consideration our recommendations and amendments to the January 9, 2014 version of the draft Reston Transit Station Areas Comprehensive Plan Text. Please do not hesitate to call me at (703-203-2727) or e-mail me at BODKneeven@reston.org, if you have questions, comments or if you would like to discuss this matter with me further.

On Behalf of the Board of Directors of Reston Association,



Ken Knueven  
President

cc: Fairfax County Board of Supervisors  
The Hon. Frank A. de le Fe, Vice Chair, Fairfax County Planning Commission  
Fred Selden, Director of the Department of Planning & Zoning, Fairfax County  
Ms. Patty Nicoson, Chair, Reston Master Plan Special Study Task Force  
Reston Association Board of Directors



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