

A vertical strip on the left side of the slide shows a topographic map of Reston, Virginia, with contour lines and a yellow road. The rest of the slide has a dark blue background with light blue wavy lines.

*Suggested Reston Master Plan
Special Study
Proposed Way Forward*

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A vertical strip on the left side of the slide shows a topographic map of a coastline, with contour lines and a yellow line indicating a path or boundary.

Suggested Reston Master Plan Special Study *Proposed Way Forward*

- RMP Special Study Task Force Chair (Patty Nicoson) Suggested the Formation of a *Process Committee* to Assess “Ways We Might Proceed to Accomplish Our Work in a Timely Manner”.
- Others have posed: “Where do we go from here?”
- The Following is a Way Forward That Attempts to Refocus Efforts on:
 - Key Drivers and Critical Goals
 - Creating a Win – Win Process for All Stakeholders
 - Identifying a Path to Achievement



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Key Drivers Suggested for Considered in Assessing Required Future Growth and Development. Development and Growth That Will:

- Result in Increased Ridership Within the Corridor That is Required to Help Offset Daily Operational Costs of Metrorail
- Generate Sufficient Revenues for the 2nd Special Tax District (WARD) to Build the Transit Stations and Fund Infrastructure at Reston Parkway, Herndon Monroe, and Rt. 606
- Generate Required Tax Revenues to Achieve FFC Long-Term Financial Objectives
- Support Projected Employment Needs Within the Corridor
- Provide Incentives for Development/Redevelopment at Areas Identified as Opportunities for Future Growth
- Achieve the Above in Ways That Do Not Negatively Impact the Character of Reston and That Continue to Make Reston an Outstanding Place to Live Work and Play.



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Observations and Impediments

- Consensus Seems to be That Community Focused Members of the Task Force Will Support Development If Concomitant Infrastructure is Provided
- Infrastructure Identified Within the RMAG Study; Traffic Analyses for Lake Anne/ Fairway Apartments/Reston Heights, Herndon/Monroe TSA, etc. Has Not Been Overlaid on Development Grids, RMP Maps.
- What Will be Funded by Whom and Where Has Not Been Allocated So That Developers Can Project Incentive Densities (FARs/du per Acre) Necessary to Meet Combined Development and and Infrastructure Costs.
- Infrastructure Pertinent to Some Development Opportunity Areas Such as Herndon Monroe Has Not Been Developed. Good Start Last Meeting
- At FFC Owned Sites (Wiehle/Herndon Monroe) Fairfax County Have not Identified Development Objectives.



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Way Forward to Meet Goals - Overcome Impediments

1. Overlay RMAG Infrastructure and Other Transportation Requirement Analyses Recommendations on Development Grids
2. Develop Infrastructure Projections at Development Opportunities Where None Exist and Overlay Those.
3. Project What Will be Required to be Funded and by Whom, Where and– If Possible– How.
4. Assess Densities-- Measured by FARs/du Per– Developers, Property Owners, FFC, and 2nd Tax District Require to Meet Stakeholder Goals/Requirements
5. Assess Where Development Opportunities Exist to Marry Requirements Against Opportunities.
6. Plot and Depict Decisions; Involve Community in Understanding Projections.
7. Assess Cost/Benefit Tradeoffs– if Necessary
8. Obtain Community Buy-In
9. Interject Infrastructure and Development Decisions Within Comprehensive Plan.
10. Overlay Schedule To Achieve Above to Meet RMP Special Study Requirements