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# Update on Steering Sub-committee Discussions

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Reston Master Plan Special Study  
Task Force Meeting  
April 26, 2011

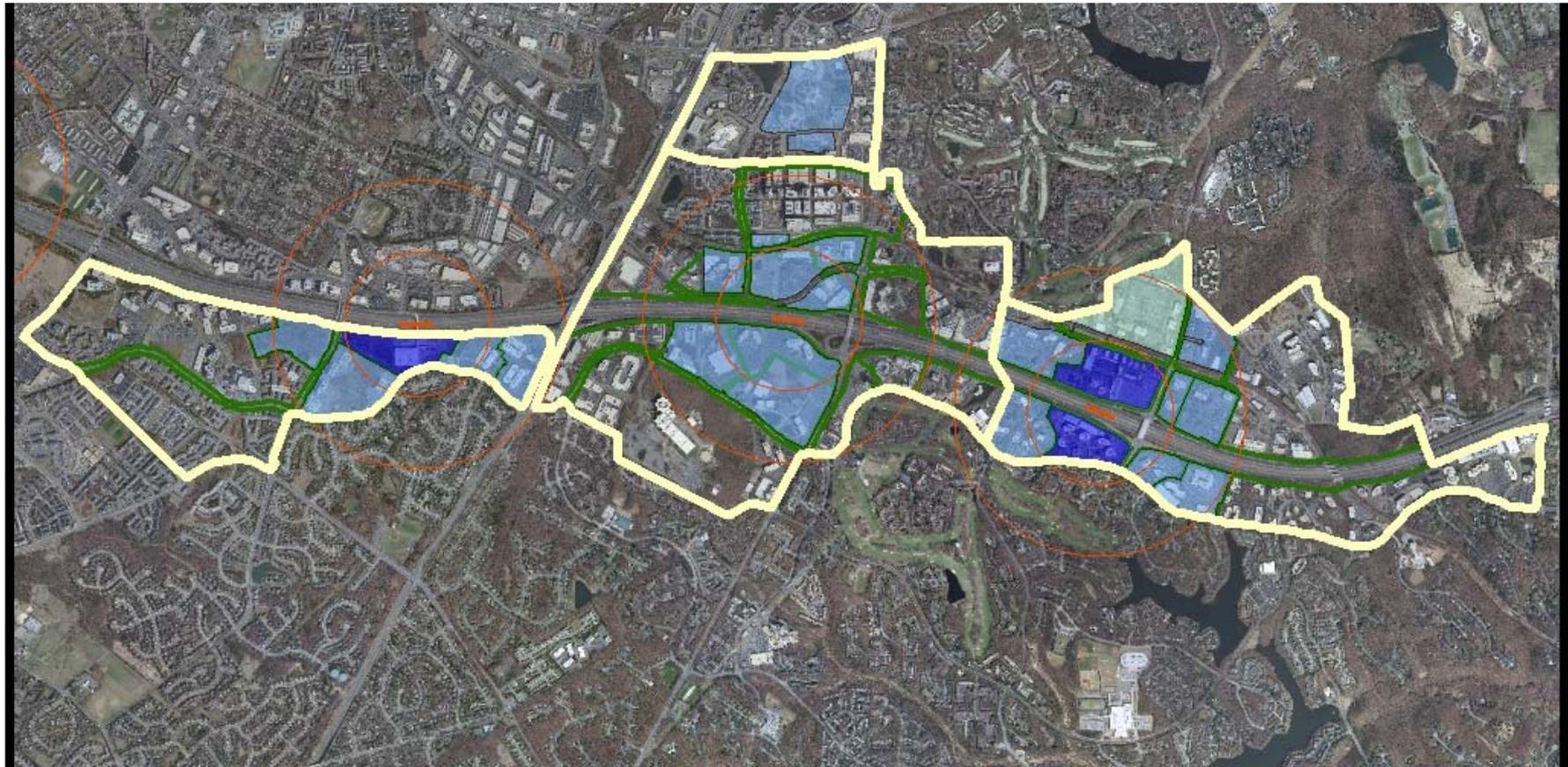


# Tonight's Meeting



- *Brief Review of Sub-committee recommendations*
- *Summary of key transit area planning objectives*
- *Staff proposed Plan framework*

# Committees' Plan Recommendations Percent Commercial



## Reston Master Plan Special Study

Map prepared by  
Dept. of Planning & Zoning  
April 2011



0 3,750 7,500  
Feet

### Legend

Reston-Herndon  
Suburban Center Sub-units

General Location of  
Transit Station Platforms

Circles denote 1/4 and 1/2 mile distances  
from center of station platform

### Percent Commercial Use

1 - 30  
 31 - 55  
 56 - 100

# Percent Commercial Reston East



# Steering Sub-Committee Discussion

## Mix of Uses



- *Review of Reston East Recommendations*
  - Establish development standards applicable to all areas, for example -
    - Transportation Demand Management
    - Improve connectivity, including links to existing facilities (W&OD, RA trails)
    - Well-integrated, publically-accessible open space
    - Workforce and affordable housing commitments
  - Additional land bay specific recommendations

# Steering Sub-Committee Discussion

## Mix of Uses



- *Review of Reston East Recommendations*
  - Mix of uses approx. **44% office - 55% residential**
  - Other uses (retail, hotel, institutional) not included in mix recommendation
  - Provide for some flexibility to **allow additional residential use** above the recommended FAR
  - Retain current Plan guidance for areas outside TOD area

# Percent Commercial

## Reston TC Metro North & South



# Steering Sub-Committee Discussion

## Mix of Uses



- *Review of Reston Town Center Recommendations*
  - *Town Center Metro North & South*

Any increase in FAR needs to provide:

    - Mix of uses that is at least 50% residential (1:1 residential to office)
    - Improved connectivity (grid)
    - Robust and diverse open space (community green)
    - Excellent design/architecture

# Steering Sub-Committee Discussion

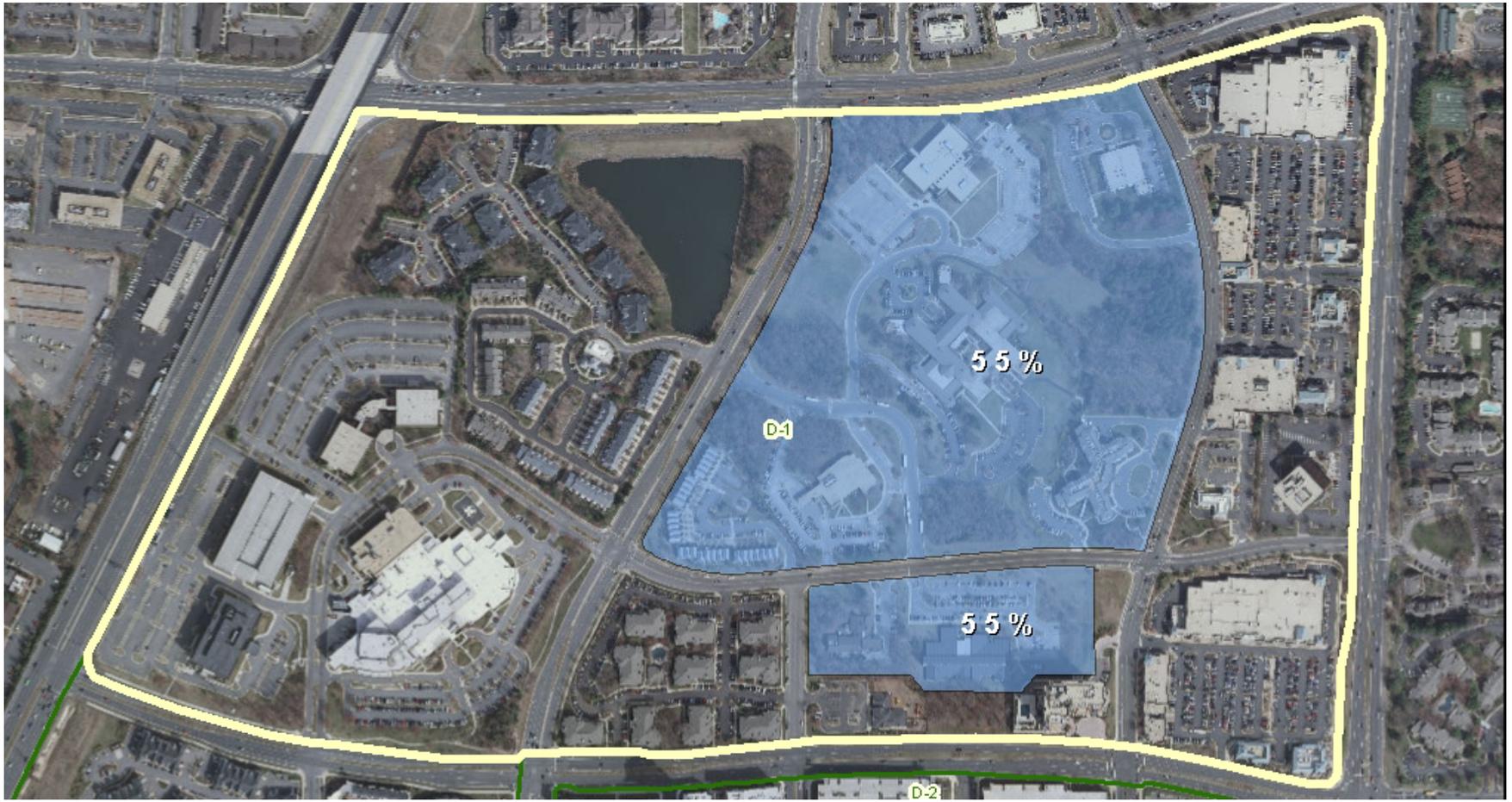
## Mix of Uses



- *Review of Reston Town Center Recommendations*
  - *Town Center Metro North & South*
    - No restrictions on residential development greater to 1:1 ratio
    - Retail and hotel square footage would be separate from 1:1 ratio

# Percent Commercial

## Reston Town Center Metro North



# Steering Sub-Committee Discussion

## Mix of Uses



- *Review of Reston Town Center Recommendations*
  - *Town Center North*
    - (North County Government Center & INOVA facilities)*
    - Different approach to achieve better residential/non-residential mix
    - Set minimum threshold of 1,000 residential units

# Percent Commercial Reston West/Herndon



# Steering Sub-Committee Discussion

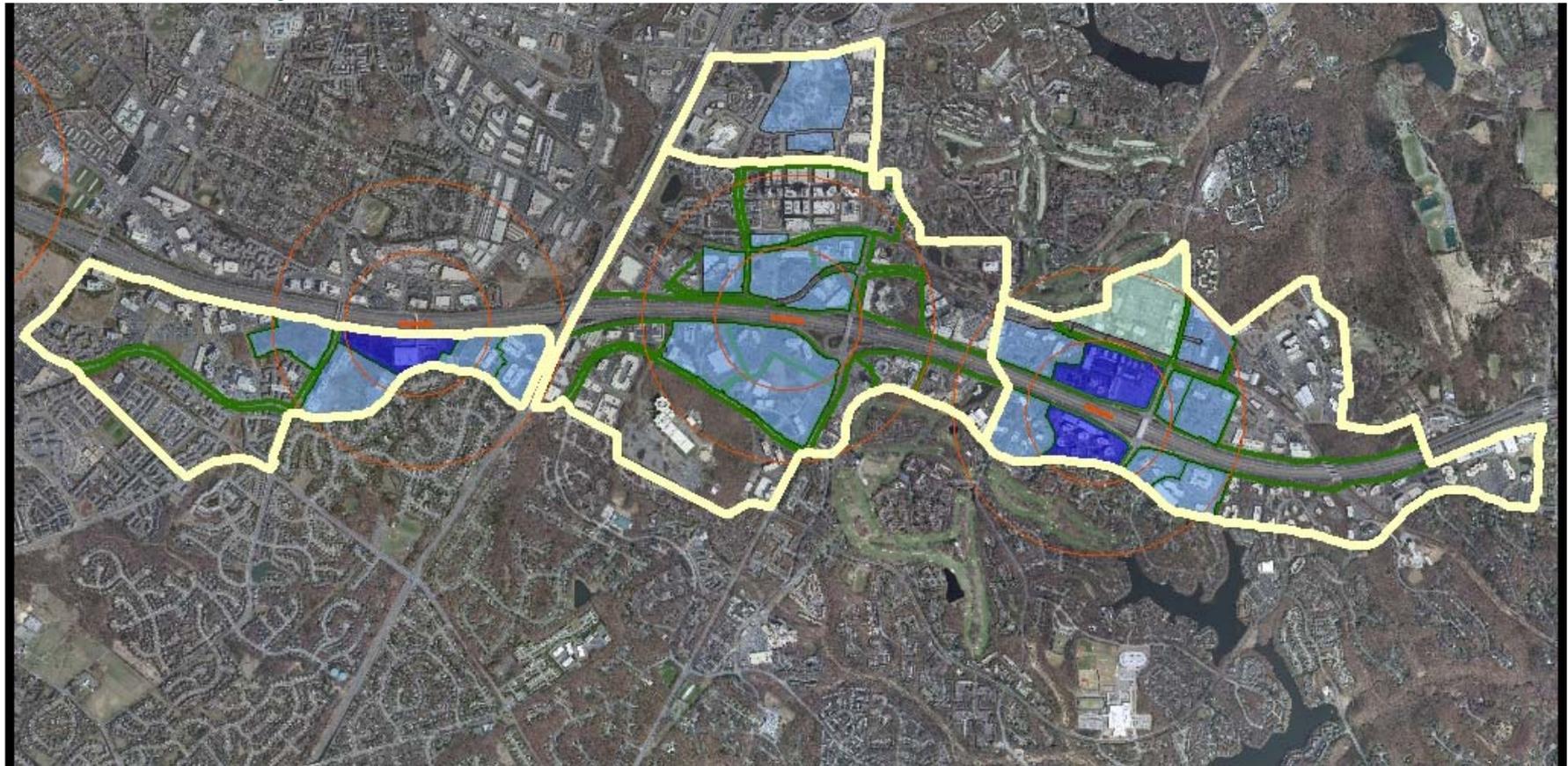
## Mix of Uses



- *Review of Reston West/Herndon Recommendations*
  - Sub-unit **C-2** highest proportion of office use within station area
  - Majority of “additive” (new) floor area ratio should be **residential and retail/amenity** options
  - Focus retail development on **providing services and amenities** to existing & future residents within general station area

# Committees' Plan Alternatives

## Intensity



### Reston Master Plan Special Study

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Dept. of Planning & Zoning  
April 2011



0 3,750 7,500  
Feet

#### Legend

C-2 Reston-Herndon Suburban Center Sub-units

General Location of Transit Station Platforms

Circles denote 1/4 and 1/2 mile distances from center of station platform

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# Steering Sub-Committee Discussion

## Intensity



### ■ *Areawide Guidance*

- Reston's most intense development will be within the corridor.
- Within the corridor, the most intense development will be focused within ½ mile of station and should be transit-oriented
- Intensities should be highest in Town Center area, lower in Reston East/Wiehle Avenue area and lowest in Reston West/Herndon area.

# Staff Summary of Key Planning Objectives



- Plan land uses to make transit work
- Significant increase amount of residential close to transit
- Provide different levels of incentive for varying levels of redevelopment to recognize on-the-ground circumstances

# Staff Summary of Key Planning Objectives



- Achieve high-quality access to station platforms
- Integrate publically-accessible high quality open space throughout station areas

# Staff Summary of Key Planning Objectives



- Provide locations for cultural and civic uses
- Preserve Dulles Corridor function as employment center
- Create opportunities to improve the transportation network

# Staff Response - “What We’ve Heard”



- Sub-committees looking for degree of **flexibility in Plan guidance**
    - Flexibility in how to realize TOD at each station
    - How to address significant redevelopment (replace existing buildings) vs. more modest redevelopment (replace existing parking lots or structures)
-

# Staff Response - “What We’ve Heard”



- Sub-committees took **different approaches** re: criteria for TOD-associated FARs
  - Town Center: 4 pre-requisites
  - Wiehle: Standard Development Requirements and Land-Bay specific Requirements

# Staff Response - Proposed Plan Framework



## ■ *Framework Goals*

- Provide some **flexibility** while acknowledging unknowns re: location and timing of TOD development
  - Set **performance measures** to meet planning objectives for specific geography
    - General TOD objectives
    - Geography-specific objectives (sub-unit)
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# Proposed Plan Framework

## Approach



- Be clear in Plan about what ***type of place we want*** each transit station to be
  - Establish a more general plan with a Vision for each transit area
  - Use Character statements as basis of transit area Vision

# Proposed Plan Framework Approach



- *Encourage change in form*
  - Provide **FAR ranges** for TOD development
  - Ranges informed by Sub-committee recommendations
  - Set FAR minimums to encourage desired shift toward more urban character/form
  - Mix recommendations informed by Sub-committee recommendations
    - Responsive to differing circumstances at each station area

# Proposed Plan Framework Approach



- ***Establish Initial Development Level based on 120% of GMU 2030 Intermediate forecast***
  - Based on expectation that full build-out of 120% would not be achieved by 2030
  - Could consider opportunities to go beyond Initial Development Level on case-by-case basis as approaching 2030
    - Proposals to go beyond Initial Development Level would need to identify how impacts can be mitigated

# Proposed Plan Framework Approach



- *Proposed rezonings would require concurrent Plan amendment*
  - Plan amendment would look at current context of development
  - Staff still evaluating what geography for Plan amendments should be
    - Sub-unit level vs. parcel level

# Proposed Plan Framework

## Benefits



- Allows assessment of mix of uses and balance of uses over time
  - Allows incremental look at public facilities to ensure needs can be met
  - Encourages periodic review and adjustment to reflect actual development experience
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# Steering Sub-committee

## Next Steps



- *Provide further feedback on Staff proposed Plan Framework*
- *Discuss following elements*
  - Transportation/Connectivity
  - Open Space/Park System
  - Urban Design