

**FAIRFAX COUNTY
DEPARTMENT OF PLANNING AND ZONING
PLANNING DIVISION**

**Staff Recommendation regarding the
Review of the Reston Master Plan and
related sections of the Fairfax County Comprehensive Plan
October 28, 2008**

Background:

In March 2007, the Board of Supervisors approved a Zoning Ordinance Amendment (ZOA) to the Planned Residential Community (PRC) district. As a part of the approval of the ZOA, Supervisor Cathy Hudgins, Hunter Mill District, directed Department of Planning and Zoning (DPZ) staff as follows:

- Report with a proposal to review the PRC and the comprehensive plan areas as needed.
- Develop a review process for criteria and structure of a citizen planning and zoning committee to be included as part of the Hunter Mill District Supervisor's and the Planning Commission's citizen referral on all PRC plans.

Staff began consideration of this directive by undertaking an initial review of the comments received during the public meetings related to the ZOA to see what types of issues related to the Reston Master Plan and Fairfax County Comprehensive Plan were raised. After this review, two things became apparent. The first was that any proposal to "review the PRC and the comprehensive plan areas" needs to begin with an evaluation of the Reston Master Plan, which has been the primary guiding document for development in Reston since its inception, and with the relevant sections of the Fairfax County Comprehensive Plan. A review of the PRC district regulations should be a second step in the process because the zoning district regulations are one of the tools available to implement the principles, goals and objectives articulated in the planning documents.

Second, it was clear that conducting additional outreach to the Reston community to hear from a cross-section of residents, employees and employers would assist the Planning Division staff in making an appropriate recommendation about what issues should be addressed in a review of planning documents for Reston. In addition, staff concluded that valuable information about what type of process should be used would also be gained from this additional outreach.

From July through early October, 2008, DPZ staff met with nine focus groups that included participants from the following community groups:

- Alliance of Reston Clusters and Homeowners (ARCH)
- Greater Reston Chamber of Commerce
- Reston Association (RA) Board
- RA Design Review Board
- RA Transportation Advisory Committee
- Reston Citizen Association (RCA)
- Reston Community Center (RCC)
- Reston Planning and Zoning Committee
- Working Alliance of Town Center Homeowners (WATCH)

In addition, staff received input from other interested residents who attended one or more focus groups. Appendix 1 (attached) contains a summary of the range of comments, issues and concerns that staff heard in this outreach process. A document with a full compilation of all the comments staff heard during the focus group process can be found on the Department of Planning and Zoning website at:

<http://www.fairfaxcounty.gov/dpz/projects/reston.htm>

Issues:

In the focus groups, staff heard comments on a wide range of issues. Staff concluded that most concerns could be aggregated into three broad areas to be addressed in a planning process for Reston. These include the following:

- *Transportation* – Virtually all focus group participants had comments on traffic in Reston. Many are concerned that there does not appear to be a connection between planning for additional development and planning for additional transportation capacity.
 - Some residents support adding roadway capacity to accommodate the increase in the number of cars traveling to and through Reston.
 - Others do not believe that additional roads or road capacity will improve mobility in Reston but that additional transit options and more transit capacity are needed.
 - Both groups agree that there need to be more north-south connections across the Dulles Toll Road.
 - Finally, there were numerous questions and concerns regarding the impact of the planned arrival of Metro in the Dulles Corridor on Reston, with a particular concern associated with the Wiehle Avenue station serving as the temporary terminus of Phase I of the Metro-rail extension to Dulles Airport.
- *Remain faithful to original Reston principles* – Many participants shared that they were drawn to live in Reston because of their desire to be able to “live, work and play” over a lifetime in the same community. They also highly value the way that nature and open spaces are integrated into the community. There is a strong concern that future development in Reston should continue to meet these, as well as other goals that guided Reston’s original development, including:

- Ensure a range of housing options that meet needs at various stages of life and various incomes.
- Focus on environmental preservation.
- *More “comprehensive” planning* – A number of focus group participants expressed concern that, at this time, planning for and the review of new development is occurring in a “piece-meal” or fragmented way and that a more holistic approach is appropriate for considering future development. Specific suggestions included:
 - Re-evaluate the likely future growth areas, i.e. the Town Center (particularly property owned by Fairfax County and INOVA at the north end of the Town Center) and the areas along the Dulles Airport Access and Toll Road, in a coordinated and comprehensive manner.
 - Prepare an approach to ensure appropriate redevelopment of residential areas, perhaps based on the preparation of redevelopment criteria.

Some of the specific ideas staff heard for how to address these broad areas of concern included the following:

- Planning documents for Reston should articulate planning principles for future development in Reston. The principles should be based on and consistent with the 7 Principles set forth by Robert Simon in 1962 which served as the basis of the original Reston Master Plan.
- Achieve a better connection between future development and future transportation improvements to ensure that an appropriate transportation network is in place to accommodate additional development and identify how needed improvements may be funded.
- Identify additional opportunities for north-south connections across the Dulles Airport Access and Toll Road.
- Ensure the preservation of stable residential neighborhoods but develop a mechanism to allow redevelopment when appropriate, perhaps through the creation of redevelopment criteria.
- Develop a set of planning goals and objectives for the whole Town Center that would encourage future development in the Town Center to be more integrated with existing development as an extension of and compatible with the Urban Core of the Town Center.
- Develop criteria for future redevelopment in the Village Centers, perhaps after waiting for a period of time to assess the success of the replanning effort for the Lake Anne Village Center.

Staff also heard comments regarding some issues that cannot effectively be addressed in this land use planning exercise. These issues varied widely – several issues that staff heard articulated multiple times are included below, together with staff’s response as to why we do not believe these issues can or should be an element of this review process.

- It was suggested that there be a moratorium on development in Reston while this planning process proceeds.
 - The Code of the State of Virginia requires that local jurisdictions act on development applications (e.g. rezonings, special exceptions, etc.) within specific timeframes. There is not a mechanism for jurisdictions to defer decisions on these proposals while a planning exercise is completed.
- The desirability of implementing new funding mechanisms to achieve goals and objectives that may result from this planning exercise was expressed.
 - County staff is working to identify a “toolbox” of financing mechanisms that could be available to use to achieve specific goals in targeted areas of the County. This work can inform the Reston planning exercise but staff does not envision incorporating time in the land use planning process itself to develop information about funding mechanisms that could be used in Reston.
- Reston residents have concerns regarding the extension of Metro, including the phasing of the extension and the location of needed infrastructure.
 - Decisions related to Metro have largely been well-established for an extended period of time. This land use exercise can consider issues related to possible future development in the vicinity of the planned Metro stations but not issues related to the extension itself.
- The need for a cemetery in Reston.
 - The decision about whether or not to create a cemetery in Reston will be a private real estate market decision.

Recommendation:

Planning Process

In light of the comments received from the community, staff believes that the process as outlined below best achieves the objectives stated by the community. By conducting the process in sequential segments, larger planning objectives can be established first and then applied to specific areas within Reston, such as the Town Center and the Village Centers.

1. Staff recommends a two-stage process to meet the Board’s directive to “review the PRC and the comprehensive plan areas as needed.”
 - a. The first stage should be a review of the Reston Master Plan and Fairfax County Comprehensive Plan and the development of an appropriate amendment(s) as needed.
 - b. The second stage should be a review of the Planned Residential Community (PRC) zoning district to assess what changes, if any, are needed to support and achieve the proposed changes to the Comprehensive Plan.
2. Staff recommends that the Plan review stage have 4 segments.
 - a. The first segment should include two parallel efforts –
 - i. Development of existing conditions data including:

1. a transportation study to determine what additional transportation capacity may exist given currently planned transportation improvements and how that additional capacity potential relates to the current level of planned future development.
 2. a land use study to determine existing conditions including current levels of development, development potential under current zoning, and development potential under current plan recommendations.
- ii. A multi-session “Reston Land Use College” orientation to provide a comprehensive overview of the concepts, terminology, and type of issues to be considered in this planning effort.
 1. This orientation should be required for all individuals who are interested in participating in possible task force(s), steering committee(s) or other citizen panels associated with the planning process.
 2. One or more of the initial orientation sessions may be open to any interested residents who would like to expand their understanding of the land use planning in Fairfax County generally and more specifically in Reston.
- b. The second segment should develop:
 - i. the general planning principles and objectives for future development in Reston (based on Bob Simon’s original principles and expanded upon as appropriate), and
 - ii. identify how best to plan for future redevelopment of residential areas if needed while preserving stable residential neighborhoods.
 - c. The third segment should develop:
 - i. planning goals and objectives for the Town Center, and
 - ii. Planning goals and objectives for the Reston areas along the Dulles Corridor.
 - d. The fourth segment should consider redevelopment recommendations for the Village Centers.

Timing of Plan Review Segments

It is anticipated that work on the Land Use Existing Conditions assessment can begin after the work of the Hunter Mill District Area Plan Review Task Force concludes in early 2009 (anticipated to be February 2009). Staff in the County’s Department of Transportation is evaluating the resources available to conduct the recommended transportation study.

The “Reston Land Use College” orientation is anticipated to be 8-10 weeks in length and could be initiated shortly after the Existing Conditions assessment begins. There will be data compiled in the Existing Conditions process that will be useful to have in the orientation process.

The process of developing general planning principles could begin at the conclusion of the “Reston Land Use College” orientation and be a transitional activity as the Existing Conditions assessment is concluded.

The timing of the subsequent segments of the re-evaluation process would be dependent of the time needed to conclude the development of the general planning principles.

Discussion of Public Participation Element(s)

Staff heard at multiple focus groups that this review process should be as broad-based in the community and inclusive as possible. To encourage this type of participation, staff is recommending that the first public outreach element be a “Reston Land Use College.” This orientation would provide a basic understand of multiple aspects of the relatively complicated planning and development process in Reston to bring more residents the information they will need to be informed participants in the Reston planning discussion.

In addition, for any planning process being considered, DPZ staff now recommends that a public participation plan be developed to best meet the objectives for the specific process contemplated. A citizen task force may be one part of a public participation plan but as a task force can be exclusionary, it should be considered as one element of a larger plan. Staff recommends that Supervisor Hudgins and staff initiate a discussion regarding a public participation plan in the period prior to the start of the Existing Conditions assessment.

Reston Master Plan Special Study Webpage:

Information regarding the Reston Master Plan Special Study, including copies of handouts from the October 28, 2008 community meeting and a Community Input Questionnaire that can be used by residents who did not participate in the focus group process, can be found at <http://www.fairfaxcounty.gov/dpz/projects/reston.htm> .

APPENDIX 1
Staff Recommendation re: Reston Master Plan Review Process
Summary of Comments from Focus Groups
July –October 2008

What Participants Enjoy about Living and Working in Reston

Community:

- Reston's Original Master Plan and Guiding Principles
- Sense of community
- Diversity of people (both in terms of income and ethnicity)
- Continuity and variety of neighbors – some have been here since the 1970s who have grandchildren, other newer families have young children, and some are single or are in partnerships
- Range of churches in Reston
- Number of civic organizations and degree of civic involvement by Reston residents
- Reston is open to new ideas
- Citizen involvement
- People in Reston come together to solve their problems
- Great place to raise a family.
- Reston is not a location, but a community
- Reston is not a suburb, but a place ... a state of mind
- Reston is a safe place ... its feels safe.
- Reston is a place where one can raise a family and retire (stay in one area)
- Reston is full of smart people and has been listed as one of top places to retire in the country.
- Living in a place where an effort was made from the start to create something as an integrated whole in contrast to the typical disconnected housing developments, employments centers, and shopping malls that spring up piecemeal.
- Reston is vibrant. It is a great place to live, work and play.
- The urban design of the Town Center offers an alternative to the suburban model

Natural Surroundings:

- Development that respects nature and the natural surrounding
- Clustering concept to protect open space
- Natural beauty and the calm, serene feeling one gets in Reston
- Trees, green space, and autumn foliage
- Quiet, wooded neighborhoods (many with lakes)
- Number and variety of walking trails (walking around the lakes)
- Setting of Reston – green space in harmony with its natural environment

Amenities:

- Pools, tennis courts, and other recreational facilities
- Farmers market at Lake Anne
- Reston Town Center – active during the day and evening
- Public amenities – the government center, hospital, library, parks, and so forth
- Arts and culture of Reston

- Yearly art show at the Town Center and the summer concerts
- Accessibility to a variety of retail, entertainment, and recreation options
- High rise condo and apartment units in the Town Center Core have upgraded the amenities and entertainment options in Reston.

Convenience:

- Ease of getting from one point in Reston to another
- Variety of choices in terms of housing options
- Number of choices close by in terms of shopping, parks, recreation and entertainment
- Easy and quick access to Dulles Airport and the tech business corridor
- Access to the W&OD Bicycle and Pedestrian Path
- Reston is self-contained - accessibility to a variety of retail, entertainment, and recreation options within Reston itself
- The numerous opportunities in Reston as a retiree
- Business opportunities are strong.
- Employers are seeking to locate in Reston, especially in the Town Center. For the most part, the Town Center is completely leased with some of the highest leasing rates in the County.
- During non-rush hours, one can get to almost anywhere to and from the major employment centers in Virginia, Maryland, and DC in 20-30 minutes.
- Close proximity to Dulles Airport is a major plus. The coming of Metrorail will make Reston an even more attractive place to live and work.

What Participants Don't Enjoy About Living in Reston

Traffic/Transportation Concerns:

- Traffic congestion and safety
- Inefficient road network and marginal alternatives
- Roundabout bike paths rather than direct, dedicated bike lanes along major roads
- Ineffective transit system as a convenient and reliable alternative to the automobile
- Too few roadways over the Dulles Toll Road putting stress on Wiehle Avenue and Reston Parkway
- Poor walkability and bicycle access across the Dulles Toll Road
- Safety on pedestrian and bike trails is a concern.
- There are places in Reston where it is somewhat difficult to bike or walk to work.
- Lack of lighting on most streets and in many neighborhoods, along with pathways and trails limiting nighttime use
- Safe, walkable areas and sidewalks are lacking in and near the Town Center, especially along Reston Parkway, New Dominion Parkway, and Fountain Drive. The roads are very wide. Traffic is traveling very fast. It is often difficult to cross the roads and walk to places like the Hospital and the Town Center Core.
- The width of streets and traffic congestion issues are impacting the Town Center.
- Somewhat difficult to bike or walk to work in certain areas

Need for Additional Amenities:

- Limited shopping choices (for example, only one hardware store in Reston)
- Lack of a funeral home or a cemetery

- Lack of a County Recreation Center in this area
- Lack off incidental shopping and services within a 5-10 minute walk
- Lack of places to place recycled items

Need for Additional Housing Choices:

- Aging housing stock and infrastructure
- Lack of affordable housing and workforce housing
- Many people who make up the support workforce (teachers, nurses, childcare workers, restaurant workers, police and fire personnel, etc.) cannot afford to live in Reston.
- Many senior citizens who would like to retire in a place like the Town Center often are priced out of the market and must move out of the area.
- Too many affordable dwelling units (workforce housing) located in one area and not spread equally throughout Reston

Planning/Urban Design Concerns:

- Need an up-to-date master plan that should provide a guiding vision statement for Reston for the next 40 years
- Outdated village centers built on the “Strip Shopping Center” concept
- Sterile and impersonal office complexes in many areas of Reston that are out-of-date
- Lack of a master developer (this makes it difficult to achieve a consensus around the needed changes in density that needs to occur.)
- Lack of specific design guidelines for future development and the link to infrastructure improvements that future development will require
- Lack of an up-to-date, comprehensive plan to build on the original 1962 plan and keep Reston as a “world-class” community in the years ahead
- The covenants within the Reston Center for Industry and Government (RCIG - business corridor along the Dulles Toll Road) limit the kind of transit-oriented, mixed-use development that Reston needs in the future.
- There are parts of Reston that are showing its age and need to be redeveloped.

Concerns about Preserving Sense of Community:

- There are currently multiple Restons, not one: the Town Center, the Toll Road Business corridor, the PRC residential areas (both north and south).
- Poor connectivity between north and south Reston. The Toll Road acts as the “Berlin Wall” separating Reston into two communities.
- Often difficult for residents of the Town Center to feel a sense of community.
- Some of Reston’s schools are not as good as schools in other parts of the County.

The following are the major topic areas of additional more detailed comments that staff heard during the focus groups and a few sample comments under each topic area. A full compilation of the more detailed comments can be found on the Reston Master Plan Special Study webpage at <http://www.fairfaxcounty.gov/dpz/projects/reston.htm>

Transportation & Infrastructure Planning

- **Concerns that Infrastructure is Not Keeping Pace with Development**
 - The current planning process is done in a piecemeal fashion with no real foresight into how a development project fits together into an integrated, comprehensive plan. As a result, infrastructure is not keeping pace with development.
 - Effective planning for the future needs to take careful account of the infrastructure enhancements (particularly roads and public transit) that will be needed to coincide with future density increases.

- **Traffic Congestion**
 - For many residents, transportation and traffic congestion are the most important issues facing Reston as it looks to the future.
 - Traffic on Reston Parkway is a congestion “hot spot” not only during the morning and evening rush hours, but even in the middle of the day. Traffic backs up at Sunrise Valley all the way past the Town Center to Baron Cameron Avenue. There is great concern over what will happen once Metro arrives.

- **The Coming of Metro**
 - The coming of Metro will have a major impact on Reston. Transportation planning is one of the most critical components to the quality of life in Reston. The residents of Reston need to have a strong voice in type of development and the phasing that will be allowed with Metro. Traffic is already getting worse and surrounding neighborhoods are threatened because current infrastructure improvements are not keeping pace with development.
 - The RMAG (Reston Metro Access Group) report should to be used in this planning process. RMAG recommendations should be included in the revision of the Master Plan wherever possible.

Future Growth in Reston

- **Density**
 - There is concern that the level of density that could occur in Reston under existing plans could lead to a deterioration of the quality of life in Reston. Saying that things will continue to get worse is not acceptable.
 - The employee / residential ratio should be brought closer to 1:1.
 - There is a difference between “urban” density and “suburban” density in terms of traffic congestion and livability issues. Reston could handle a great deal of density if it were designed properly and placed in the correct location.

- **Growth**
 - Great concern over the quality of life in Reston with the density figures that have been proposed under the current Comprehensive Plan. The argument was made to limit growth.
 - Not all residents are not opposed to growth. Growth will occur and cannot be stopped. However, growth must be managed and planned properly in light of current transportation and infrastructure requirements. There are many places in Reston where growth can occur that fits the unique character of Reston (i.e. the Town Center, transit stations, village centers, etc). Questions were asked, “How can we redevelop the Village Centers into true Village Centers rather than the current strip shopping centers? What is the County’s long range plans with the land it owns within the Town Center and how will that be integrated into the comprehensive plan for Reston?”

Greater Pedestrian, Bicycle and Transit Emphasis

- Additional lanes along Reston Parkway should not be added except for dedicated bus lanes. The idea is to do everything possible to discourage the use of the automobile and promote public transportation, bicycle, and pedestrian alternatives. Reston’s problems cannot be solved by adding more lanes. More lanes only lead to more traffic.
- There should be no new arterial streets or roads in Reston. It will only make traffic congestion worse.
- There is a need to get the jobs to residences ratio from the current 2:1 closer to 1:1. This will increase density, but people who live in mixed-use residential areas behave differently from those in traditional suburban neighborhoods. They do not use their cars as much. They use public transportation and walk more. Many people who live near the Metro stations in Arlington do not even own a car.

Planning Process

- **Original Vision of Bob Simon**
 - Any plans for the future of Reston should be faithful to the original goals of Robert Simon. His concept of Reston as a place where residents can “live, work, and play” remains as powerful and appealing now as it was 40 years ago. That sense of balance, along with the strong emphasis on preserving our quality of life, is one of the main reasons why so many have chosen Reston as their home.
 - In light of the fact that there is no longer a master developer for Reston, the citizens of Reston should have more control over the kind and placement of new development through the Planning and Zoning Committee and Design and Review Board. There should be a new framework of review between Reston citizens and the County’s planning staff before projects are forwarded to the Planning Commission and the Board of Supervisors.
- **Long-range Vision for Reston**
 - Reston residents are tired of County staff telling us what the County cannot do. They want solutions. They want the planning staff to think creatively outside the box. They want visionary planning. Reston was initially planned by going against conventional wisdom of its day. That same attitude is needed today. Reston residents want a unique plan for Reston that fits Reston’s unique status in the County.

Reston can continue to be a laboratory for innovative ideas as plans are made for the future.

- In order to send the right market signals to the development community, bold planning needs to occur. The current incremental planning process does not send the right signals to create a “world-class” community that Reston has sought to create. The current process leads to disjointed development that does not fit within the larger context of Reston as a whole.
- **Comprehensive Planning Process**
 - It is important to look at the Comprehensive Plan and the Zoning Ordinance at the same time as it relates to the Reston Master Plan (RMP) and the PRC District rather than just considering an update to the Comprehensive Plan by itself. The two documents are related to one another even though they serve different purposes.
 - As the community considers updating the Reston Master Plan (RMP), the process must involve a truly comprehensive and all-inclusive approach. The community needs to look at the Comprehensive Plan, the Zoning Ordinance, transportation infrastructure and community facilities planning at the same time as it relates to the Reston Master Plan, the business corridor along the Dulles Toll Road, the Town Center and the PRC District. Considering changes to the Comprehensive Plan by itself is not enough. All of these components are related to one another and must be considered at the same time to create a new master vision for Reston.
- **Greater Citizen Involvement in the Planning Process**
 - Citizens of Reston, especially the Reston Association (RA), need a greater voice in deciding when and where development will occur in Reston.
 - Reston is a community and it is important that the entire Reston community have the opportunity to work closely with the County as the planning process goes forward. Every citizen of Reston is a “stakeholder” and has a vested interest in the shape of the community and the facilities available to Reston. The County should come up with innovative ways to involve many more members of the Reston community in this discussion than has been the case previously.

Dulles Corridor – Reston-Herndon Suburban Center

- Reston is a major employment center for the County generating a great deal of tax revenue. Much attention has been given to Tysons Corner as the economic engine driving the Fairfax economy. But there are more jobs in the Reston/Herndon/Dulles Airport corridor than in Tysons Corner.
- It is important not to redevelop the Dulles Business Corridor with mixed-use development parcel by parcel. We need a big picture vision in place before the residential component is added.

Better North / South Connectivity

- Much of the current traffic congestion is a result of only three choices to cross over the Dulles Toll Road: Fairfax County Parkway, Reston Parkway, and Wiehle Avenue.
- Many participants expressed the need for better connectivity over the Toll Road between North and South Reston. It is difficult to create a grid of streets like Bethesda or Silver Spring given the design of Sunset Hills and Sunrise Valley roads. Nevertheless, the new

Reston Master Plan should consider adding several more automobile crossings over the Toll Road along with several new bicycle/pedestrian bridges.

Town Center

- **Town Center Vision - The Planning Process**
 - The Town Center should be viewed as a comprehensive unit rather than a variety of separate projects that are reviewed separately.
 - The County should immediately formulate a specific vision for its portion of the Town Center for the Reston Design and Review Board to review and comment upon.
 - Urban rather than suburban standards should be employed in the Town Center in terms of developing a new library complex, an elementary school, recreation center with an indoor swimming pool, community center, and a police station.

- **Town Center - Core**
 - There is a concern that there are currently two Restons, not one. There is the original Reston with its trails, open space, village centers and clustered neighborhoods. Then there is the Town Center with limited green, open space and few community facilities.
 - It is important to connect the Reston Avenue Metro Station with the Town Center with a better grid of streets pattern, more bicycle lanes, and improved pedestrian walkways.

- **Town Center North – Government Facilities**
 - The community debate surrounding the Spectrum Center illustrates the need for a comprehensive plan for all of the land making up the Town Center. Without such a vision statement, it is difficult to evaluate competence of a development plan.
 - The land from the library to Baron Cameron is primarily owned by INOVA and the County. There is not a “world-class” comprehensive plan for this valuable and strategic land similar to the current Reston Town Center. The County is already several years late in developing this plan and cannot afford to wait any longer.
 - This plan should include a grid of streets and a good connection to the current Town Center Core that has already been developed, along with a good connection to the RCIG and the Metro transit stops.

Redevelopment - Stable Residential Neighborhoods

- The planning process should focus on potential redevelopment of older areas of Reston as well as the disposition of undeveloped areas. As Reston ages, redevelopment decisions must be analyzed and evaluated in step with new development to ensure that we recognize the consequences of all decisions about our future, particularly for stable residential neighborhoods.
- Need to define what is exactly a “stable residential neighborhood.” Some neighborhoods are aging to the point where they need to be redeveloped. Need to identify which ones are “stable” and which ones need to be redeveloped.

Village Centers

- The planning process should focus in how to shift the village centers from their current form (strip shopping centers) to what they were originally meant to be with mixed-use development.

- More residential units at the village centers will be needed in the future. The village centers must be made more pedestrian friendly and remain centers of commercial activity.
- In addition to the planning exercise now underway at Lake Anne, there should be master planning exercises for the other village centers in Reston, the Town Center, and the business corridor along the Toll Road. Each of these smaller exercises will be part of the larger review of the Master Plan for Reston.

Affordable Housing / Workforce Housing

- Higher energy costs, reduced wages in terms of purchasing power, and deteriorating rush hour conditions are creating pressures for shorter commutes. Affordable housing that is a relatively short walk (or public transit ride) to places of work, shopping, and services promises to be attractive to employers and employees alike. Affordable housing will help keep Reston an attractive place to attract business.
- There is concern that the children who grew up in Reston will not be able to afford to live here if they wanted to move back to the area after college. This is not in keeping with Robert Simon's original vision statement that he outlined in 1962.
- It is important to create housing options for Reston's support workforce (teachers, nurses, childcare workers, restaurant and retail workers, police and fire personnel, etc.).

Public Facilities Planning – Financing Options

- It is important to move beyond the traditional "proffers" approach in terms of funding public facility improvements. They are limited to rezoning requests which do not meet the ever-growing needs of Reston. This approach usually provides the community with some minor enhancements, such as an additional roadway lane or intersection widening, along with some limited cash contributions to help with County goals like affordable/workforce housing. Something far more visionary and comprehensive is needed to address public facilities planning and financing.
- Special tax districts should be considered, but are not adequate by themselves to meet the long term community needs.

Environmental Concerns

- All planning for the future should involve state-of-the-art provisions for protecting the environment, reducing pollution, preserving our open spaces, and improving energy efficiency. It is important for Reston to be a leader in green development and redevelopment.
- County officials and Reston residents need to work together to make sure that the trees along the W&OD trail are protected.
- Sustainable architecture and design guidelines such as LEED certifications should be mandated or should be put in place with incentives or covenants for the Reston Master Planned area.
- Runoff from impervious surfaces is a concern, especially the new parking lots.
- Future development in Reston should follow guidelines for sustainability that take into account impact on the watershed, preservation of open space, protection of natural areas, and maximum efficiency in energy use.