

Reston Master Plan Special Study: Phase II

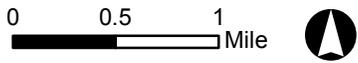
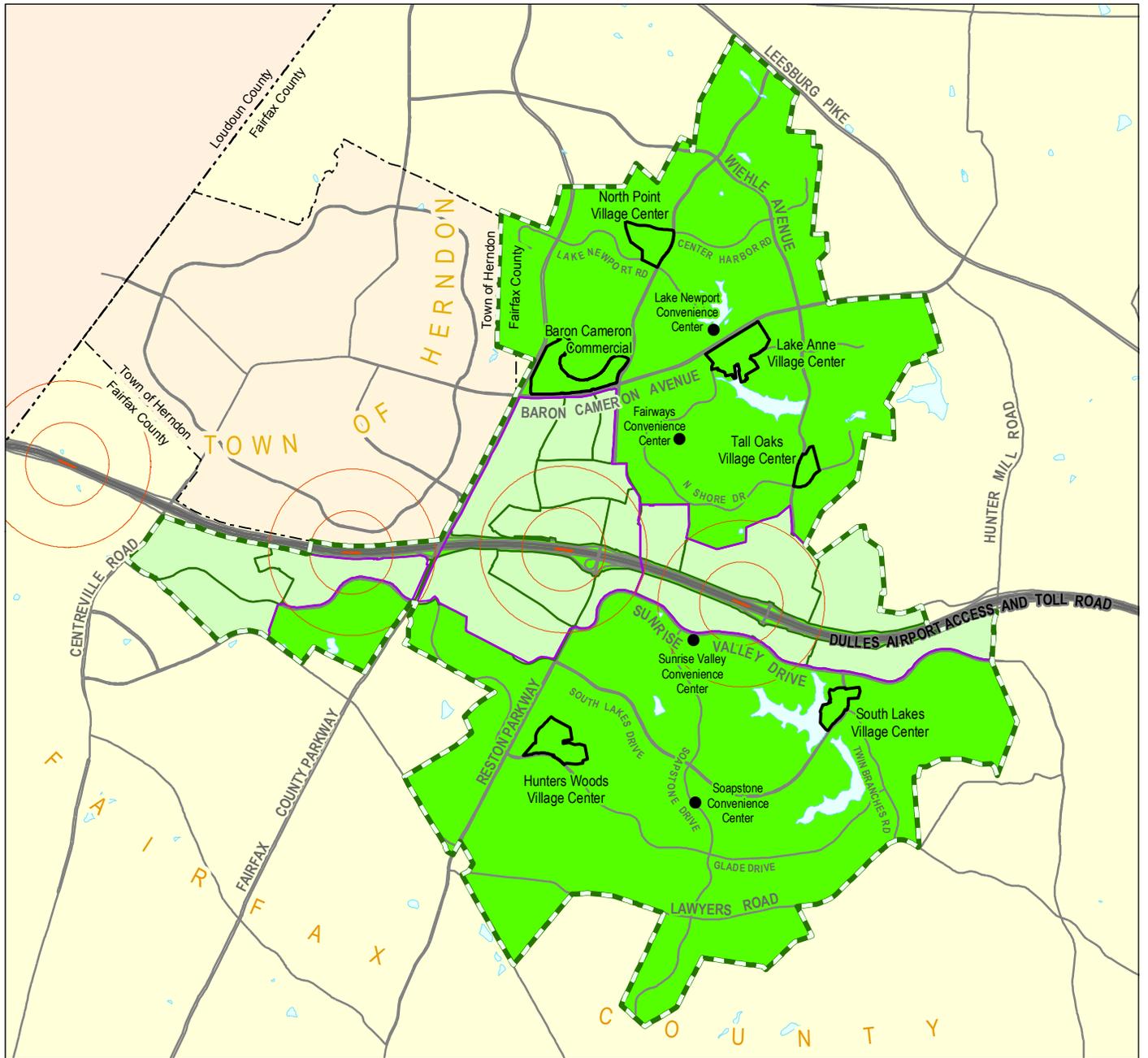
Information Packet (09.13.14)

- Study Area Phases Map
- Study Schedule
- Vision Statement
- Planning Principles
- Summary of Reston Plan Working Draft

This information packet was provided to participants of the September 13th Reston Neighborhoods community meeting at Reston Association, hosted by the Hunter Mill District Office and the Fairfax County Department of Planning and Zoning.

For more info: fairfaxcounty.gov/dpz/reston

RESTON MASTER PLAN SPECIAL STUDY: STUDY AREA PHASES



Reston Master Plan Special Study



Map prepared by
Dept. of Planning & Zoning
May 2014

Legend

Special Study Boundary

Reston Corridor Subdistricts

Reston Transit Station Areas

General Location of
Transit Station Platforms

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

Phases for Review

PHASE I -- Reston
Transit Station Areas

PHASE II -- Residential areas,
Village Centers,
Convenience Centers &
Commercial Uses north of
Baron Cameron Ave

Reston Master Plan Special Study:

Phase II Study Schedule

| | 2014 | | | | | | | | 2015 | | | | | |
|--|------|------|--------|-----------|---------|----------|----------|---------|----------|-------|-------|-----|------|--|
| | June | July | August | September | October | November | December | January | February | March | April | May | June | |
| Community Meeting: Open House (June 7th) | | | | | | | | | | | | | | |
| Online Submission Period for Land Use Proposals (ends July 11th) | | | | | | | | | | | | | | |
| Community Comments to be posted to website (up to PC Public Hearing) | | | | | | | | | | | | | | |
| Community Meeting #1: Working Draft Text on Residential Neighborhoods (09-12-14) | | | | | | | | | | | | | | |
| Community Meeting #2: Working Draft Text on Village Centers (10-18-14) | | | | | | | | | | | | | | |
| Community Meeting #3: Additional Community Input (specific November date TBD) | | | | | | | | | | | | | | |
| Community Meeting #4: As Needed (specific December date TBD) | | | | | | | | | | | | | | |
| Community Review and Input Period for Working Draft Text | | | | | | | | | | | | | | |
| Publish Recommended Comprehensive Text & Staff Report (specific date TBD) | | | | | | | | | | | | | | |
| Planning Commission Public Hearing (specific date TBD) | | | | | | | | | | | | | | |
| Board of Supervisors Public Hearing (specific date TBD) | | | | | | | | | | | | | | |

For more information, please visit fairfaxcounty.gov/dpz/reston

Reston Master Plan Special Study: **Planning Principles**

The Reston Planning Principles were adopted during Phase I of the study. The Planning Principles apply to the wider Reston community, as well as the Transit Station Areas.

Planning Principles

Planning will consider Reston as a comprehensive unit. Development projects will be evaluated based on their ability to meet the planning principles and the particular character of each area, as well as their specific impacts on the surrounding neighborhoods. The following principles will guide development of Reston as a complete community for the 21st century.

1. Excellence in planning, urban design, and architecture will be community hallmarks.

The community will continue to strive to achieve excellence in planning and urban design, architecture, gathering places such as plazas, connection with the natural environment, compatibility of uses, livability, and the integration of high-quality public art as distinguishing features of the Reston community.

2. Planning will provide for environmental sustainability and green technology.

Natural resources and ecosystems, including natural areas, will be protected and restored. Adverse impacts on the environment (land, water, and air) will be minimized, and best practices will be used to protect environmentally sensitive areas. Green neighborhood and building practices will meet high standards. Tree canopy will continue to be an important component of the Reston visual experience.

3. Development will be phased with infrastructure.

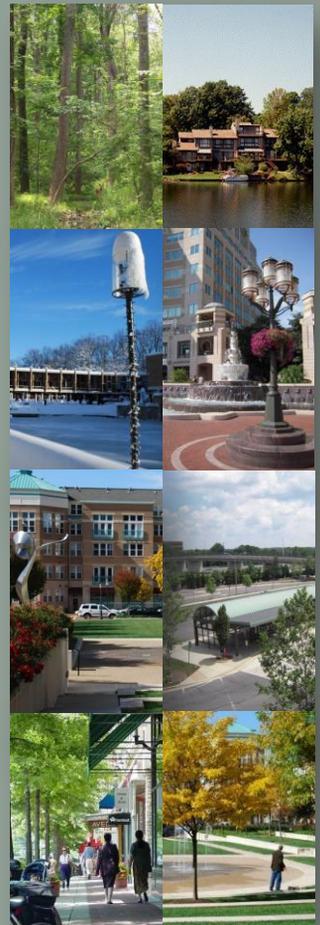
The phasing and funding of the expansion and modification of adequate transportation infrastructure and programs, and other infrastructure components such as schools, parks, and other public facilities should occur with development.

4. Reston will continue to offer a mix of urban and suburban life styles.

The Metro Silver Line extension will add transit-oriented development to Reston's already diverse and unique community. In terms of emphasis:

- **The Metro Station areas** will be livable urban places, with densities that step down from the Town Center to the other station areas. The station areas will also be the areas of highest commercial and residential intensity in the community.
- **The Village Centers** are important community gathering spaces that include a mix of locally serving retail, a residential component, and employment opportunities. Redevelopment to augment and enhance the village centers will be pedestrian-oriented and provide adequate transition to surrounding neighborhoods. Convenient public transportation options should link the village centers and the transit stations.
- **Residential neighborhoods** will continue to provide a variety of housing types serving all income levels. Appropriate transitions will be provided between new development and all residential neighborhoods.

For more information,
please visit:
fairfaxcounty.gov/dpz/reston



Reston Master Plan Special Study: **Planning Principles**

5. The rail corridor will be transformed.

Over time it will become an area with robust, livable, walkable mixed-use communities having an appropriate balance between residential and non-residential uses. Each of the transit station areas will have a distinct character to meet multiple community needs. Town Center will be a livable regional urban center and destination with the community's highest densities and major shopping and cultural features to attract visitors. Reston East and Reston West-Herndon will be urban transit neighborhoods, with special encouragement in the former for higher educational uses and special focus in the latter on its central environmental (wetlands) feature. The highest densities will be concentrated within one-quarter mile of the rail stations tapering down somewhat within one-half mile to maximize the use of rail. Residential and non-residential populations in each transit station area will be balanced to further maximize rail use and reduce dependence on automobiles. Future air rights development around the stations should be pursued to enhance development opportunities, encourage transit use, and improve north-south connectivity across the Dulles Access Road.

6. Reston will become a more vibrant employment center.

From its inception, Reston has provided a place for a spectrum of companies, from local to international of varying sizes. Future development and redevelopment should continue to promote a broad range of opportunities for a robust and diverse business, advanced technology, educational, and research community.

7. Housing will be provided for all ages and incomes.

Reston will accommodate people of all ages, physical abilities, and economic circumstances, and households of all sizes and stages of family life.

8. Connectivity and mobility will be strengthened.

A range of high-quality transportation facilities - including roads, bridges, tunnels, sidewalks, bikeways, trails, strengthened and expanded bus and shuttle services, and Metro will link the residential community and resident workers with activity centers, employment, open spaces, parks, schools, and civic, cultural and recreational facilities. New bridges and tunnels across the Dulles Access Road near the stations are of the highest priority to ease already excessive congestion. A robust transit system, expanded pedestrian and bicycle networks, and transportation demand management strategies will also help reduce reliance on the automobile while increasing community mobility.

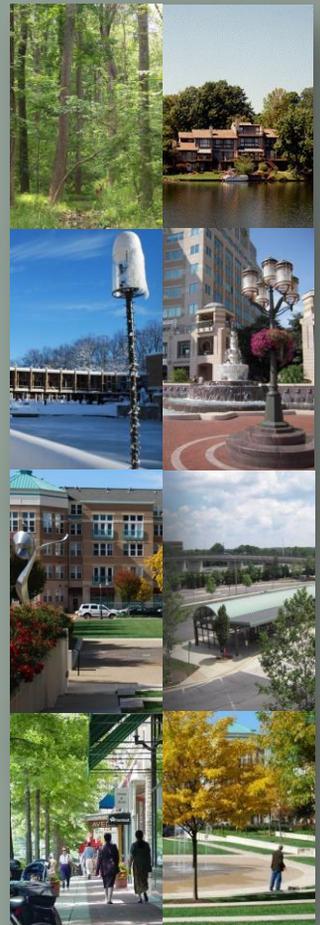
9. High quality public open space will be required.

Abundant active and passive open space and a range of recreational and cultural opportunities are essential components of the high quality of life in Reston. The transit station areas and village centers should include a variety of public spaces such as a large urban central park, recreational facilities, village greens, urban plazas, pocket parks, playgrounds, and other public amenities within easy walking distance for area residents, workers, and visitors. Larger active recreation areas appropriate to Reston's residential and commercial populations should be provided outside the transit corridor.

10. Public participation in planning and zoning will continue to be the community's foundation.

Local participation should remain a hallmark of the planning and zoning processes as Reston continues to evolve as a complete community for the 21st century over several decades. The cumulative impacts of development and redevelopment should be continually assessed and evaluated.

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please visit:
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RESTON MASTER PLAN SPECIAL STUDY

Planning for Reston's Future

SUMMARY OF RESTON PLAN WORKING DRAFT (09.05.14)

Background

This document briefly highlights some of the key planning guidance from Fairfax County's working draft document for the Reston Plan. The working draft is a tool to promote discussion about Reston's future.

http://www.fairfaxcounty.gov/dpz/reston/staff_documents/20140905_draft_strawman.pdf

Previously Adopted Guidance to be Retained

- Guidance for Reston's Transit Station Areas (TSAs) which includes the areas along the Dulles Toll Road, generally within walking distance of planned or existing Metrorail stations. The TSAs include Reston Town Center (guidance adopted as part of Phase I of the Reston Master Plan Special Study).
- Reston's Vision and Planning Principles (adopted as part of Phase I of the Reston Master Plan Special Study).
- Guidance for Lake Anne Village Center (adopted in 2009 as part of a study specific to Lake Anne).



Organization of the Reston Plan Working Draft

- Reston Vision & Principles
- Community-wide Recommendations
- Geographic-specific Guidance including:
 - * Neighborhoods / Village Centers / Other Commercial Areas / Transit Station Areas

Growth & Change in Reston

- Growth will be focused in Reston's Transit Station Areas (the areas along the Dulles Toll Road, generally within walking distance of planned or existing Metrorail stations) and Village Centers. See "Reston Community Planning Sector Geography" map (p. 5 of 71).
- All other areas of Reston (residential neighborhoods and Convenience Centers) are generally planned to remain as currently built (p. 46 and 70 of 71).



Parks, Recreation, Open Space & Trails

- All Public Parks, Private Recreation, and Private Open Space are now reflected in Reston's Land Use Map (p.15 of 71) and are further detailed in the Parks and Open Space map (p.38 of 71).
- More parks & recreation facilities and open space are now included in the Reston Land Use Map (p. 15 of 71).
- Existing trails are now mapped within the Reston Plan (p. 36 of 71).
- Reston's two golf courses are planned to remain (p. 47 of 71).

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RESTON MASTER PLAN SPECIAL STUDY

Planning for Reston's Future

SUMMARY OF RESTON PLAN WORKING DRAFT (Continued)

Housing Choices & Affordability

- Housing choices are encouraged to maintain Reston's diverse age, family status and income structure. These choices include different unit types, architectural styles, ownership patterns and senior housing (p. 21-23 of 71).
- Housing affordability has been boosted by going beyond County-wide policies to recommend 12% or more Affordable Dwelling Units or Workforce Dwelling Units for any residential development or redevelopment in Reston (p. 22 of 71). A higher percentage is expected in the Transit Station Areas.



Residential Neighborhoods

- Residential land use categories (p.18 of 71) have been expanded from their current 3 broad categories (low, medium, and high density) to 5 categories to more closely reflect what has been built in the community (Land Use Map p. 15 of 71), with the desired result of maintaining established neighborhoods.
- Reston Neighborhoods section provides guidance that maintains the established residential neighborhoods (p. 46 of 71).
- In the event of residential neighborhood redevelopment requests, more stringent redevelopment criteria (p. 47-49 of 71) have been established that go beyond the County-wide criteria.
- Fairfax Hunt property is planned with a residential option (p. 47 of 71).

Village Centers

- Reston's Village Centers are planned to reflect the land uses that are there today, with the exception of Lake Anne as noted below (p. 49 & 54 of 71).
 - * Lake Anne Village Center currently has detailed planning guidance to guide future redevelopment. This guidance will be retained (p.54-69 of 71)
- A General Vision and Guidelines for Redevelopment is established (p. 49-51 of 71) for any future Village Center redevelopment proposals. Currently the Village Centers have neither a vision, nor redevelopment guidelines that create a common set of expectations for residents, landowners and businesses regarding future changes.
 - * The proposed general vision establishes the basic elements necessary for any redevelopment proposal in any Village Center.
 - * The guidelines for redevelopment establish the minimum steps needed for any redevelopment proposal.

Other Guidance

- Urban Design guidance is now tailored to Reston's unique character and identity (p. 19 of 71).



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