

Reston Master Plan Special Study: Phase II

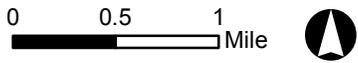
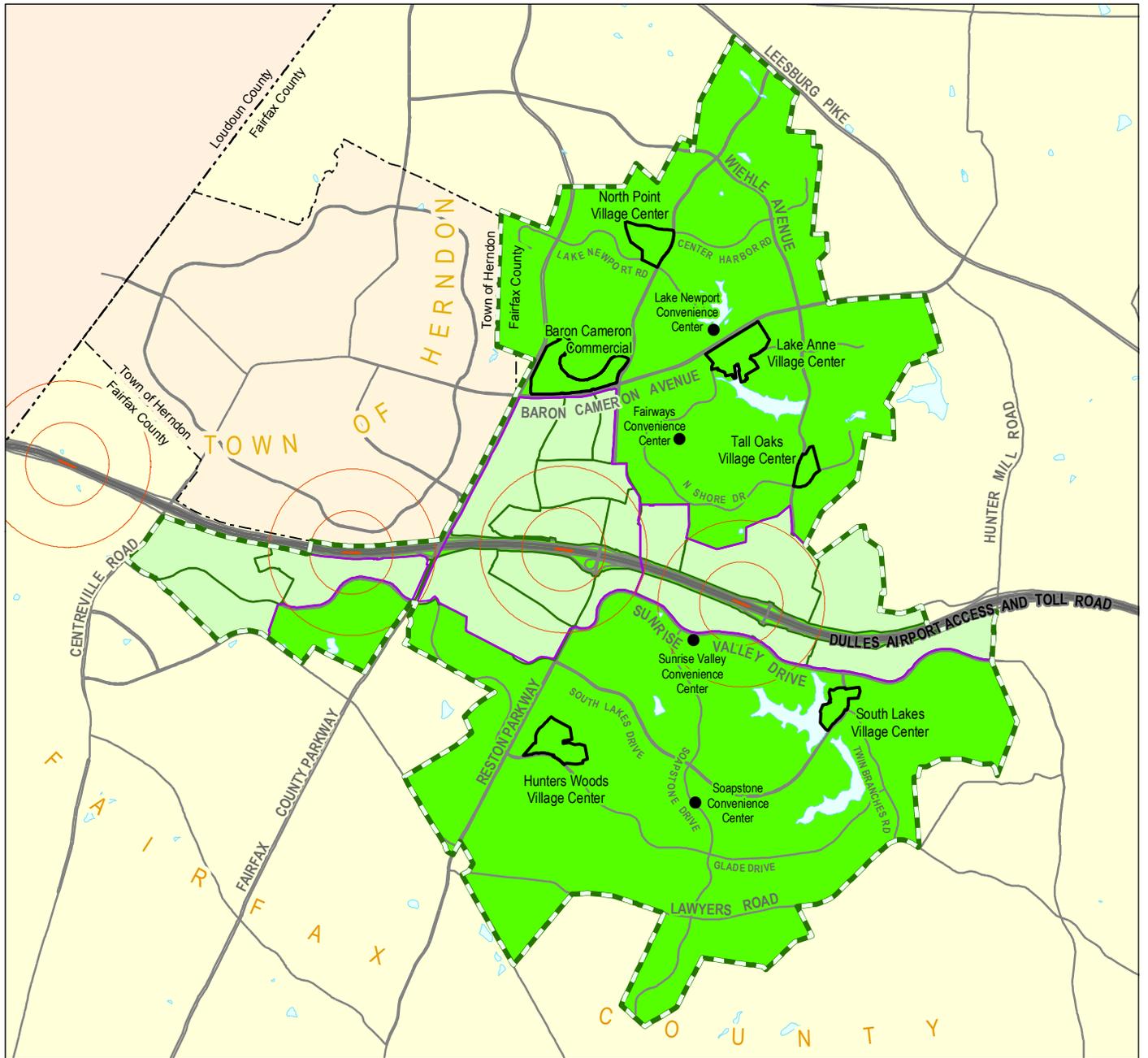
Information Packet (10.18.14)

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

This information packet was provided to participants of the October 18th Village Center focused community meeting at South Lakes High School, 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

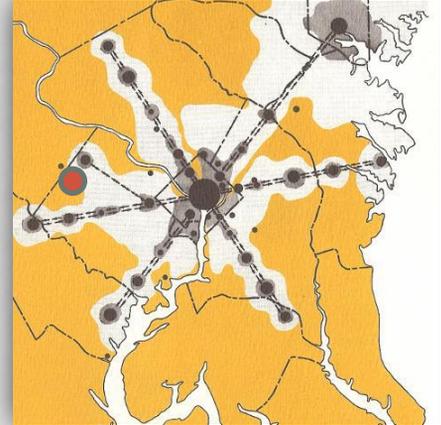
Reston Master Plan Special Study: Vision

The Reston Vision was adopted during Phase I of the study. The Reston Vision applies to the wider Reston community, as well as the Transit Station Areas.

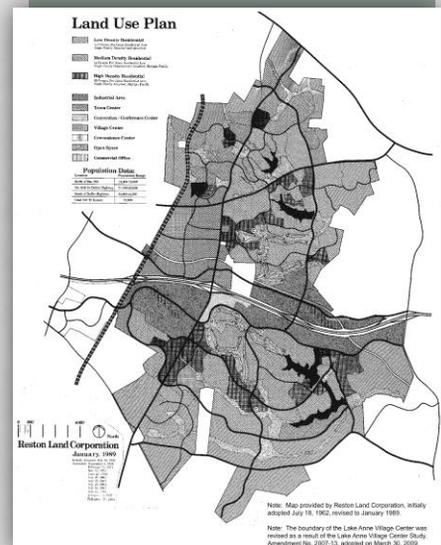
Vision

Reston will be a complete community designed for the 21st century. An increasingly diverse residential population will have broad choices in jobs, housing, and lifestyles. To achieve this vision:

- Planning will take full advantage of the Metrorail Silver Line Extension. Metrorail will connect to the Washington Metropolitan Region and Washington Dulles International Airport, and will be complemented by improved station area connectivity, a strong local and regional bus network, complete streets that serve pedestrians, bicyclists and transit users, and a network of trails.
- The community's greatest densities will be at the three Metro station areas. A broad mix of regional retail and other attractions will be part of an enhanced urban center at the Town Center and strong local retail and a variety of amenities will characterize the other Metro station areas and village centers. To address congestion, the station areas will have an appropriate balance of residential uses and employment opportunities.
- A full range of housing choices will be provided for households of all incomes and needs.
- Employment opportunities will build upon the existing mix of international and national corporations, professional associations, centers for advanced technology, research and development companies, and local services.
- A strong institutional component will include a major hospital center, a regional government center, a new 21st Century regional public library, a major fine and performing arts center, other civic and cultural uses, and public and private educational institutions of higher learning.
- Planning will emphasize protection of natural areas and the environment and development of an array of cultural, educational, and recreational opportunities.



Above: Reston in the Washington Region



Below: Original Reston Land Use Plan

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.

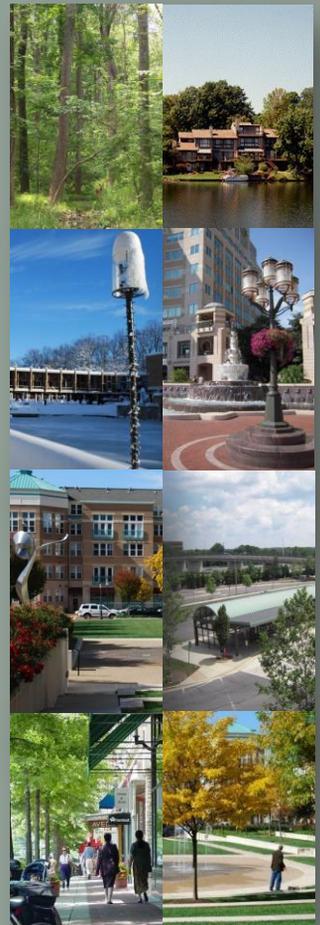
The phasing and funding of the expansion and modification of adequate transportation infrastructure and programs, and other infrastructure components such as schools, parks, and other public facilities should occur with development.

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.

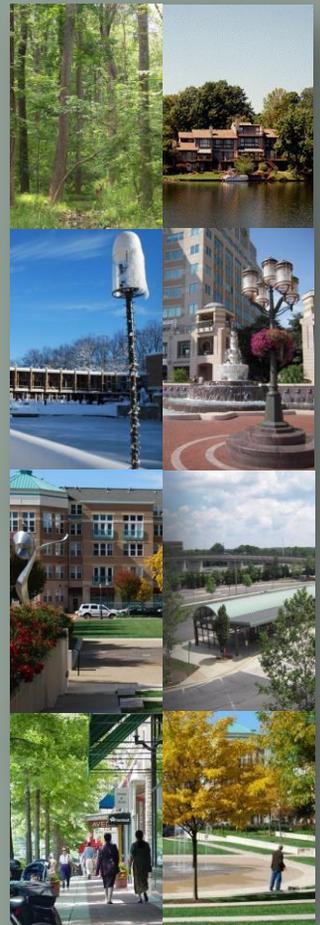
9. High quality public open space will be required.

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.

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



Village Center Text Excerpt

neighborhoods, and that it will not create an adverse, long-term land use precedent for change on nearby properties.

4. The proposal should present a site layout that provides appropriate transitions to surrounding properties.
5. The proposal should provide a traffic impact analysis, consistent with standard County traffic analysis procedures, which demonstrates that the proposal with appropriate mitigation measures will not result in an adverse traffic impacts.
6. The proposal should demonstrate that impacts will not adversely impact County public facilities or that these impacts can be mitigated. Public facilities include sewer, water, schools, parks, and fire service.
7. The proposal should provide stormwater management and water quality controls and/or practices to achieve overall water quality improvement as described in the Reston Community-wide Recommendations.

In addition, it is recognized by the Board of Supervisors that, from time to time, circumstances may arise that merit consideration of the redevelopment of an existing apartment community. Under such circumstances, the Board of Supervisors may consider proposals to amend the Comprehensive Plan and/or past zoning actions in conformance with the Comprehensive Plan to allow for the redevelopment of an apartment community if the criteria specified above are met and the additional criteria below are met:

8. Redevelopment of an apartment community will require an amendment to the Fairfax County Comprehensive Plan and to the Reston Land Use map.

RESTON VILLAGE CENTERS

“Reston Village Centers” section is new text, except as noted.
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Reston was originally planned with Village Centers serving as the focal point of activity for the surrounding neighborhoods. The five existing Village Centers – Lake Anne, Tall Oaks, Hunters Woods, South Lakes and North Point - are planned to continue to serve this purpose in the future. They are planned for currently approved intensities and densities but are envisioned to have some redevelopment in the future to more fully achieve the goal of being vibrant neighborhood centers.

The Vision for Reston and its related Planning Principles serve as the basis for the Village Centers’ General Vision, which provides general guidance for all of Reston’s Village Centers. This guidance addresses the fundamental elements necessary for any Village Center to achieve the desired vision. This General Vision recognizes that each Village Center has a unique circumstance, based on a number of factors including:

- Location within Reston
- Physical size
- Demographics (immediate and surrounding)
- Current uses and leases
- Ownership patterns

- Visibility
- Accessibility
- Topography and other environmental features
- Past and current design

GENERAL VISION

Enhance Village Centers as vibrant community gathering places.

- The mix of uses should include neighborhood retail and residential uses, and may also include accessory office and community uses
 - Residential uses are further encouraged and should provide for a variety of housing types as well as affordable housing
 - Community uses should include public meeting spaces.
- Service uses to add to convenience?

Advance excellence in site design and architecture.

- Uses should be integrated around a public gathering space, which should be integral to the design of the site and the buildings.
- Planning and design should provide for environmental sustainability and green technology.

Strengthen connectivity and mobility.

- Provide connectivity within the Village Center, particularly for pedestrians and bicyclists.
- Provide connectivity between the Village Center and surrounding neighborhoods, and the wider Reston community.
- Connectivity should be provided for all modes of transport including pedestrian, bicycle, transit and vehicles.
- Convenient public transportation options should link the Village Centers with other areas of Reston.

Protect and respect the surrounding residential neighborhoods.

- Provide an appropriate transition to the surrounding neighborhoods.
- Maintain the boundaries of Village Centers.

An extensive replanning process for Lake Anne Village Center took place in 2007-2009 and resulted in detailed recommendations for redevelopment, provided in the Lake Anne Village

Center section below. The other Village Centers will need a custom approach to redevelopment, based on the general vision and each center's unique circumstances. The Village Centers' general vision is not a detailed plan for any given Village Center.

For Hunters Woods, North Point, South Lakes and Tall Oaks Village Centers, at such time as the property owners are contemplating redevelopment, they will need to work with the community and Fairfax County to create a detailed plan for the property, as specified below in the Guidelines for Village Center Redevelopment section.

GUIDELINES FOR VILLAGE CENTER REDEVELOPMENT

Each of the Village Centers consists of a commercial core and adjacent residential uses. Redevelopment in the Village Centers may occur in the commercial core area but the residential areas within the Village Centers are planned to remain as they currently exist. In order to establish clear expectations for all residents, landowners and businesses, any proposal for redevelopment of the commercial core areas of Reston's Village Centers should meet the following guidelines:

- Demonstrate how the proposal achieves the general vision established for Reston's Village Centers.
- Involve residents and businesses of the Village Center, the residents surrounding the Village Center, as well as the larger Reston community in determining the views and desires of all stakeholders. Design charrettes or other intensive activities designed to gather stakeholder input and build support for the redevelopment proposal are encouraged.
- Conduct a market analysis to provide information on the existing and proposed development and the viability of the mix of uses proposed. .
- Conduct transportation analysis on existing and proposed development.

URBAN DESIGN AND PLACEMAKING

The dignity and importance of the individual were at the forefront in the design of Reston from the beginning. The early design concept was centered around how a person lives his or her life day to day, with a focus on building a community. The village concept and village centers were key to that vision. The village centers were conceived of as the places that would draw people together, with a public plaza for gatherings of all types, formal and informal, as well as a grocery store, churches or other community uses, restaurants and local services (e.g. dry cleaners, day care providers, etc.). Lake Anne and Hunters Woods Village Centers developed according to this model. However, over time retail trends changed and later village centers were designed in a more typical suburban fashion, with an emphasis on retail uses and restaurants, without community uses and the stores surrounding a large surface parking lot. This form reduced the ability of the later village centers to function as the community gathering places they were intended to be. In the future, the village centers should be encouraged to transform to include a central gathering space, preferably a plaza, a horizontal mix of uses, anchored by civic uses and ground floor retail, and some traditional main street elements such as wide sidewalks

and shade trees. Any transformation will have to reflect the existing Reston character while responding to current market demands and site constraints.

Village Center Urban Design Principles

In addition to the Community-wide urban design principles, the following principles apply in the Village Centers.

Focus on a Central Public Space

- Highlight the village centers as neighborhood scale gathering places, in contrast to the regional scale gathering places in the Town Center and TSAs.
- Organize active uses adjacent to the central space.
- Create a space that is flexible and adaptable to different uses, during each season, for groups of varying sizes.

Transform the Parking Lots

- Use the parking area, either surface parking lots or parking structures, as a multi-use space for public events, recreation, and gathering through the inclusion of green roofs, temporary, creative paving materials, pavement markings and access control strategies.
- Capitalize on the parking areas as key elements in the sustainability plan through the use of low impact development tools such as stormwater channels, permeable pavements, large tree beds, and shade trees.
- Emphasize pedestrian safety and comfort in the parking areas.

Acknowledge the Adjacent Roadways

- Consider access and visibility from the roadway to the central space or commercial core.
- Use natural elements or screening to transition from the roadway.
- Highlight pedestrian access from the adjacent roadways as the primary pedestrian access to the site.

Integrate a Mix of Uses

- Include commercial, civic uses, and a variety of residential uses (single family attached and multifamily at medium to high densities).
- Create opportunities through the spatial arrangement of uses for users to interact and linger between the different uses.

Transition to Existing Uses

- Utilize shifts in scale and massing to transition from existing uses to new higher density and intensity uses.

- Plan for phased redevelopment by incorporating temporary uses and ensuring that existing structures are included in the overall plan vision.

TRANSPORTATION

Future development in the Village Centers should be balanced with supporting transportation improvements and services.

To ensure that potential transportation impacts are sufficiently mitigated, the following conditions should be met:

- Transportation improvements should be appropriately phased with development, and development proposals should only be approved following additional transportation analysis and the provision of appropriate transportation mitigation measures
- Transportation issues associated with any development, particularly those associated with access, will need to be adequately addressed through appropriate traffic impact analyses. Development plans should identify specific improvements needed to support the applications and should include acceptable plans for ingress/egress and vehicular circulation. Parcel and access consolidation, inter-parcel access, pedestrian circulation, safety, Transportation Demand Management measures, and transit improvements should be addressed. Dedication of right-of-way for trails and roadway improvements and associated easements may be required
- Use of public transportation should be enhanced if/when Village Centers redevelop in order to maximize accessibility. Examples of such measures include:
 1. Private subsidization of internal circulating transit services, which may also connect to transit service outside of the Village Center;
 2. Construction of bus shelters and/or other transit supportive facilities; and
 3. Monetary contributions toward enhancement of existing transit service;
- Safe pedestrian circulation should be ensured through an adequate and appropriate sidewalk/trail system, and separate bicycle lanes or trails should be considered and provided where appropriate.
- A combination of public and private sector funding may be necessary to provide for the larger transportation improvements required to serve the general Village Center area;
- Adequate funding for necessary transportation improvements to maintain an acceptable LOS should be provided. Roadway and circulation improvements should address needed improvements to the arterial roadway network, collector and local streets, and the pedestrian and bicycle system. Collector and local street improvements should be provided in conjunction with development proposals.

Pedestrian Mobility and Bicycle Facilities

Reston's Village Centers are connected to other parts of Reston through an extensive trail system. The Village Centers' pedestrian orientation should be enhanced with many highly accessible pedestrian linkages within the Village Centers and connections to existing trail

networks at the periphery of the Village Centers. Future development and redevelopment in the Village Center should address the following recommendations:

- Bicycling should be encouraged as an alternative to the use of single occupancy vehicles by providing bicycle storage facilities and bike racks. Showering and changing facilities should be provided in buildings with office uses;
- Pedestrian connectivity and safety is a critical factor in designing pedestrian links. Auto and pedestrian traffic should be separated to the greatest extent possible.
- Village centers should be served by regular bus service.
- Pedestrians should be provided with safe and convenient access to bus stops.
- Signage should contribute to easy pedestrian way-finding throughout the Village Center.

HUNTERS WOODS VILLAGE CENTER

The Hunters Woods Village Center is planned and developed for neighborhood retail use up to .25 FAR, integrated with accessory office uses, community services, and residential development. This Village Center doesn't have a detailed plan.

SOUTH LAKES VILLAGE CENTER

The South Lakes Village Center is planned and developed for neighborhood retail use up to .25 FAR, integrated with accessory office uses, community services, and residential development. This Village Center doesn't have a detailed plan.

TALL OAKS VILLAGE CENTER

The Tall Oaks Village Center is planned and developed for neighborhood retail use up to .25 FAR, integrated with accessory office uses, community services, and residential development. This Village Center doesn't have a detailed plan.

NORTH POINT VILLAGE CENTER

The Hunters Woods Village Center is planned and developed for neighborhood retail use up to .25 FAR, integrated with accessory office uses, community services, and residential development. This Village Center doesn't have a detailed plan.

LAKE ANNE VILLAGE CENTER

“Lake Anne Village Center” section is from current UP5 text, with a few exceptions noted below.

An extensive replanning process for Lake Anne Village Center took place in 2007-2009 and resulted in recommendations for redevelopment detailed below.

The Lake Anne Village Center is located in the northeastern quadrant of Reston and is bounded generally by Baron Cameron on the north, Lake Anne on the south, and North Shore

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).

Please visit: fairfaxcounty.gov/dpz/reston

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).



Please visit: fairfaxcounty.gov/dpz/reston