

Reston Master Plan Special Study: Phase II
ST09-III-UP1(B)

STAFF REPORT CLARIFICATIONS

April 22, 2015

STAFF REPORT

- Page 3, under “C. Planning History,” the link to the Reston Master Plan online should read: <http://www.fairfaxcounty.gov/dpz/comprehensiveplan/area3/upperpotomac.pdf>, and the Reston text starts on page 197.

APPENDICIES

APPENDIX A – RECOMMENDED PLAN TEXT OF THE RESTON PLAN

- **Page 6: Vision for Reston** section brought forward from the adopted Reston Transit Station Areas Plan should start with the heading “Vision For Reston” on page 6 and end with Planning Principle #10, on page 12.
- **Page 25: Community-wide Transportation** section brought forward from the adopted Reston Transit Station Areas Plan should start with the heading “Transportation” on page 25, and end with the asterisk footnote at the bottom of page 37, which reads:

“*7 feet for residential areas; 8 feet for mixed-use commercial areas.”

- Page 25: **Pedestrian Mobility and Bicycle Facilities** section brought forward from the adopted Reston Transit Station Areas Plan should show strikethrough and underlines, as shown below. The strikethrough and underline inadvertently showed differences between Staff Report text and an earlier version of the proposed Reston Plan reviewed by the community.

“Pedestrian Mobility and Bicycle Facilities

As Reston continues to develop, a robust network of sidewalks, multi-use trails and bicycle facilities will be needed to connect the community of Reston to bus stops, schools, parks and recreation facilities, Metro stations, the Transit Station Areas (TSAs) and Village Centers.

Development proposals throughout Reston, including the TSAs, should improve pedestrian and bicycle facilities, both onsite and offsite. Offsite improvements may be small, such as filling in a short gap in the sidewalk network in an adjacent Reston neighborhood or large, such as improving nearby intersection for pedestrian and bicyclist safety and convenience. These improvements will help to augment the limited resources available for implementing bike and pedestrian improvements. Neighborhoods, Village Centers and TSAs are interrelated and depend upon each other to function well.

The Reston Metro Access Group’s (RMAG) recommendations identify detailed pedestrian and bicycle improvements needed throughout the TSAs and in several adjoining residential areas. In addition, Reston Association’s “Reston on Foot and

Bicycle” publication identifies detailed improvements needed in the pedestrian and bicycle network, especially in the residential neighborhoods.

Pedestrian Mobility

~~The street network planning in the Reston TOD districts should provide a safe and comfortable environment for pedestrians while addressing mobility and access needs for all users (including emergency service, goods movement and utilities placement). The enhanced street network should provide a high level of connectivity within the TOD districts so that pedestrians, bicyclists, transit users, and vehicles can choose the most direct routes and access urban properties. In addition, improved connectivity should be provided between the TOD districts and other districts as well as between the TSAs and the adjoining areas outside the TSAs.~~

~~In additional, direct paths, such as trails or walkways, should be provided for pedestrians where additional street connections cannot be made or where a more enhanced pedestrian network is desirable.~~

Pedestrian facilities are an integral part of Reston’s transportation network. Wherever possible, missing connections or substandard portions of the pedestrian network should be rectified with new sidewalks, trails, or other improvements.

Sidewalks should be included in all new roadway construction and roadway reconstruction. Sidewalks along roadways are increasingly more popular as a way to access destinations due to their convenience as well as safety at night whereas multi-use trails through open space areas primarily serve a recreational function.

Pedestrian underpasses, located throughout Reston, are unique features serving as integral connections. They should be improved to enhance their function, especially those providing access to the Village Centers and parks and recreation facilities. Pedestrian underpasses providing access to Metro Stations and Town Center should be improved or added, as further described in the TSA’s District recommendations.

Intersections should be given special consideration to enhance pedestrian safety and convenience. Safety treatments including marked crosswalks and signalized pedestrian crossings should be included at major intersections. Grade-separated crossings should be considered at intersections where there are frequent pedestrians crossings and/or where the width of the road is prohibitive to the ability to safely cross the roadway. For other intersections, safety treatments such as highly visible crosswalks, curb extensions, or signalized pedestrian crossings should be considered.

Improved lighting is needed throughout the community, to support various pedestrian and bicycle infrastructure. These improvements are especially needed within or adjacent to Village Centers, bus stops and parks and recreation facilities. Lighting improvements will need to be sensitive to the desire to minimize light pollution in residential areas.

Bicycle Facilities

~~Bicycle facilities should be provided consistent with Figures 23-25. In addition, specific bicycle facilities are described in the Street Types Guidelines under the Road Network and Circulation section below. In an effort to encourage bicycling in the TSAs, safe, secure, and convenient bike parking should be provided. The number of bike parking spaces should be determined based on the planned land uses.~~

Bicycling is an increasingly popular form of transportation and provides additional mobility options for people beyond using their vehicles. Improving bike connectivity in Reston is essential to ensuring the community continues to have a wide range of ways to move in, around and through Reston. Further, bicycle access to transit is very important as it allows people to travel farther distances from transit to their destinations and it improves transportation options. Bicycle facilities planned for Reston can be found in the county Bike Master Plan. An excerpted map of Reston’s planned bicycle facilities are shown on Figure 8. Bicycle facilities are an integral part of the transportation system in Reston.

Currently, Reston has many multi-use trails primarily serving recreational needs. They often do not serve bicycle transportation needs due to their circuitous design and lack of lighting. Multi-use trails along major roads such as Reston Parkway, South Lakes Drive, Sunrise Valley Drive, Sunset Hills Drive, and Wiehle Avenue contain missing links, are poorly maintained and are often narrow. Consideration should be given to the safety of cyclists people on bicycles in new projects, including the separation of bike facilities from vehicular traffic where desirable.

Bicycle sharing in Reston is feasible according to a county study, but its success is dependent upon safe and connected bicycle facilities. Bicycle sharing is a recent development in the region and across the country that provides opportunities for residents and employees to use bicycles for many short trips without the need to own a personal bicycle. These systems have proven to be very popular and may introduce individuals to biking, who otherwise would not choose bicycling as a mode of transportation. These systems can also serve as catalysts to further improving bicycle facilities more broadly.

Bicycle parking, both short-term and long-term, should be provided in every development and redevelopment project. A major obstacle to promoting bicycling in Reston is the lack of ample, safe, and secure bicycle parking. With the installation of bicycle parking, careful attention should be given to providing the proper type and amount of parking, at the correct location within a site, with enough space to properly install the parking.”

- **Page 40: Community-wide Parks and Recreation** section brought forward from the adopted Reston Transit Station Areas Plan should start with the heading “Parks and Recreation” on page 40 and end with the last paragraph on page 43, which starts with

“A goal of adding capacity equivalent to twelve athletic fields...”

- **Page 40: Community-wide Parks and Recreation** section’s table showing “Core Needs for Reston Transit Station Areas Urban Park System” should show proposed changes with strike-through and underlines (which were inadvertently left out), as shown below:

NEED	DESCRIPTION
Trails	Non-motorized connections for recreational and transportation purposes, linking TSA areas with each other and to the rest of Reston community.
Parkland (local)	A range of types of publicly-accessible <u>park types</u> based on the context of the development. For instance, in the TSAs, urban parkland <u>parks</u> are appropriate, including pocket parks, common greens, civic plazas, recreation-focused parks, and

	linear parks. <u>Some of these urban park types may also be appropriate in Village Centers. Please see the Urban Parks Framework in the Policy Plan, and Parks and Recreation section in the Policy Plan for detailed descriptions of urban park types and typical amenities.</u>
Playgrounds	Includes neighborhood-scale playgrounds as well as one destination playground <u>to serve the entirety of Reston.</u>
Sports courts	Multi-use and single-use hard-surfaced courts, incorporated into developments and local parks.
Athletic fields	Diamond and rectangle fields for a wide variety of scheduled and unscheduled sport play for all age groups. As appropriate, fields should have synthetic turf and lights to ensure maximum playing capacity. While land for new fields will be needed, capacity-enhancing upgrades to nearby athletic fields may also be an option. <u>While land for new fields will be needed, capacity-enhancing upgrades to existing athletic fields is also an option for meeting this need. A goal of adding capacity equivalent to twelve athletic fields serving Reston should be achieved through development contributions of land and/or facilities to meet the needs generated by planned Transit Station Area redevelopment. In addition to provision of new park and school fields within the TSA corridor, enhancements to and redesign of public park, school and Reston Association fields outside the TSA corridor will be necessary to increase capacity to serve increased athletic field needs in Reston. Development contributions to these improvements are expected to offset growth impacts.</u>
Dog exercise areas and parks	Areas of varying sizes for on-leash and off-leash dog walking and exercise. Would include informal exercise areas (on-leash) as well as urban scale off-leash areas. Inclusion of a larger, more suburban scale off-leash area is also appropriate.
Memorial Garden of Reflection (outdoor)	An outdoor memorial sculpture garden, a special place where one can go to remember and memorialize loved ones.
Public art	Incorporated as distinct features as well as part of architecture, public space, and amenities.
Indoor aquatic/<u>fitness</u> facility	Large-scale destination facility providing indoor aquatic and fitness recreation, to include family friendly pool with water features, and/or competitive swimming (50meter 50 meter) as well as other indoor recreation facility features.
Indoor tennis facility	Indoor tennis facility to accommodate recreational

	and competitive play.
Indoor performance center	Performing arts venue that can support large-footprint music and dance organizations. Preferred location is within walking distance of a transit station (e.g., within Reston Town Center), near other entertainment activity (e.g., dining, retail) with opportunities for shared parking.

- **Page 45: Community-wide Environmental Stewardship** section brought forward from the adopted Reston Transit Station Areas Plan should start with the heading “Environmental Stewardship” on page 45 and end with the last bulleted item under “Green Building Practices,” at the top of page 49, which starts with:

“Provision of or readiness for charging...”

- **Page 49:** Last bulleted item under “Green Building Practices,” at the top of page 49, should be underlined to indicate that it is new text. This bullet should read:

“Provision of or readiness for charging stations and related infrastructure for electric vehicles, particularly for multifamily residential where opportunities may be limited.”

- **Page 49: Community-wide Public Facilities** section brought forward from the adopted Reston Transit Station Areas Plan should start with the heading “Public Facilities,” at the bottom of page 49, and end with the paragraph under the heading “Library” on page 51, which starts with:

“Reston is served by the Reston Regional library...”

- **Page 51: Community-wide Public Art** section brought forward from the adopted Reston Transit Station Areas Plan should start with the heading “Public Art” in the middle of page 51, and end at the bottom of page 51 with:

“...redevelopment proposals within the Master Plan area.”

- **Page 72: Lake Anne Village Center** section brought forward from the adopted Reston Transit Station Areas Plan should start with the heading “Lake Anne Village Center,” on page 72 and end with the recommendations for Land Unit F, on page 87.

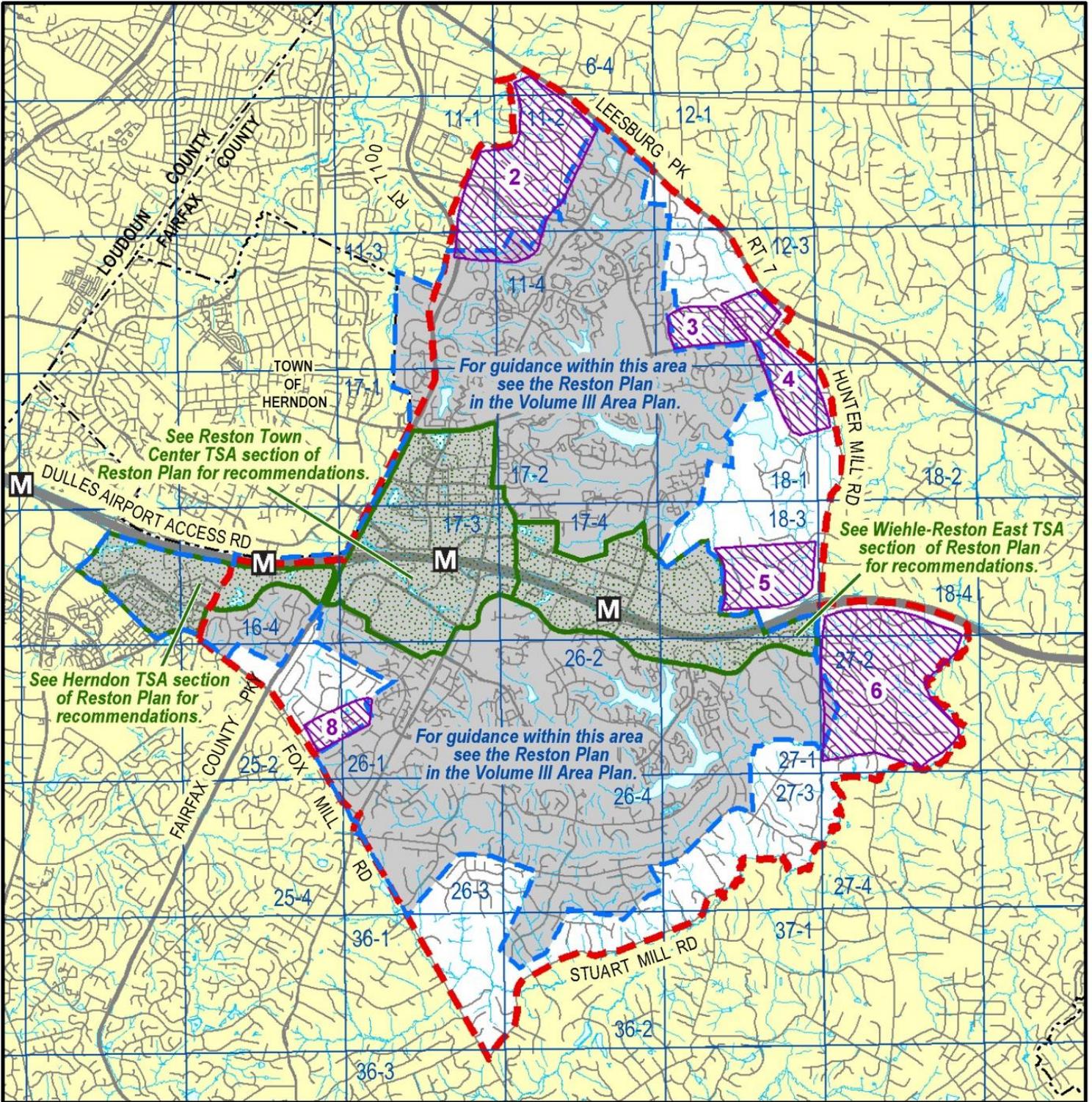
APPENDIX B – RECOMMENDED PLAN TEXT OF THE TRANSIT STATION AREA PLAN

- **Pages 53, 54 and 55:** Figure 23, showing the planned bicycle facilities for the Wiehle-Reston East Transit Station Area, is being replaced with a “Reston Bicycle Facilities” figure displaying all of Reston’s planned bicycle facilities. Figures 24 & 25 are being deleted. They show the planned bicycle facilities for the Reston and Herndon Transit Station Areas. Figure 23.

APPENDIX F – RECOMMENDED PLAN TEXT OF THE UP5 PLANNING SECTOR

- **Page 5: Struck through text** under the heading “Land Within the Planned Community of Reston,” which starts on page 5, and ends with the recommendations for Land Unit F of the Lake Anne Village Center on page 24, should be noted as text proposed to be moved, in an updated form, to the proposed Reston Plan.

- **Page 6: Figure 66** is being modified with the figure shown below, which shows:
 - Added the outline of the Reston area;
 - Removed the Reston Plan recommendations; and
 - Renumbered the remaining UP5 Sector recommendations



UP5- Greater Reston **DRAFT**
Community Planning Sector
Land Use Recommendations
General Locator Map

Legend

- Metro Station Locations
- UP5 Boundary
- Reston Area

- Reston Transit Station Areas
- Land Use Recommendation. Number corresponds to recommendation in text.

