

St. John's Wood

Hunter Mill District Supervisor Catherine Hudgins
and
Reston Association
Joint Community Meeting
August 4, 2016

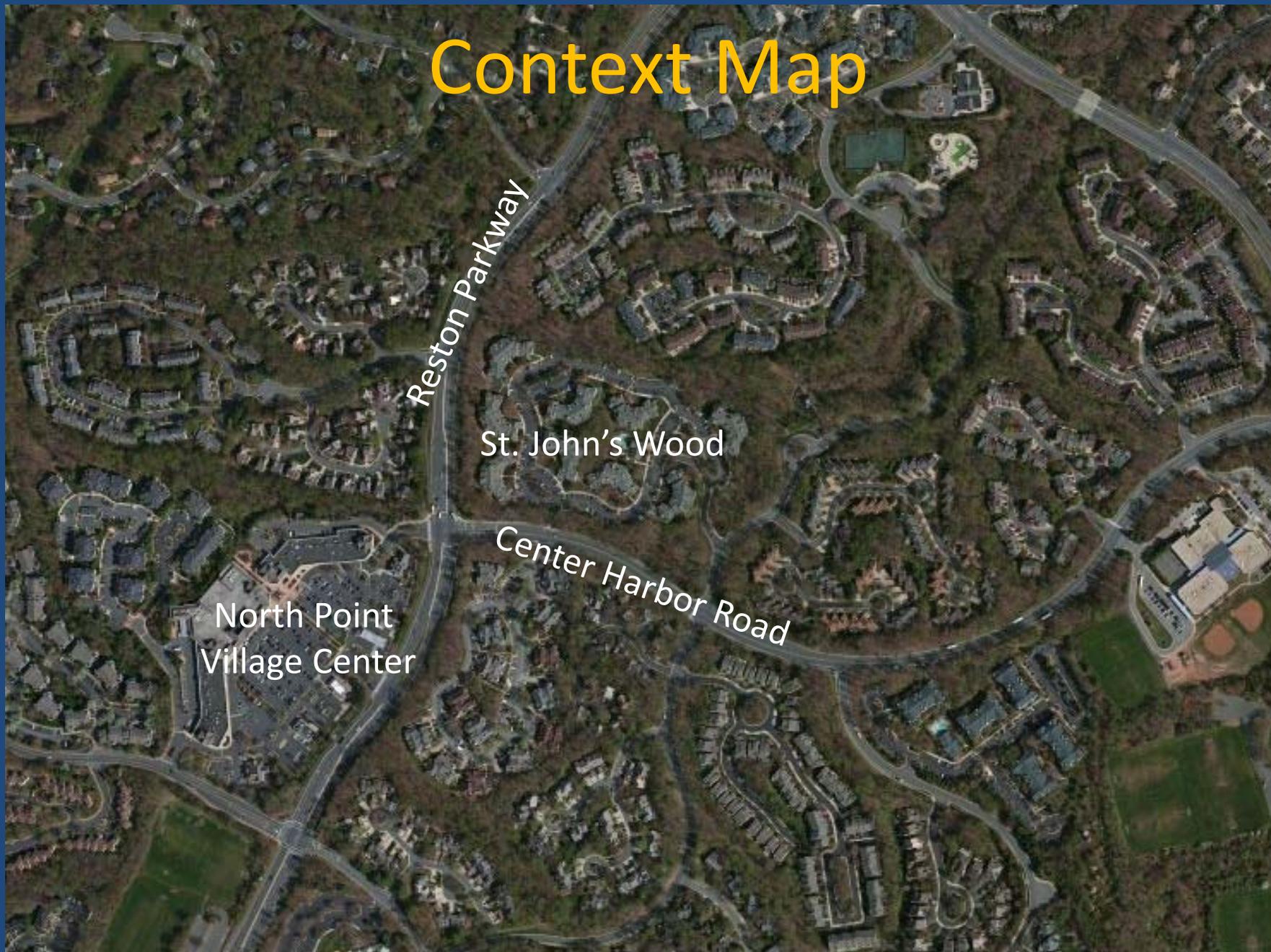
Timeline

- 10/22/14: Application accepted by Fairfax County
- 4/20/15: P&Z Meeting
- 4/21/15: DRB Meeting
- 10/15/15: Resubmission to Fairfax County
- 10/19/15: P&Z Meeting
- 10/20/15: DRB Meeting
- 11/10/15: Community Meeting
- 4/11/16: Resubmission to Fairfax County
- 4/18/16: P&Z Meeting
- 4/19/16: DRB Meeting
- 4/27/16: Community Meeting
- 7/12/16: Resubmission to Fairfax County
- 7/19/16: DRB Meeting
- 7/25/16: P&Z Meeting
- 8/4/16: RA Community Meeting

Upcoming Meetings

- Fairfax County Planning Commission
 - September 29th at 8:15 p.m. at Government Center
- Fairfax County Board of Supervisors
 - To be determined following Planning Commission

Context Map



Existing Conditions



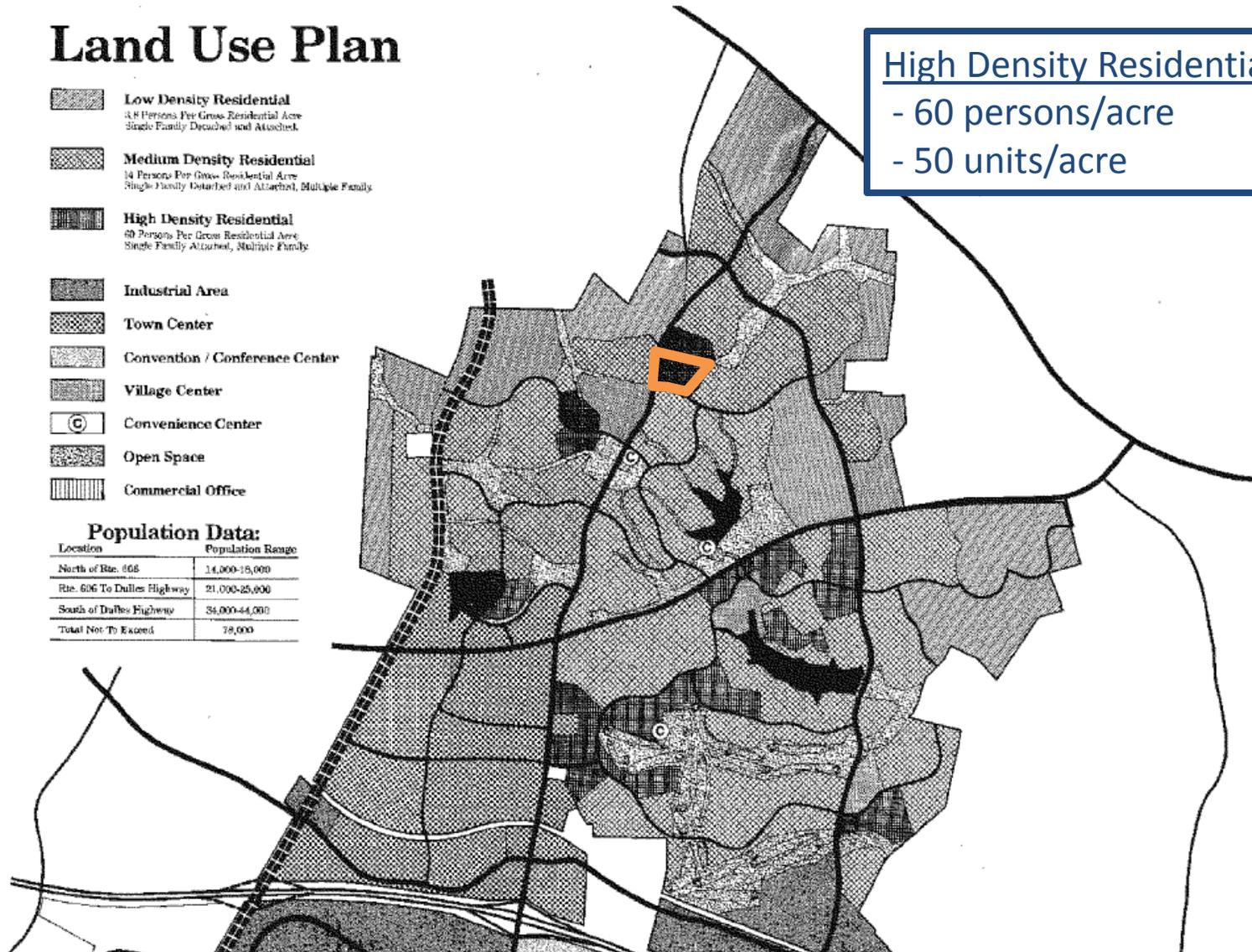
Reston Master Plan

Land Use Plan

-  **Low Density Residential**
3.8 Persons Per Gross Residential Acre
Single Family Detached and Attached
-  **Medium Density Residential**
14 Persons Per Gross Residential Acre
Single Family Detached and Attached, Multiple Family
-  **High Density Residential**
60 Persons Per Gross Residential Acre
Single Family Attached, Multiple Family
-  **Industrial Area**
-  **Town Center**
-  **Convention / Conference Center**
-  **Village Center**
-  **Convenience Center**
-  **Open Space**
-  **Commercial Office**

Population Data:

Location	Population Range
North of Rte. 66E	14,000-15,000
Rte. 60E To Dulles Highway	21,000-25,000
South of Dulles Highway	34,000-44,000
Total Not To Exceed	78,000



High Density Residential:

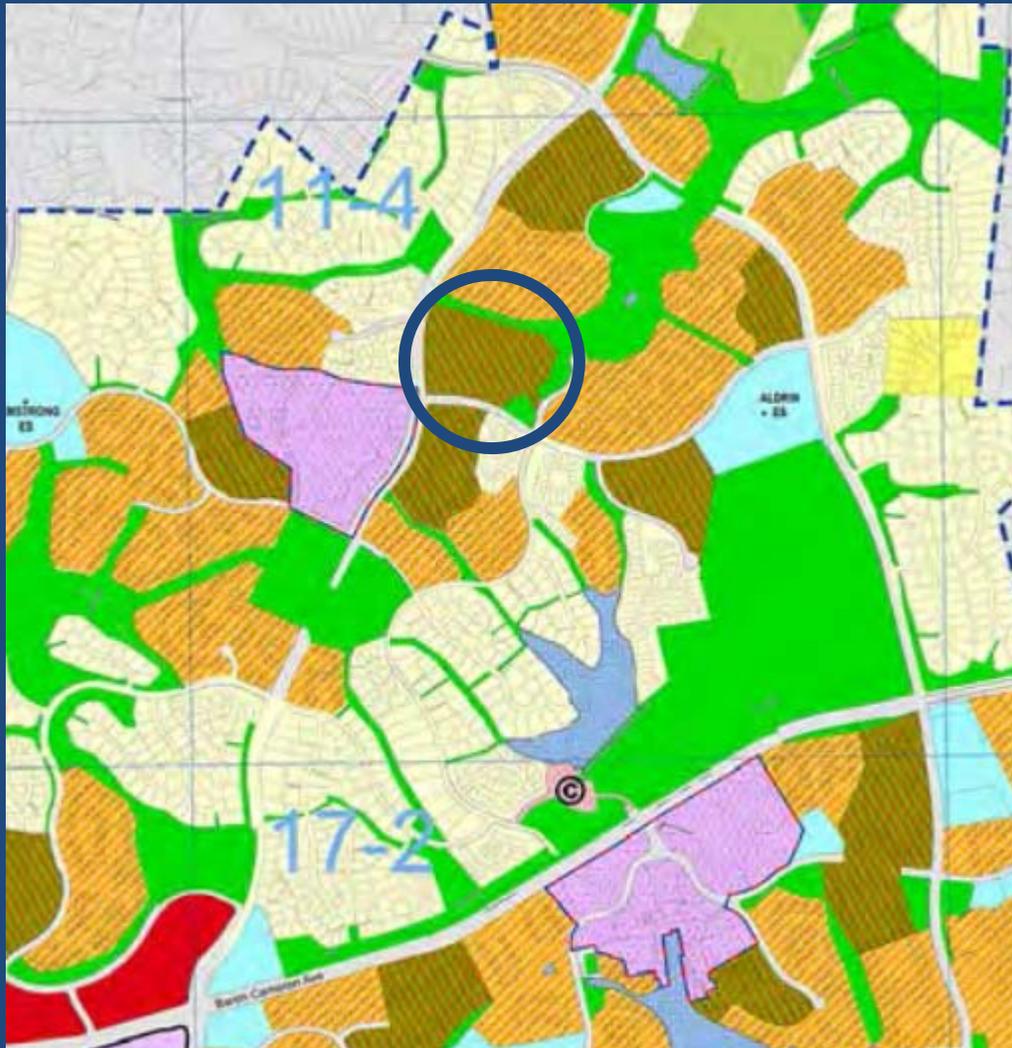
- 60 persons/acre
- 50 units/acre

Initial Submission



- Development Proposal:
- 625 multi-family units
 - 34 townhouses
 - 46 dwelling units/acre

Comprehensive Plan Amendment



Redevelopment Option for Medium Density Multi-Family:

- 21 – 50 units/acre
- No persons/acre factor
- Subject to additional criteria in the Comprehensive Plan

Reston Land Use Categories

- Low-Density Single Family (0-4 DU/AC)
- High-Density Single Family (5-12 DU/AC)
- Low-Density Multi-family (13-20 DU/AC)
- Medium-Density Multi-family (21-50 DU/AC)
- High-Density Multi-family (50+ DU/AC)
- Parks, Recreation and Open Space
- Village Center Mixed Use
- Retail
- Office
- Public Facilities, Governmental and Institutional
- Public Schools Within Reston

Comprehensive Plan Criteria

- Preservation of existing mature trees and natural areas around the perimeter of the property; maintain the same overall amount of natural areas with tree preservation and planting
- Context sensitive design that fits into the natural and architectural character of the area
- Pedestrian and bicycle connections to existing trails
 - Reston Parkway should have a multi-use path rather than sidewalk
- Above-grade structured parking should be wrapped with residential units or amenity spaces, or be treated with architectural detailing and landscaping
- Community gathering space with a preference for a greater proportion of landscaped open space than hardscape
 - Pedestrian connection to the North Point Village Center

Previous Development Proposal



- Development Proposal:
- 511 multi-family units
 - 51 townhouses
 - 39 dwelling units/acre

Primary Design Comments

- Reduce the height of the multi-family buildings
- Break up the massing to eliminate long facades
- Restore the tree buffer on Center Harbor Road
- Better compatibility for the townhouses

Updated Development Proposal



- Development Proposal:
- 467 multi-family units
 - 46 townhouses
 - 36 dwelling units/acre

Existing Conditions Overlay



Existing Conditions with Tree Save



Tree Save with Enhanced Buffer



Setbacks – Proposed Development



Landscape Amenity Areas



Screening Buffer
Large Evergreen Trees
Shade Trees
Ornamental Trees

Village Commons
Ornamental Plantings
Seating Areas
Trail Connections

Dog Park
Fenced Area
Shade Trees
Seating Areas

Pocket Park
Lush Landscaping
Small Gathering Spaces
Walk Connections

Landscape Amenity Areas

Building A – South Elevation



Building A – West Elevation

6



BUILDING A - WEST ELEVATION

Previous Proposal

5



WEST ELEVATION

Current Proposal

Building A – North Elevation



Building A – East Elevation



BUILDING A - EAST ELEVATION

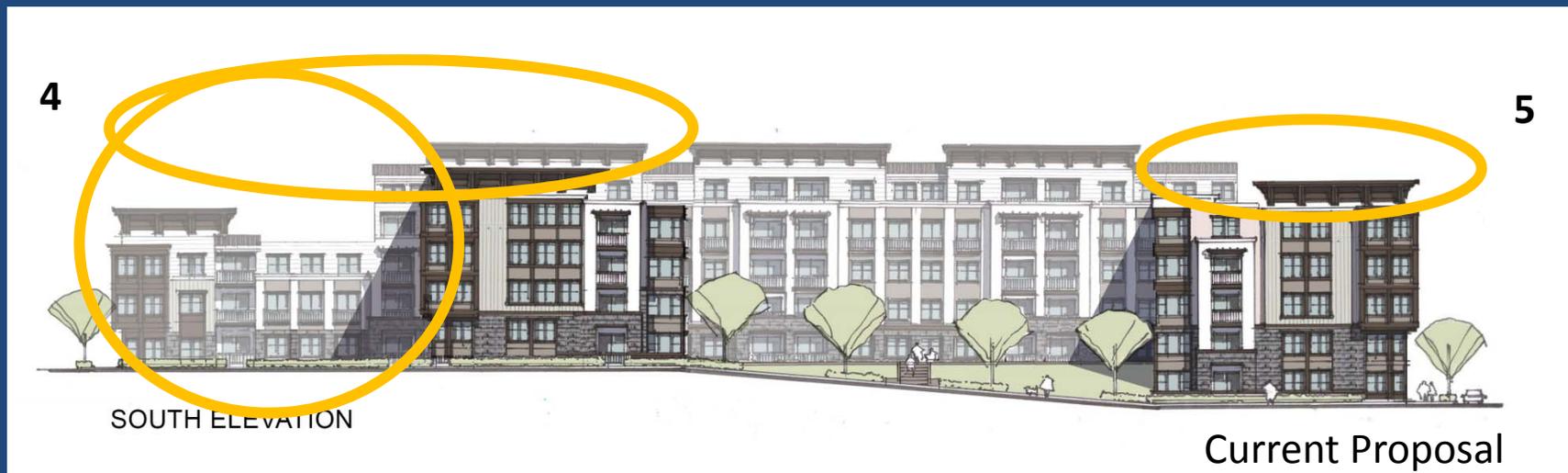
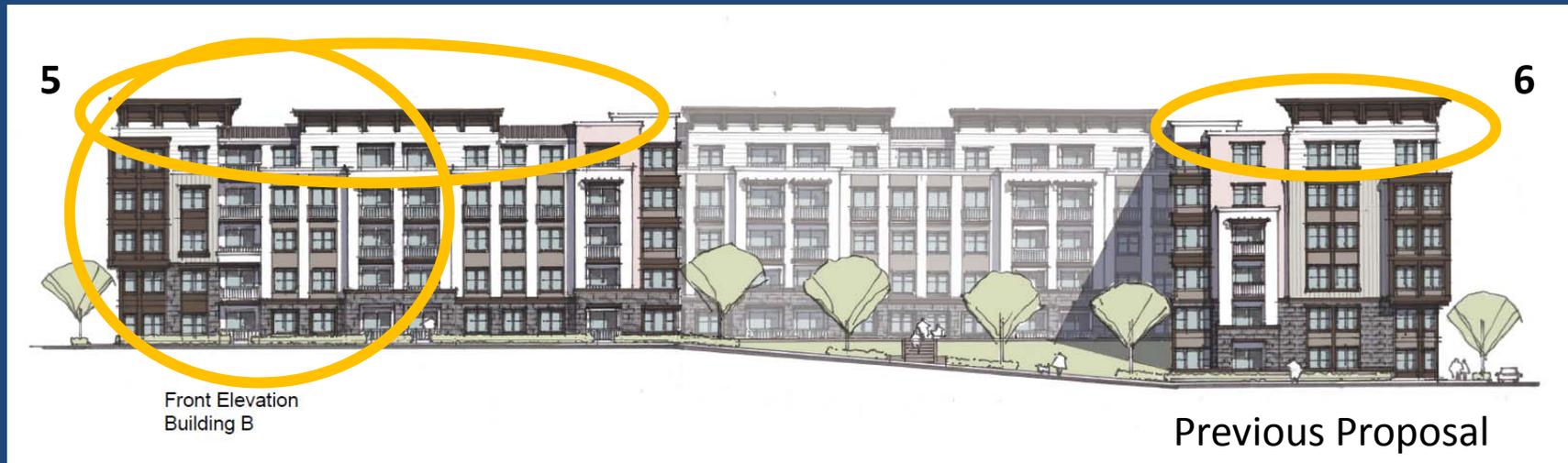
Previous Proposal



EAST ELEVATION

Current Proposal

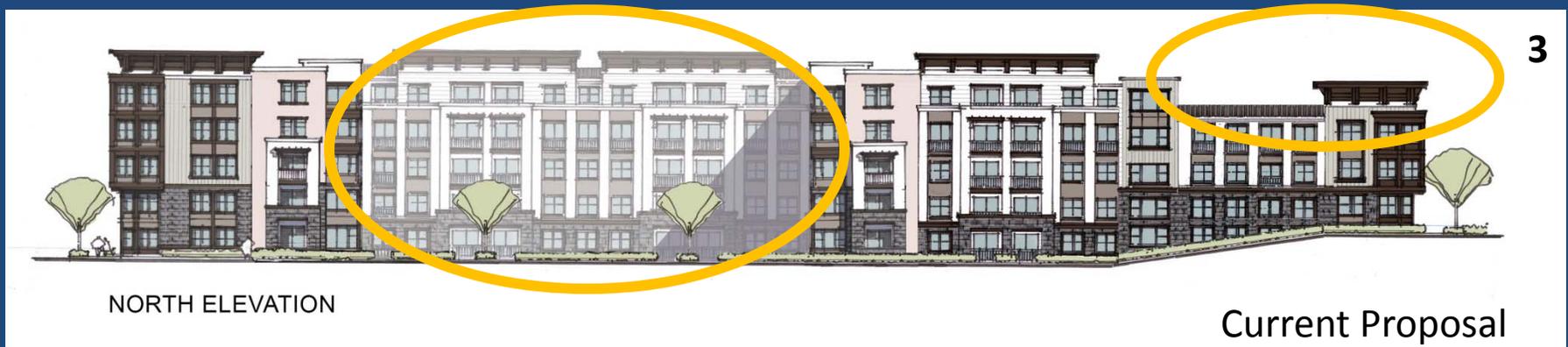
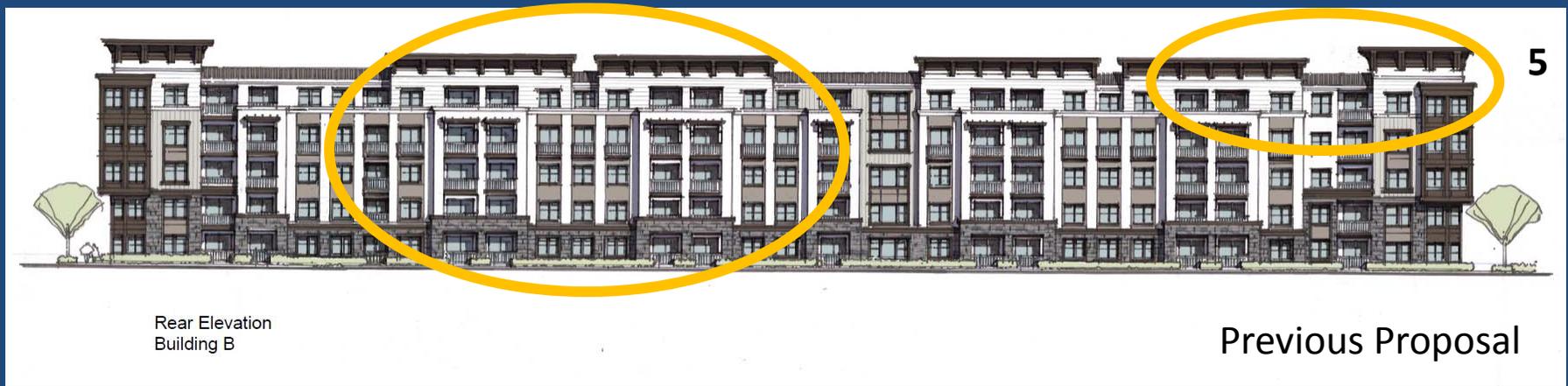
Building B – South Elevation



Building B – West Elevation



Building B – North Elevation



Building Elevations – Townhouses

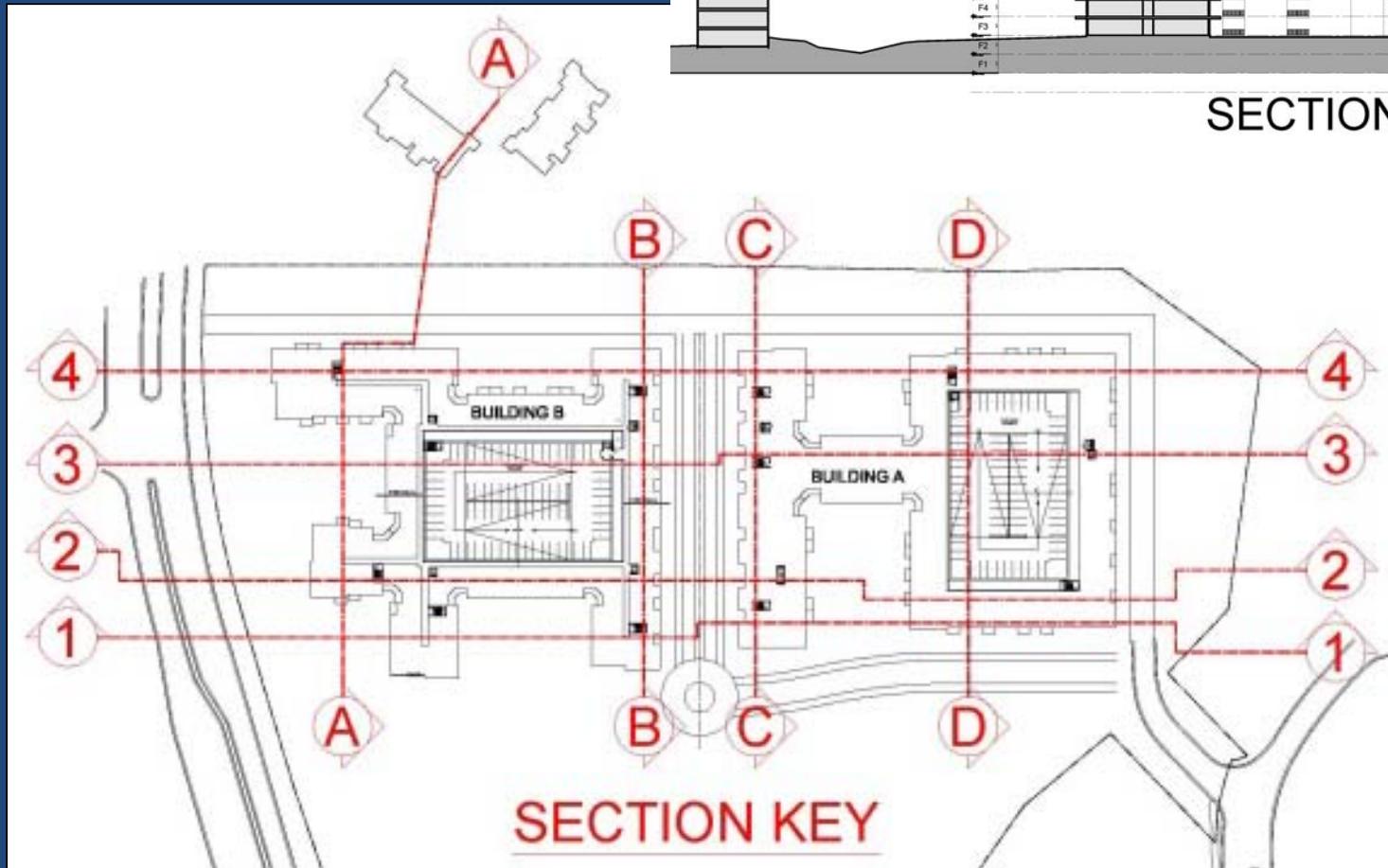
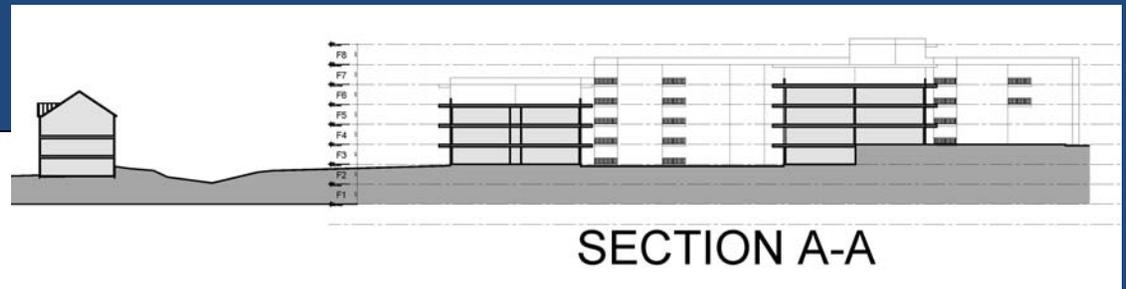


Previous Proposal

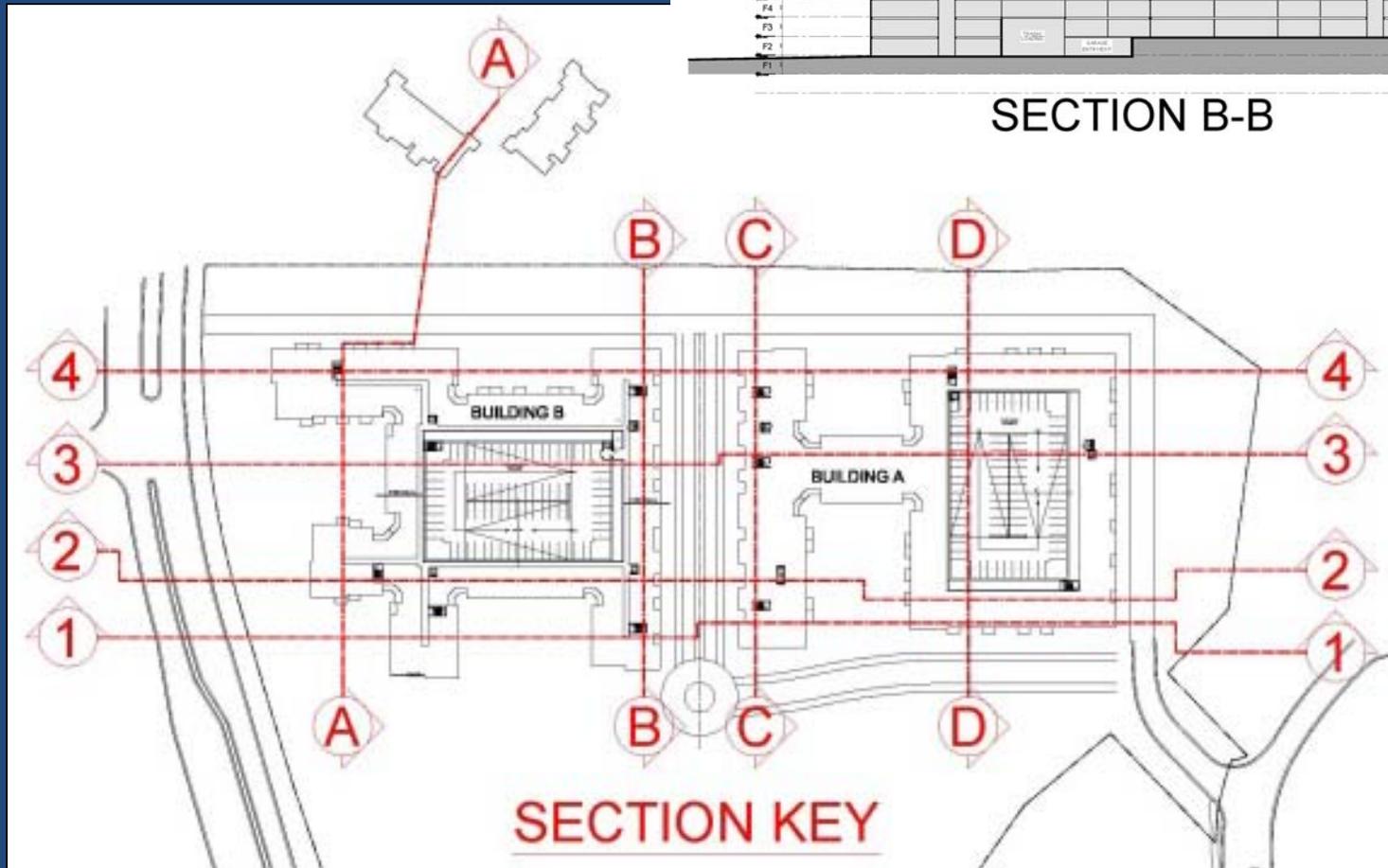
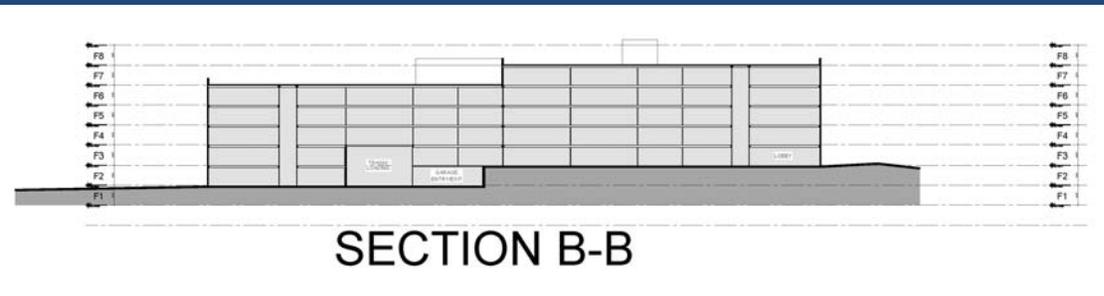


Current Proposal

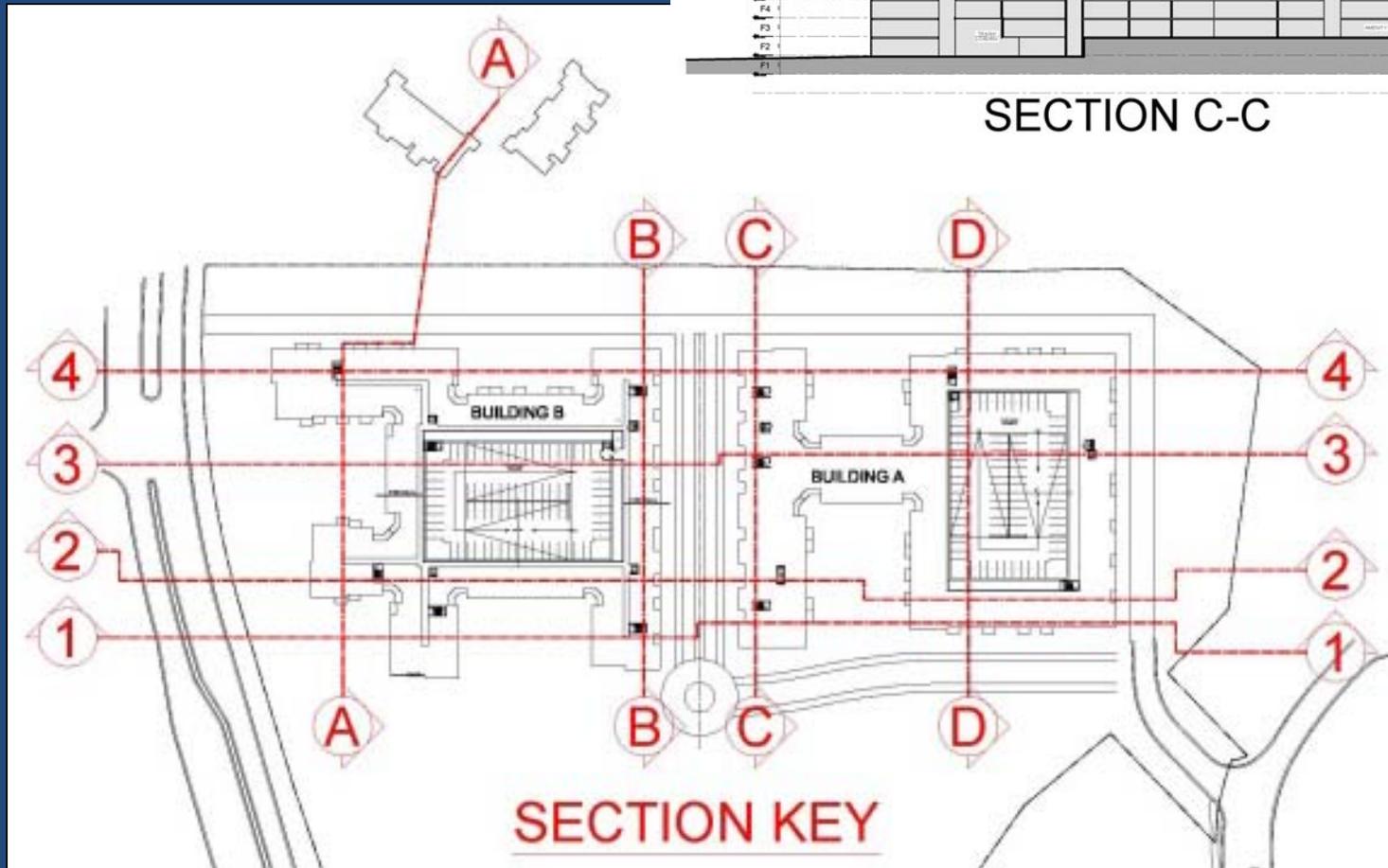
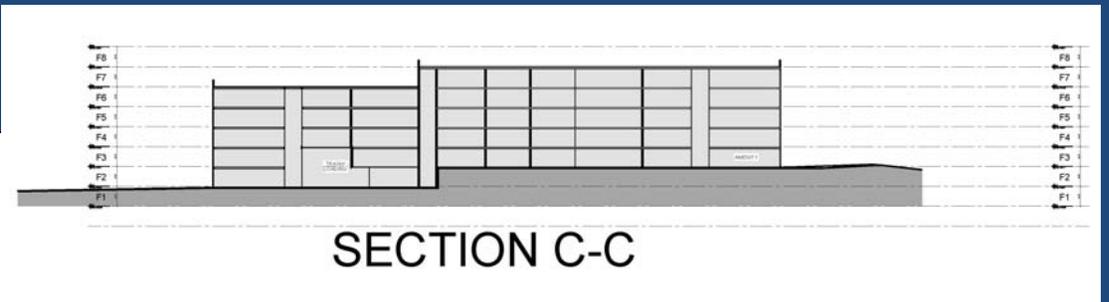
North-South Cross Sections



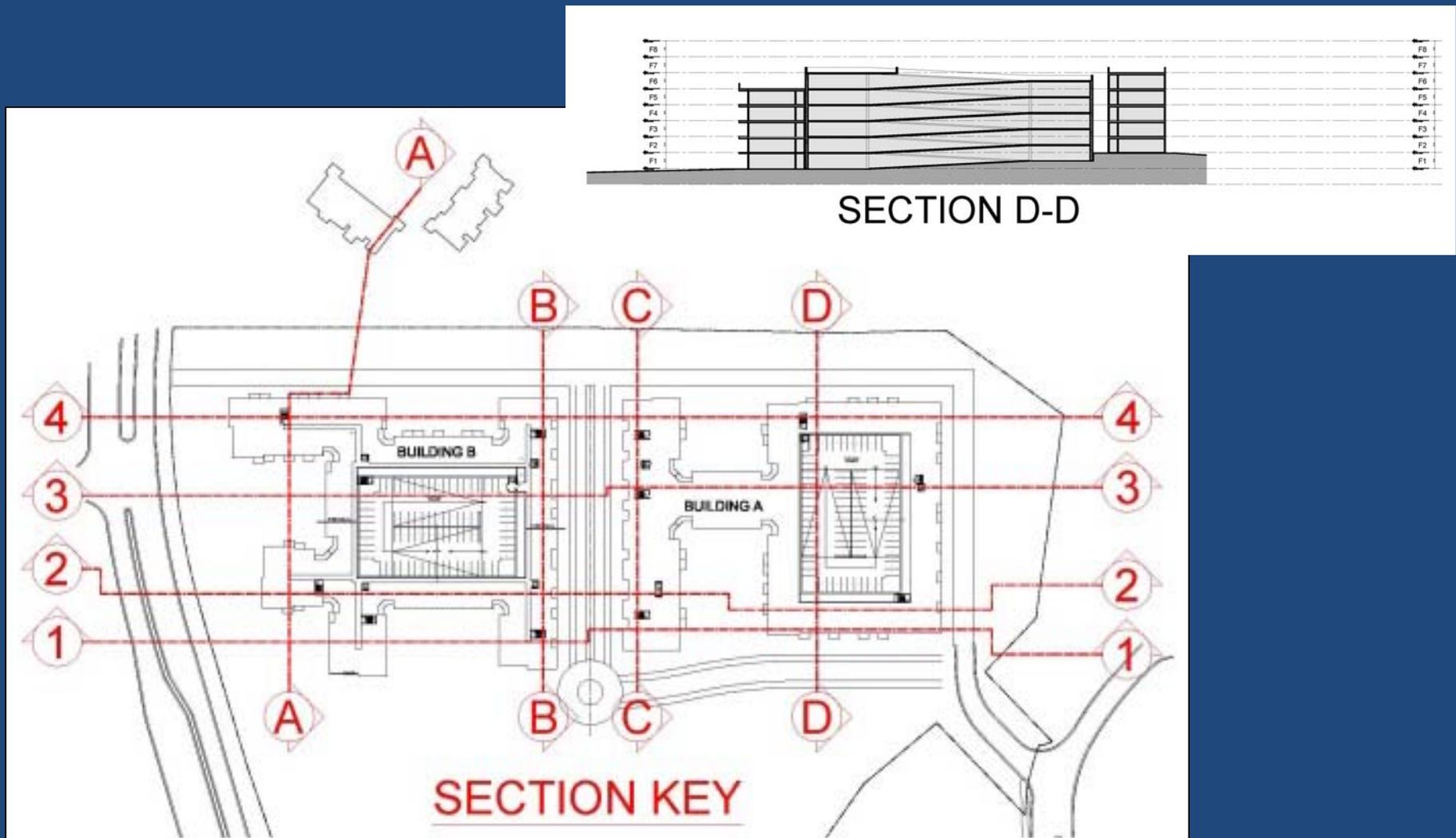
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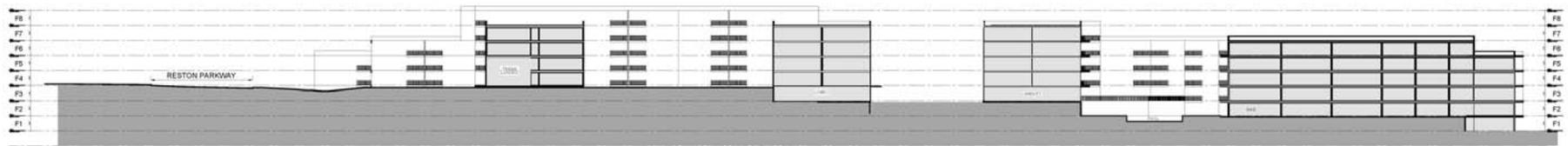
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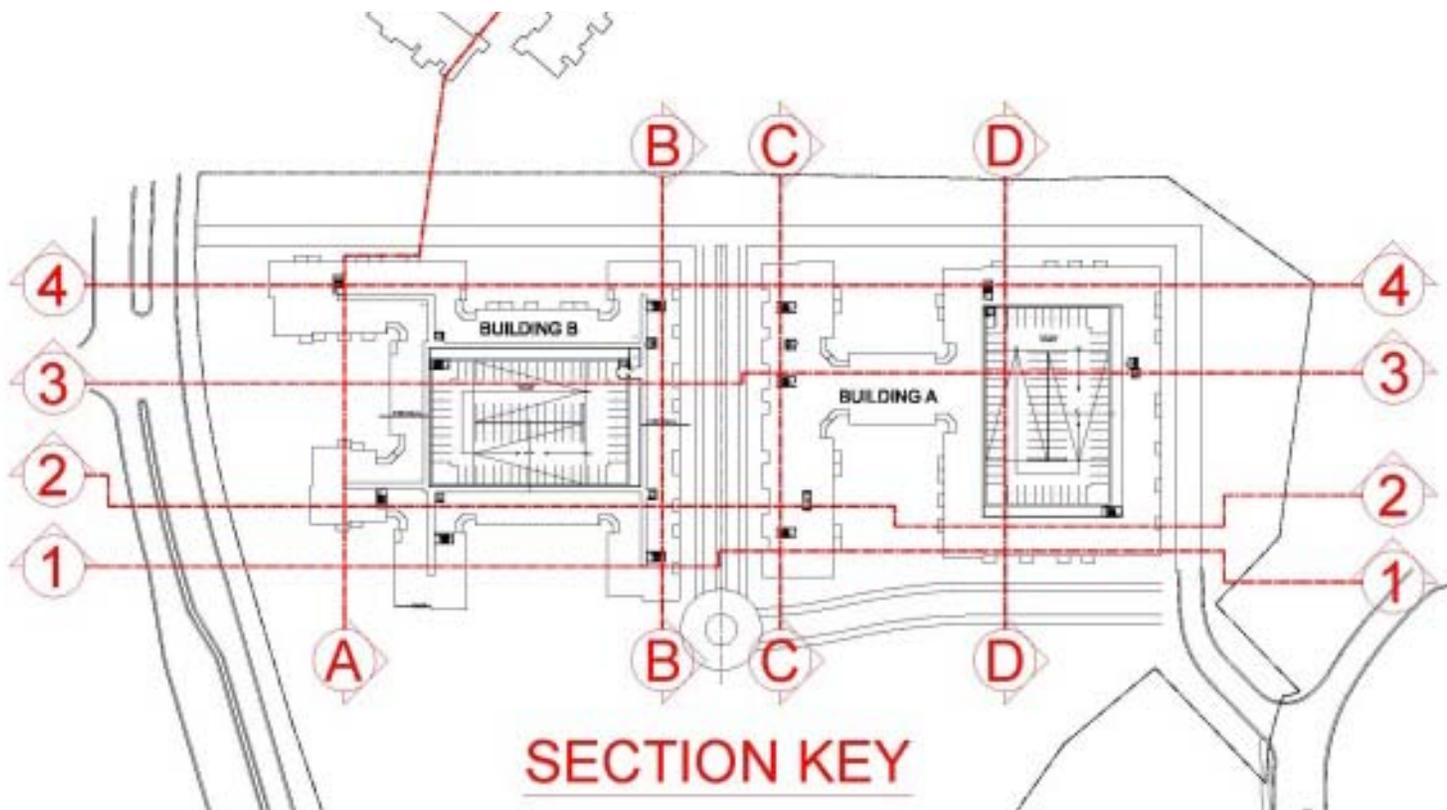
North-South Cross Sections



East-West Cross Sections

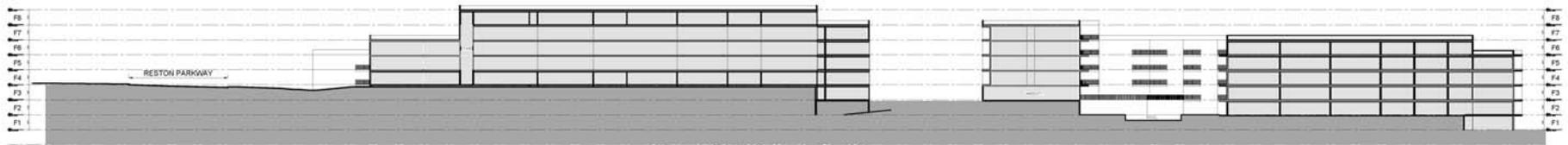


SECTION 1-1

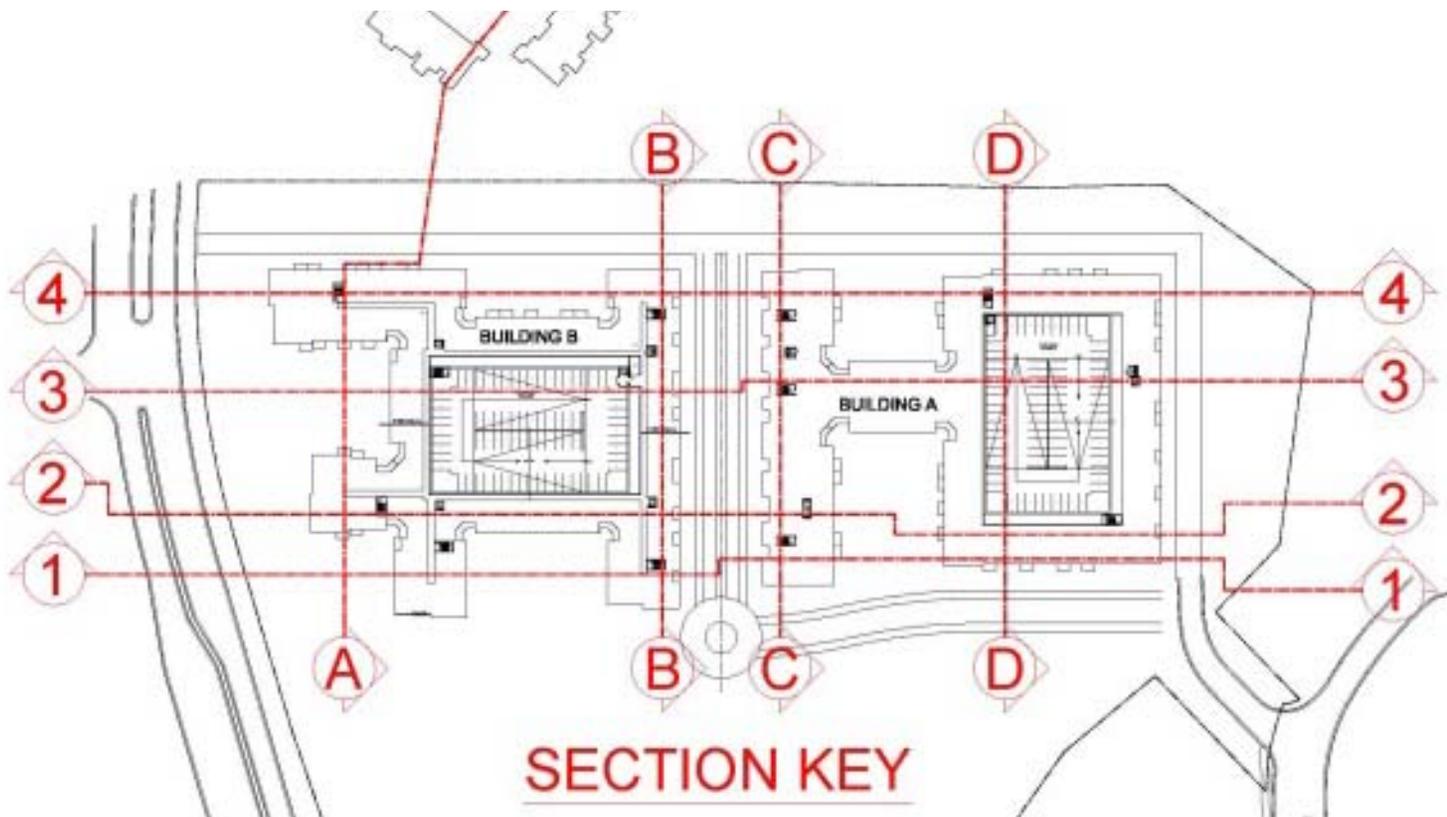


SECTION KEY

East-West Cross Sections

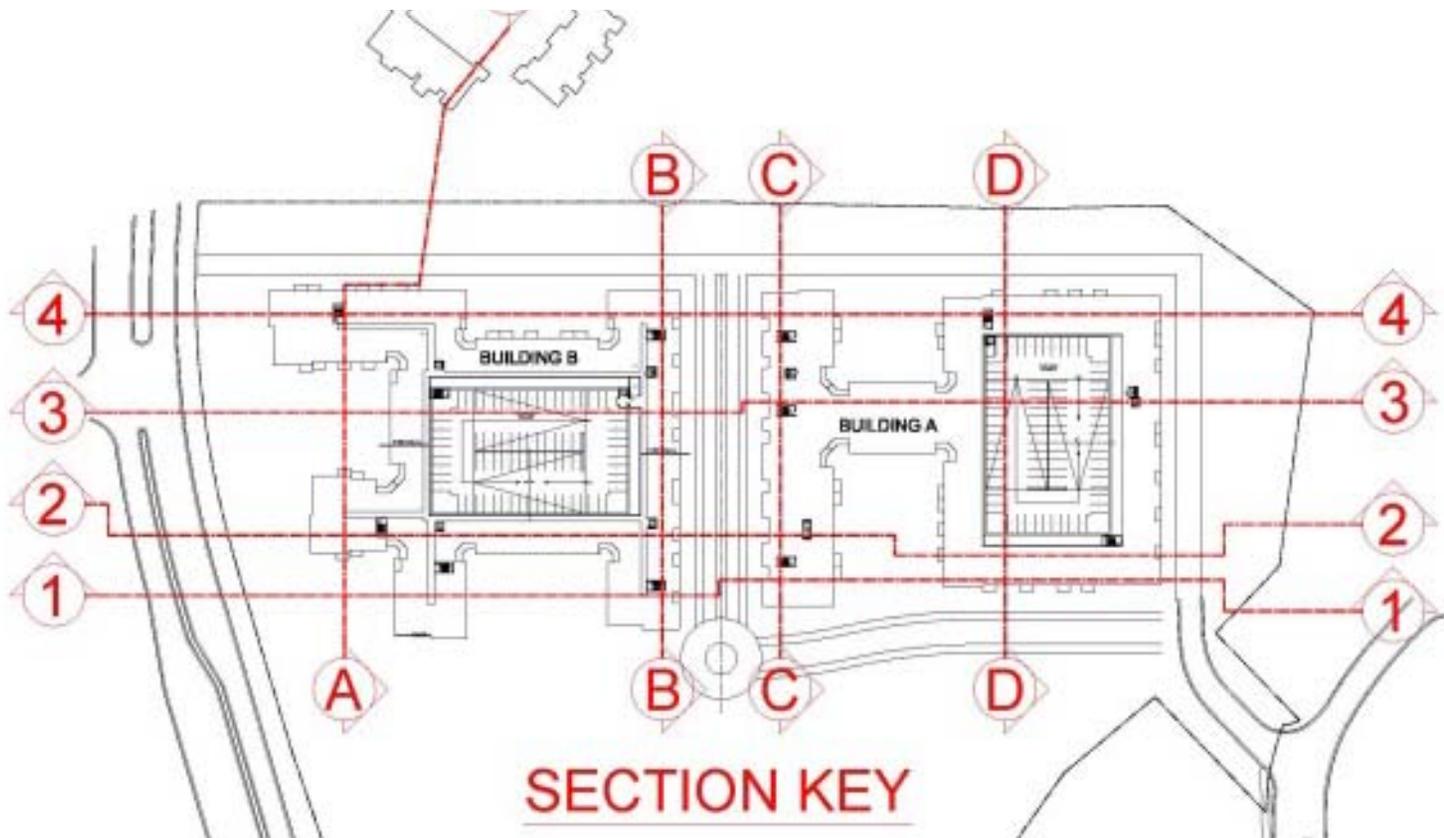
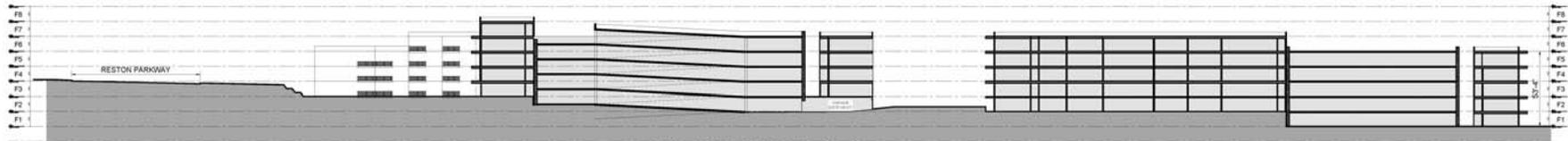


SECTION 2-2

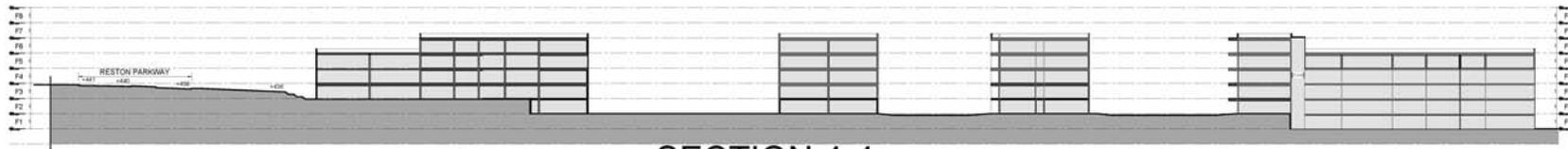


SECTION KEY

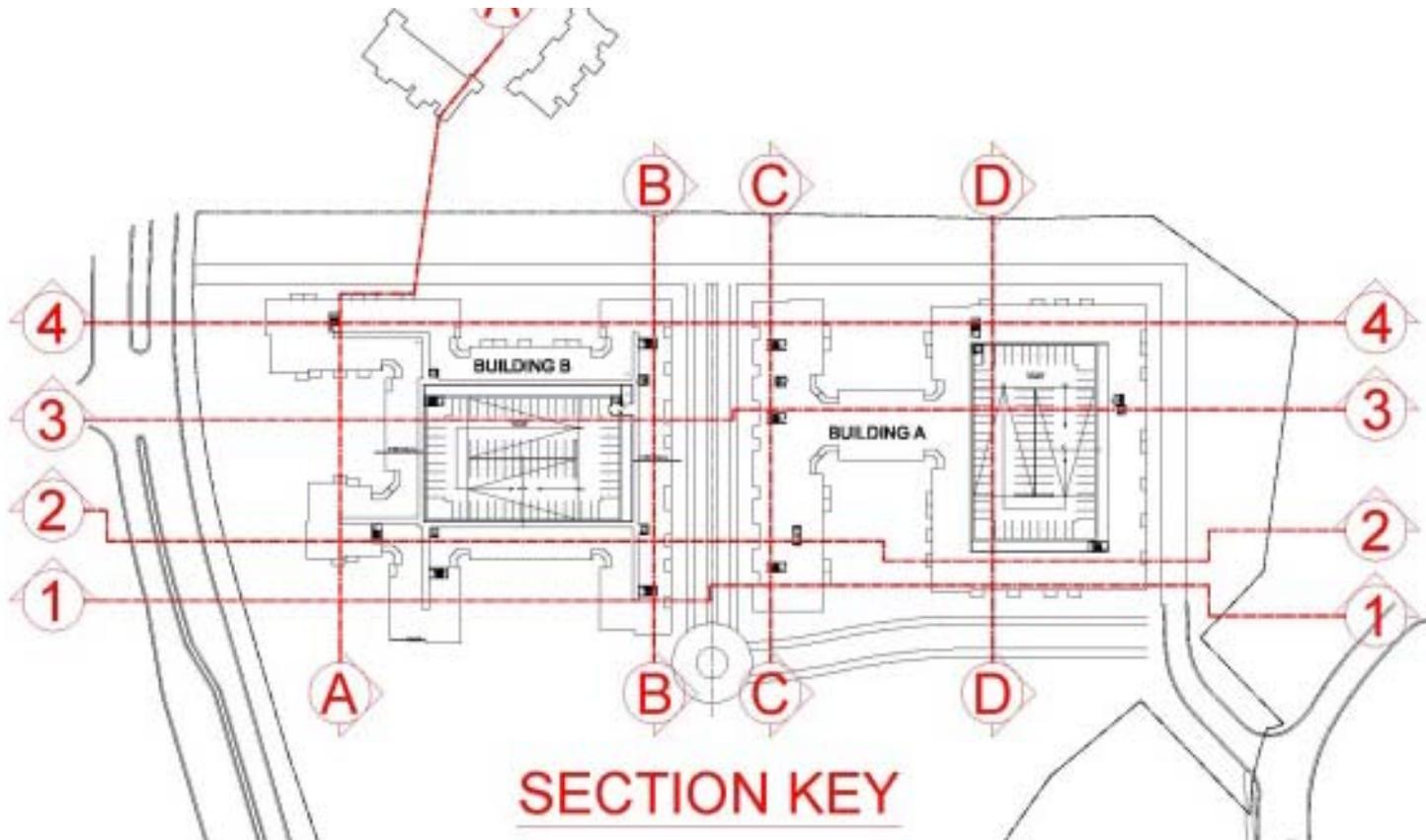
East-West Cross Sections



East-West Cross Sections



SECTION 4-4



SECTION KEY

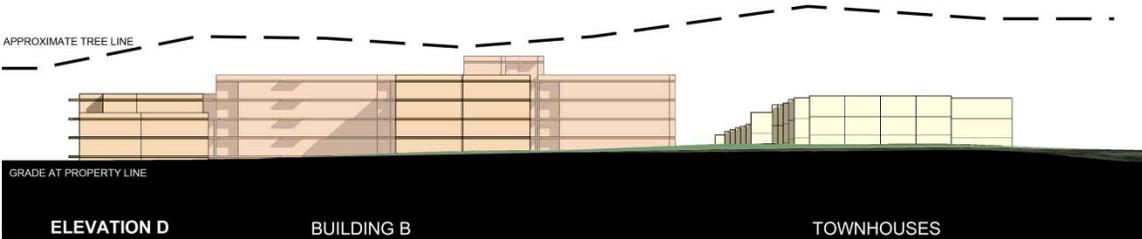
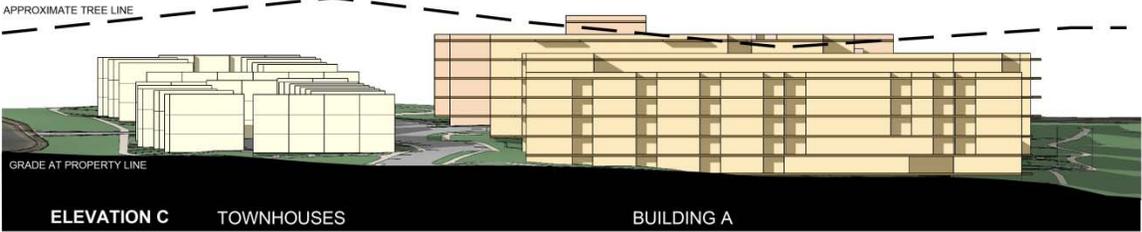
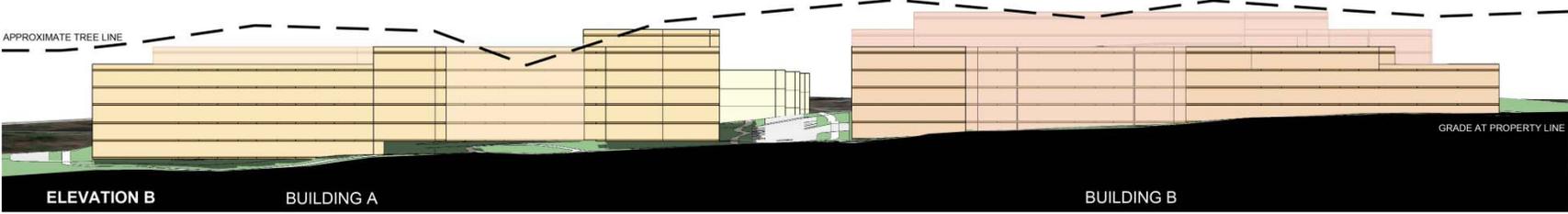
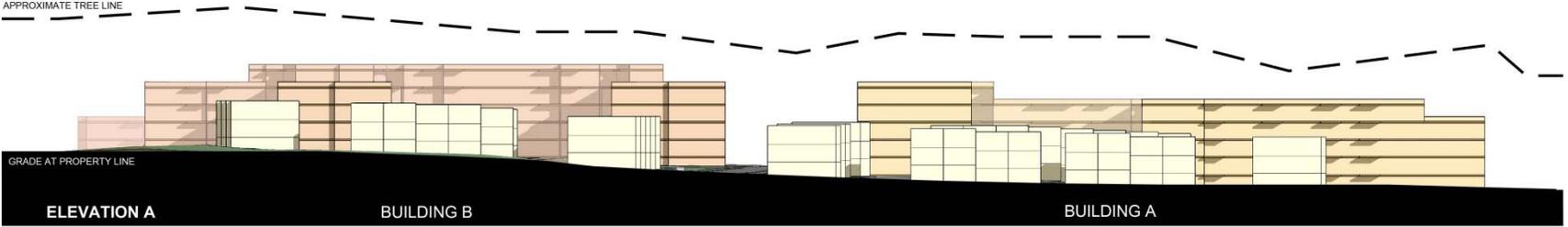
Aerial Perspective : Existing/Proposed



Aerial Perspective: Existing/Proposed



Approximate Tree Line



Tree line translated from Google Earth



Prior Traffic Analysis



Legend

-  Traffic Signal
-  Existing Sidewalk/Trail
-  Existing Crosswalk
-  Future Sidewalk/Trail
-  Future Crosswalk

St. John's Wood
Pedestrian Facilities

 **GOROVE / SLADE**
Transportation Planners and Engineers



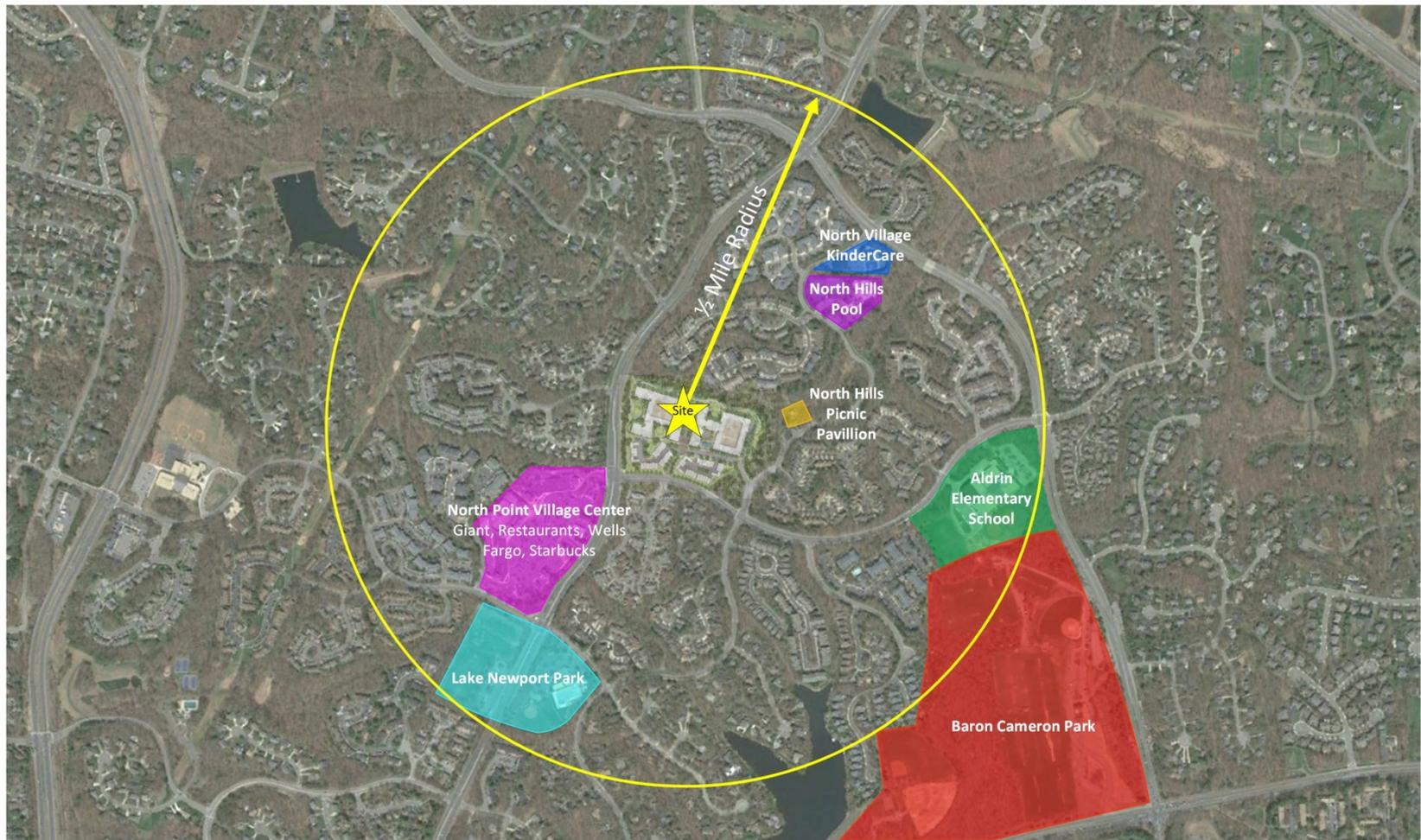
Legend

-  Existing Off Street Trail
-  Recommended Shared Roadway*
-  Recommended Shared Use Path*

* Recommendations from Fairfax County's Countywide Bicycle Master Plan

St. John's Wood
Bicycle Facilities



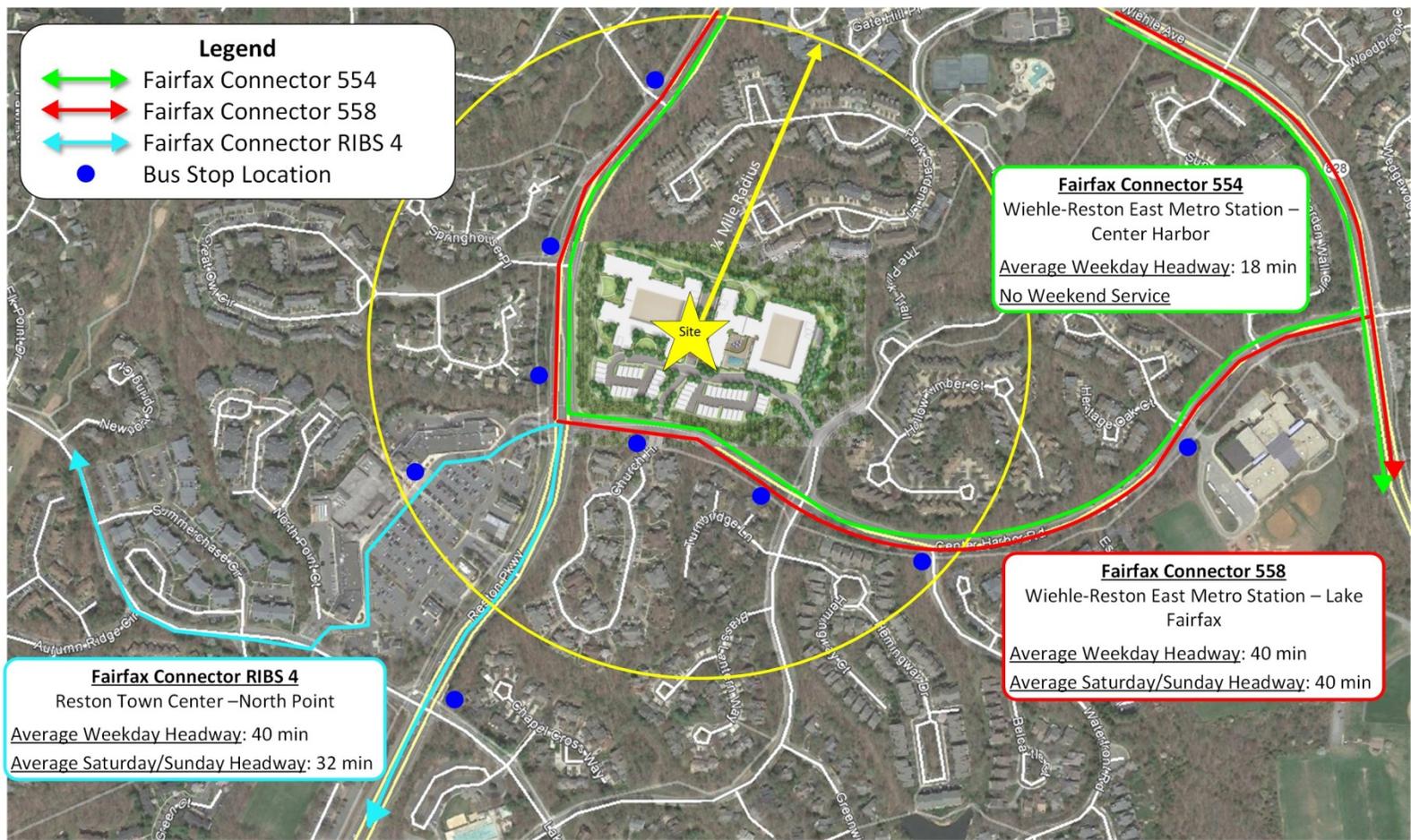


St. John's Wood
Pedestrian and Bicycle Destinations

Legend

— Pedestrian and Bicycle Destination

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St. John's Wood

Existing Bus Routes



St. John's Wood

Existing Traffic Counts

- Legend**
-  Turning Movement
 - 1234/5678 AM/PM Peak Hour Volume
 - X,XXX Intersection AADT



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Existing Analysis

Legend

 = All Movements Operate at Acceptable LOS



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Future Background Traffic Counts

- Legend**
-  Turning Movement
 - 1234/5678 AM/PM Peak Hour Volume
 - X,XXX Intersection AADT



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 Future Background Analysis

Legend

 = All Movements Operate at Acceptable LOS



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Added Site Trips

Legend

 Turning Movement

1234/5678 AM/PM Peak Hour Volume



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Total Future Volumes

- Legend**
- ➔ Turning Movement
 - 1234/5678 AM/PM Peak Hour Volume
 - X,XXX Intersection AADT

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Total Future Analysis

Legend

 = All Movements Operate at Acceptable LOS



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Existing Approach Delays

- Legend**
- Approach
 - XX/XX AM/PM Delay (sec/veh)

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 Future Background Approach Delays

- Legend**
-  Approach
 - XX/XX AM/PM Delay (sec/veh)



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Total Future Approach Delays

Legend

-  Approach
- XX/XX AM/PM Delay (sec/veh)



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Percent Increase of Traffic

Legend



X%/X%

AM/PM % Traffic Increase Per Intersection



X%/X%

AM/PM % Traffic Increase Per Link



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Site Traffic Distribution

Legend

X%/X%

Inbound/Outbound % Traffic Distribution

X%/X%

Inbound/Outbound % Site Traffic Per Driveway



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Primary Traffic Comments

1. Traffic study should account for Metro
2. Queuing analysis for Center Harbor Road
3. Explore entrance onto Reston Parkway
4. Traffic speed, sight distance, and safety

Update Traffic Study

- Will update the traffic study to reflect the opening of the Metro station
- Traffic counts to be taken in mid-September
- Will provide updated traffic study to the County, P&Z, and the community

Queuing – 95th Percentile AM



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Total Future AM Peak Queues

Legend

 Future Background AM Peak 95th Percentile Queue

 Total Future AM Peak 95th Percentile Queue



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Queuing – 95th Percentile PM



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Total Future PM Peak Queues

Legend

-  Future Background PM Peak 95th Percentile Queue
-  Total Future PM Peak 95th Percentile Queue



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Queuing – 50th Percentile AM



St. John's Wood

Total Future AM Peak Queues

Legend

 Future Background AM Peak 50th Percentile Queue

 Total Future AM Peak 50th Percentile Queue



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Queuing – 50th Percentile PM



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Total Future PM Peak Queues

Legend

 Future Background PM Peak 50th Percentile Queue

 Total Future PM Peak 50th Percentile Queue



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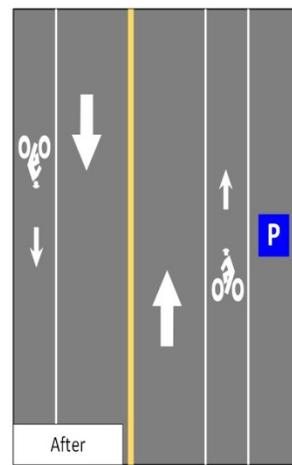
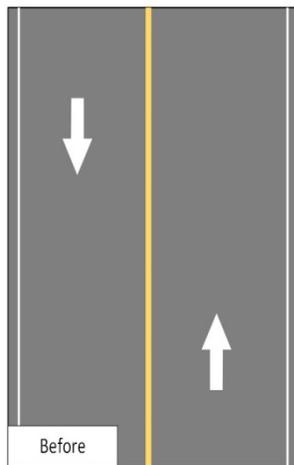
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Reston Parkway Entrance

- Requested meeting with VDOT and FCDOT to review feasibility of Reston Parkway entrance
- VDOT does not support this entrance
- FCDOT does not support this entrance

Traffic Calming Options

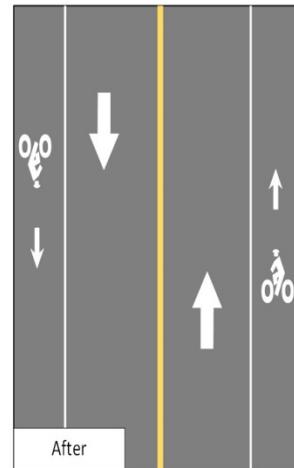
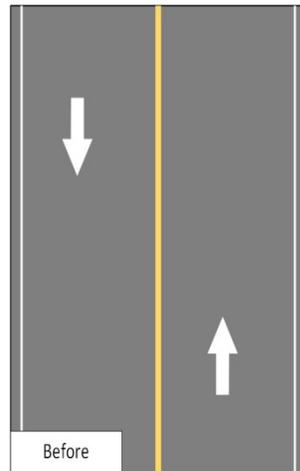
- Conduct traffic calming study
 - Collect speed data for Center Harbor Road
 - Potential traffic mitigation measures
 - Restripe to narrow lanes, add bike lanes (Road Diet)
 - Install speed humps or other physical measures
 - Four way stop at Center Harbor/North Village Road
 - Subject to approval by VDOT and FCDOT



Oak Street Road Diet
Dunn Loring, Virginia

47 foot width ROW





Soapstone Drive Road Diet

Reston, Virginia

Traffic Calming Options

- Pedestrian safety improvements for Center Harbor Road/Churchill Place/Site Entrance
 - Stripe crosswalks or install raised crosswalks
 - Pedestrian activated signal/flashing beacon
- Safe pedestrian route to Aldrin Elementary
 - Improve crosswalks and sidewalks as necessary
- Bus stop improvements
 - Relocate bus stop east of Churchill Place
 - Install bus shelter for visibility of bus stop

Safe Pedestrian Route to School



St. John's Wood

Pedestrian Facilities

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Relocation Assistance

- Provide 90-day written notice prior to construction
- Hire Relocation Manager to assist all residents
- Relocation Manager to meet individually with every tenant
- Constant communication
- Within 12 months of the anticipated construction start day, execute any new leases as month-to-month

Proffer Commitments

- Green Building Certification
- Tree Preservation with UFMD
- Affordable/Workforce Housing
- Parks and Recreation Contribution
- Traffic Signal Preemption Contribution
- Stormwater Management – Stormfilters, pervious pavement, bio-retention areas
- Public Art

Questions

