Reston Study & Plan Amendment

Task Force Presentation
May 26, 2020
What is the Comprehensive Plan?

It is a **Statutory Mandate** required by the Code of Virginia to shape the orderly development of the county.

It is a **guide in decision-making** in the county about the built and natural environment.

It is the **community’s vision**, shaped by the community.
What is the Comprehensive Plan?

It is a **long-range** plan with a 20+ year horizon.

It contains **general county policies** as well as **site specific** recommendations.

It is “Comprehensive” because it **addresses multiple elements** in addition to land use, such as transportation, public facilities, the environment and affordable housing.
What is the Comprehensive Plan?

The Fairfax County Comprehensive Plan recommendations are extremely important as they are used by the County staff, the Planning Commission and the Board of Supervisors to evaluate, recommend and decide upon rezoning and other land use applications.
HISTORY OF PLANNING IN RESTON

• Planned community founded upon Bob Simon's ideals for community and seven enumerated principles
• Original Reston Master Plan adopted in 1962
• PRC Zoning District Established in 1962 to implement plans to develop Reston
• Sections along the Dulles Airport Access Road (DAAR) designated as a Suburban Center in 1991
• Transit-related development options added in 2001 to reflect extension of metro rail along the DAAR
• The Reston Master Plan Study authorized in 2009
Recent Master Plan Study – Phase 1

- Multi-year citizen task force effort
  - Reston Master Plan Special Study Task Force appointed by the Board to work with county staff and provide input in developing recommendations for the three Transit Station Areas (TSAs)
- Included over 40 members
- Representatives from multiple community organizations, including RA, RCA, RCC, GRCC, Reston P&Z, property owners and residents
- Evaluated Comprehensive Plan
- Developed Comprehensive Plan options to reflect transit-oriented development in the three TSAs
- Adopted by the Board in 2014
Recent Reston Master Plan Study – Phase 1

• Transit Oriented Development (TOD) areas focus more urban development within ½ mile of transit station to maintain stability of areas outside TSAs
• Areawide and District Recommendations guide development potential and expectations for parks, open space, street grids, and urban design
• Balance land use with infrastructure improvements
  • Mix of uses and development targets
  • Transportation
  • Open space and athletic fields
Reston Master Plan Study – Phase 2 (2014-2015) and Urban Design Guidelines

- Focused on the PRC potion of Reston, including Residential Neighborhoods, Village Centers, and Other Commercial Areas outside of the TSAs

- Plan Adoption in 2015

- Guidelines for Development in the Reston TSAs endorsed by the Board in December 2018
Reston Master Plan Study – Phase 2: Residential Areas

- Protects existing neighborhoods by focusing growth at transit station areas
- Protects existing residential neighborhoods:
  - Almost all neighborhoods that could have redeveloped were re-planned (down planned) to retain their existing density and character (except for Village Centers, St. Johns Wood and Charter Oaks)
  - Expanded residential land use categories from 3 broad categories to 5 more detailed categories that limited redevelopment (in most cases) to existing built densities
- Established criteria to guide review
- Zoning often allows more development than does the Comprehensive Plan
Reston Master Plan Study – Phase 2: Village Centers

Each Village Center consists of a non-residential mixed-use area and adjacent residential areas

- Hunters Woods, South Lakes, and North Point Village Centers - Plan adjusted residential development potential to 50 du/ac in non-residential and mixed-use areas
- Tall Oaks and Lake Anne - redevelopment is based on approved rezonings
- Includes Guidelines for Village Center redevelopment and envisions future planning efforts before redevelopment occurs
Reston Land Use Plan

Land uses within Reston following 2014 and 2015 Plan Amendments
What is Zoning?

• Regulation, not a guide
• Means of implementing Comprehensive Plan
• Includes text and a map
• Regulates the land uses that can occur on a property and the location of structures
• All property is zoned to a specific Zoning Districts
• Zoning can only be changed by legislative action by the Board through the public hearing process
What is Reston Zoned?

• PRC District – Most of Reston is zoned to the PRC District
  • Neighborhoods
  • Village Centers
  • Commercial areas

• Transit Station Areas – Most are located outside of the PRC District
  • Zoned primarily to the PRM and PDC Districts
  • Except Reston Town Center, which is in the TSA and zoned to the PRC District
Summary
Planning & Zoning

Comprehensive Plan
- Guide – Recommendations
- Contains general county-wide as well as site specific recommendations
- Type of Land uses and amount of development

Zoning Ordinance
- Body of Regulations
- Implements the Plan
- Zoning Districts (ex. R-1, C-2, and PDC)
- Sets requirements for uses, setbacks, height & open space

Proposals to rezone property are typically initiated by property owners in response to market conditions and are evaluated for conformance with the Comprehensive Plan.
# Planned Development Potential Versus Zoning Approvals in the TSAs

<table>
<thead>
<tr>
<th>Land Use</th>
<th>2010 Existing Land Use</th>
<th>Comprehensive Plan Development Potential</th>
<th>Zoning Approval*</th>
<th>2010 Existing Land Use + Zoning Approval **</th>
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</thead>
<tbody>
<tr>
<td>Residential</td>
<td>5,860,000</td>
<td>52,800,000</td>
<td>17,000,000</td>
<td>22,860,000</td>
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<tr>
<td></td>
<td>(5,860 dwelling units)</td>
<td>(44,000 d/u)</td>
<td>(15,000 units)</td>
<td>(20,860 units)</td>
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<tr>
<td>Office</td>
<td>20,982,169</td>
<td>29,700,000</td>
<td>15,000,000</td>
<td>40,952,224</td>
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<tr>
<td>Retail</td>
<td>1,094,476</td>
<td>2,100,000</td>
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<tr>
<td>Industrial</td>
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<td>590,000</td>
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<tr>
<td>Institutional</td>
<td>2,096,840</td>
<td>2,400,000</td>
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<tr>
<td>Hotel</td>
<td>936,782</td>
<td>4,900,000</td>
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<tr>
<td>Total</td>
<td>31,812,224</td>
<td>92,490,000</td>
<td>32,000,000</td>
<td>68,812,224</td>
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</tbody>
</table>

All numbers are in square feet unless otherwise noted

* Entitled Development approved since 2015. Does not include by-right development.

** includes square feet that will be demolished and replaced with new rezoning.
Planned Development Potential Versus Zoning Approvals in the non-TSAs

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Existing Land Use</th>
<th>Comprehensive Plan Development Potential</th>
<th>Zoning Approval (Unbuilt)*</th>
<th>Existing Land Use + Zoning Approval</th>
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<tr>
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<tr>
<td>Residential</td>
<td>33,679,857</td>
<td>38,996,908</td>
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<td>22,094 dwelling units</td>
<td>26,434 d/u</td>
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<td>Retail</td>
<td>641,331</td>
<td>1,113,673</td>
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<td>Industrial</td>
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<td>124,078</td>
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<td>Institutional</td>
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<td>1,360,179</td>
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<tr>
<td>Hotel</td>
<td>0</td>
<td>0</td>
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<tr>
<td>Total</td>
<td>36,105,023</td>
<td>41,774,786</td>
<td>2,933,658</td>
<td>39,038,690</td>
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* Development that has not been constructed.
32 Million SF Approved Residential and Non-Residential Development

### Residential
- 20 Million SF Approved (17,600 dwelling units)
- 1.1 Million SF Under Construction (964 dwelling units)
- 980,000 SF Constructed (812 dwelling units)

### Non-Residential
- 15 Million SF Approved (Office, Hotel, Retail)
- 108,000 SF Under Construction
- 715,000 SF Constructed
Development Summary

• Residential Neighborhoods are planned to retain their existing densities and character
• Redevelopment is focused in non-residential and mixed-use areas primarily within the TSAs
• The evolution of Reston’s TSAs is planned to occur over a period of 40 years or more
• Only a small portion of what has been entitled in the TSAs has developed
• Many of the TSA developments will be developed in phases over 20-30 years and may require modifications to the existing approvals based on further engineering or market conditions
Considerations During Rezoning Applications

• Conformance with the site specific and policy recommendations of the Comprehensive Plan
• Impact on public facilities and infrastructure
• Neighborhood compatibility: mitigating impacts on adjacent properties
• Creating a cohesive “sense of place” among properties
• Conformance with the Design Guidelines for the Reston TSAs including overall site design and streetscape
• Consistent treatment of applications