



## 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

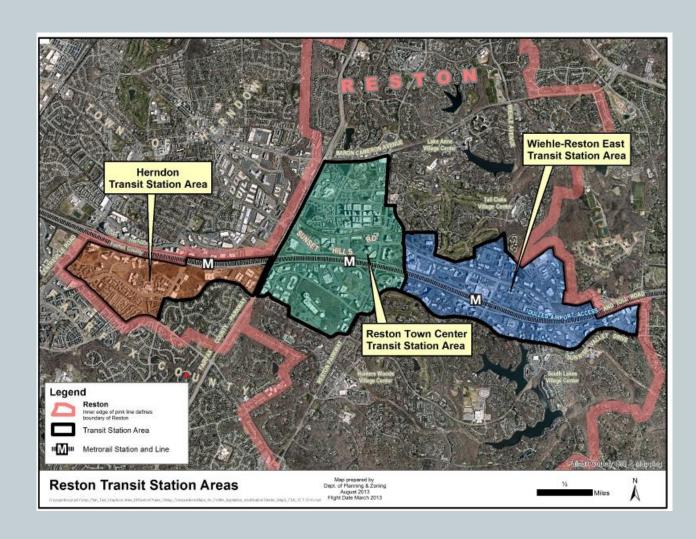
## Recent Master Plan Study - Phase 1



- 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

PHASE 2
RESTON
MASTER PLAN
SPECIAL
STUDY
(2014-2015)

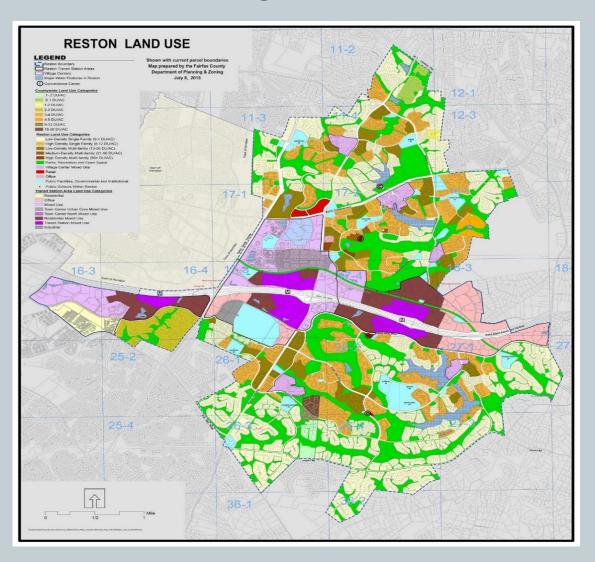
## Reston Master Plan Study – Phase 2: Village Centers

PHASE 2 RESTON MASTER PLAN SPECIAL STUDY (2014-15) 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 nonresidential 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

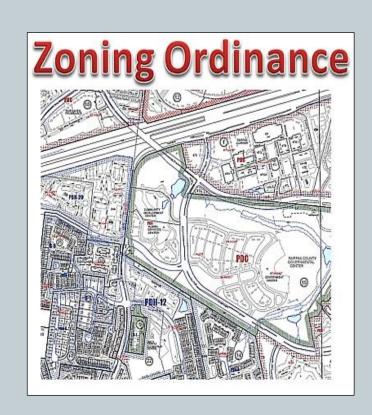
## **Reston Land Use Plan**

Land uses within Reston following 2014 and 2015 Plan Amendments



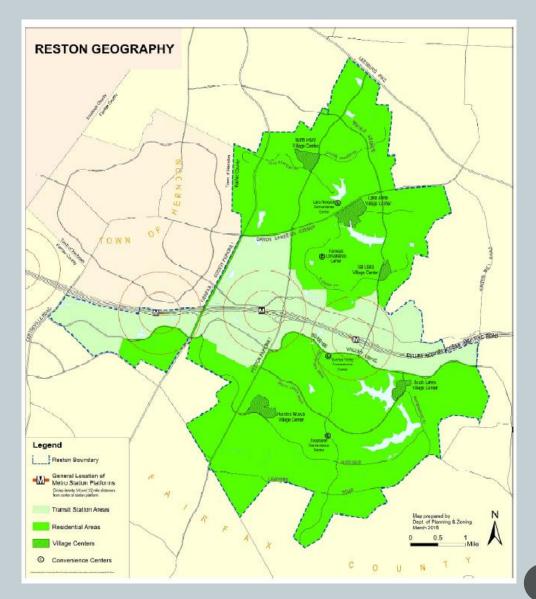
## What is Zoning?

- 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 <u>Most are</u> <u>located outside of the PRC</u> <u>District</u>
  - 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 countywide 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

Land Use	2010 Existing Land Use	Comprehensive Plan Development Potential	Zoning Approval*	2010 Existing Land Use + Zoning Approval **
Residential	5,860,000	52,800,000	17,000,000	22,860,000
	(5,860 dwelling	(44,000 d/u)	(15,000 units)	(20,860 units)
	units)			
Office	20,982,169	29,700,00	15,000,000	40,952,224
Retail	1,094,476	2,100,000		
Industrial	841,957	590,000		
Institutional	2,096,840	2,400,000		
Hotel	936,782	4,900,000		
Total	31,812,224	92,490,000	32,000,000	68,812,224

All numbers are in square feet unless otherwise noted

<sup>\*</sup> Entitled Development approved since 2015. Does not include by-right development.

<sup>\*\*</sup> includes square feet that will be demolished and replaced with new rezoning

## Planned Development Potential Versus Zoning Approvals in the non-TSAs

Land Use	Existing Land Use	Comprehensive Plan Development Potential	Zoning Approval (Unbuilt)*	Existing Land Use + Zoning Approval
Residential	33,679,857 22,094 dwelling units	38,996,908 26,434 d/u	2,809,580 2,092 d/u	36,489,437 24,186 d/u
Office	196,596	304,026		
Retail	641,331	1,113,673		
Industrial	0	0	124,078	2,549,253
Institutional	1,587,239	1,360,179		
Hotel	0	0		
Total	36,105,023	41,774,786	2,933,658	39,038,690

<sup>\*</sup> Development that has not been constructed.



#### 32 Million SF Approved Residential and Non-Residential Development

#### **Residential**

20 Million SF Approved (17,600 dwelling units)

- I.I 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