

# Reston Master Plan

## Frequently Asked Questions

Updated 03/08/18

### Questions about the Comprehensive Plan and the process that amended it

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#### 1. Q: What was the Reston Master Plan Special Study?

**A:** The Reston Master Plan Special Study was a two-phase planning study to identify appropriate changes to the [Fairfax County Comprehensive Plan](#) to help guide future development in the planned community of Reston and adjoining areas located along the Dulles Airport Access and Toll Road. The study began in 2009 and concluded in June 2015 after robust and thoughtful community discussions and participation. The [Reston Plan](#) is the resulting Comprehensive Plan guidance.

#### 2. Q: What was the public outreach for the Reston Master Plan Special Study?

**A:** Public outreach was extensive and sustained over a period of six years. Outreach included:

- € Notification of representatives of Reston's 150+ clusters, condos, apartments
- € Reston Land Use College- a 4 session series of classes on the development process
- € [Community Task Force](#) consisting of residents and landowners held 200+ public meetings
- € Community Meetings – almost a dozen
- € Staff meetings with residents and organizations
- € Robust Website for Phase One and Phase Two of the study
- € Weekly listserve announcements

- Regular announcements through Hunter Mill District and Reston Association

**3. Q: What was the composition of the community task force that developed the Reston Plan?**

**A:** The community task force consisted of both residents and representatives of business. See the list of task force members and their affiliation [here](#).

**4. Q: What is the Comprehensive Plan?**

**A:** The Comprehensive Plan (the Plan) is required by state law to be used as a guide for decision-making about the natural and built environment by the county's Board of Supervisors, and others such as the Planning Commission and the Board of Zoning Appeals. It is also a guide for county staff and the public to use in the planning process. The Comprehensive Plan consists of the Policy Plan, four Area Plan volumes, and a Plan Map. The Policy Plan volume includes general countywide policy on land use, transportation, housing, the environment, heritage resources, economic development, and public facilities, including public parks, recreation and trails. The Area Plans contain detailed long-range planning recommendations organized by geographic areas of the county. The Plan recommends how land should be used, but not when development will occur. The Plan Map illustrates the recommended land use, but must be used with the Plan books to fully understand what is planned. See the [Plan FAQ page](#) for more information.

**5. Q: What are the planning principles that will guide future development in Reston?**

**A:** The Reston [planning principles](#) guide the evaluation of all development proposals in Reston during the rezoning process.

**6. Q: How does the Reston Plan protect residential neighborhoods?**

**A:** Future growth is expected to occur in Reston, however, to protect existing neighborhoods, the Plan recommends growth be managed by strategically focusing growth in areas around Metro Stations, Reston Town Center and the Village Centers. The Reston Plan protects existing residential neighborhoods in several ways that the previous Plan did not:

- Almost all neighborhoods in Reston that could have redeveloped under previous Plan guidance were replanned to retain their existing density and character.
- [Residential land use categories](#), which help define neighborhood land use density, were expanded from their original three broad categories to the more detailed five land use categories to aid in protecting established neighborhoods. In many cases, the old Plan's broader categories allowed more latitude for redeveloping at higher densities while the new detailed categories limit redevelopment (in most cases) to existing built densities.
- In the event a proposal is submitted to redevelop an existing neighborhood, [criteria have been established](#) to guide the review of these proposals.

**7. Q: How does the Reston Plan protect natural areas, open space and parkland?**

**A:** The Reston Plan now shows additional parkland, private recreation and private open space reflected in [Reston's Land Use map](#) to better preserve these areas. The old Plan was more general in nature, broadly designating these areas as developable with other uses. The Plan recommends that

development proposals in the Transit Station Areas should include 20% open space for new urban residents, going beyond county-wide policies. In addition, the capacity of 12 athletic fields should be provided to Reston's park systems to accommodate new people. In the event a proposal is submitted to redevelop a neighborhood, the Plan recommends that any proposal should maintain existing amounts of natural areas and existing mature tree canopy.

**8. Q: How did the study analyze and consider the impacts of future development on the community?**

**A:** The study analyzed the potential impacts of planned development on our [transportation network](#), [parks & recreation](#) facilities (including [urban parks](#)), [schools](#), [fire & rescue](#), etc. The resulting Reston Plan guidance reflects community consideration of how to address these impacts. See each of the above links for additional details.

**9. Q: How does the Reston Plan provide for transportation facilities?**

**A:** Several facilities are identified to connect Reston including three crossings of the Dulles Toll Road. A robust conceptual grid of streets is planned with further analysis of this grid being evaluated under the [Network Analysis Study](#) by the county's Department of Transportation. This study takes into account the future demand for travel associated with the development around the three Reston Metrorail Stations. The analysis identified the roadway features that are necessary to support acceptable traffic conditions and a walkable and bike-able environment in the TSAs. The study has identified mitigation measures to achieve a Level of Service (LOS) E in the TSAs including new signals and turn lanes at new intersections.