RESTON SPECIAL STUDY TASK FORCE VISION & GUIDING PRINCIPLES

Patty Nicoson, Chair, Reston Master Plan Special Study Task Force
OVERVIEW OF DRAFT COMPREHENSIVE PLAN TEXT FOR THE RESTON TRANSIT STATION AREAS

Fred Selden, Director, Fairfax County Department Of Planning And Zoning
Presentation by Richard Lambert
We believe that “Reston” encompasses all of the land within the transit station corridor area. All new development in this area should be incorporated into either RA or RTCA, according to their membership boundaries.
ONE RESTON. WE HAVE A COMMITMENT TO...

• A strong Reston sense of community.
  ❖ We believe that one of the best ways to foster this sense is to incorporate all new residential development into either RA or RTCA.
  ❖ We do not favor alternate community associations being set up along the corridor, bisecting the north from the south of Reston.

• Development within the TSAs becoming well integrated into the fabric of the larger Reston community.
  ❖ We will do this by enabling residents within and beyond the corridor easy access to new and existing amenities via pedestrian and bicycle connectivity.

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ONE RESTON. WE HAVE A COMMITMENT TO...

• **Ensuring proper transitions** from the newer urban designed developments in the TODs to existing suburban neighborhoods.
  - These transitions will be key for maintaining the integrity and fabric of our mature neighborhoods, while encouraging integration between older and newer communities.
  - The proper combination of our existing neighborhoods and new development in the TSAs will give rise to an even better Reston.
In order to sustain Reston’s exiting character and reputation as a model community, we believe the new Comprehensive Plan must assure the provision of adequate high-quality, publically accessible open space, parks, natural areas, and recreational facilities within the Phase 1 Area, to accommodate Reston’s residents and employees.
Draft planning guidance on parks and recreation is limited and minimalist.

“Local-serving amenities including plazas, other urban parks, trails, and public art should be provided throughout the sub-district to serve local leisure and recreation needs. The exact number of urban parks, their sizes and distribution will be determined by the amount and type of new development, in accordance with the Urban Parks Framework in the Policy Plan.”
OPEN SPACES, PARKS & RECREATION

“As described in the Area wide text on Urban Parks, Recreation Facilities, and Cultural Facilities, athletic field needs will be met through improvements to existing nearby fields as well as the construction of new fields. Contributions toward land and improvements sufficient to create one full-service athletic field in this TSA should be provided with development.”
However, the full County Parks & Recreation Policy Plan is more forthcoming.

The general P&R Policy Plan calls for Local Parks:

- “. . . Various facility types are appropriate and may include, but are not limited to, open play areas, playgrounds, dog parks, skating features, courts, athletic fields . . . In an urban setting, the service area is generally ¼ to ½ mile, or generally within a 5-10 minute walking distance from nearby offices, retail and residences.“

- “Primary elements of urban-scale Local Parks are ease of non-motorized access and a location that complements, or is integrated with, surrounding uses. Features may include urban style plazas, athletic and sports facilities, . . .”
OPEN SPACES, PARKS & RECREATION

- The Urban Parks Framework appendix recognizes the value of Recreation-Focused Parks.
  
  - “In urban and mixed-use areas, recreation needs should be addressed with the inclusion of facilities in an urban park setting to serve local residents, workers and visitors. . . Facilities such as athletic fields, . . . should be provided. . . .”
OPEN SPACES, PARKS & RECREATION

- The “Population-based Countywide Service Level Standard” for athletic fields as applied to the Preferred Development Scenario:

<table>
<thead>
<tr>
<th>Station Area</th>
<th>Population</th>
<th>Athletic Field Standard</th>
</tr>
</thead>
<tbody>
<tr>
<td>Herndon Station</td>
<td>11,130</td>
<td>8</td>
</tr>
<tr>
<td>Reston Town Center</td>
<td>22,940</td>
<td>16</td>
</tr>
<tr>
<td>Wiehle Station</td>
<td>15,048</td>
<td>11</td>
</tr>
</tbody>
</table>
We appreciate the need for moderate flexibility in planning over a two-decade timeframe, but we do not support plan language that would allow significant variation or increase from the density/intensity and land use mix objectives laid out in the preferred development scenario (Scenario G).
FLEXIBILITY

• The Reston Corridor will see significant commercial growth over the next 20-30 years – Approximately 32,000 new jobs and 37MM sq. ft. of commercial space

• **QUESTION**: How do we ensure that we have a sufficient number of Reston residents to ...
  
  - Support that growth?
  - Reduce traffic coming into and out of our community?
  - Ensure adherence to Reston’s original values?

so that ...

  - “it [is] possible for anyone to remain in a single neighborhood throughout his [or her] life, uprooting being neither inevitable nor always desirable”
  - “people [are] able to live and work in the same community”
FLEXIBILITY

- **ANSWER:** By incorporating in the Comprehensive Plan numbers of residential units and residential square footage that have proven successful in supporting that amount of commercial growth.

  Approximately 22,000 new dwelling units are envisioned, with an equivalent square footage of commercial real estate to match.
FLEXIBILITY

- Ratios of approximately **4:1 jobs to households** and **1:1 commercial to residential square footage** have shown to be successful in achieving the community goals.

- **HOWEVER**: Each transit station Area (Wiehle/Town Center/Herndon-Monroe) has its own vision for development and required infrastructure, density and character, and each has been carefully planned by subsets of the Task Force.
  - (See next slide for details)
FLEXIBILITY

Visions for development –

- **Wiehle**: To evolve into an educationally-focused urban neighborhood with residential areas connected to transit by new, pedestrian-oriented streets.

- **Reston Town Center**: A major destination for employment, retail, arts, entertainment, and conventions that balances residential and commercial development.

- **Herndon-Monroe**: An urban neighborhood with office, residential, retail, and hotel real estate adjacent to a district-defining natural resource; the neighborhood will establish connections to smaller plazas, providing gathering places to walk and enjoy green spaces.
FLEXIBILITY

• **ADDITIONALLY**: Each of the above major areas are further subdivided into smaller geographic areas with their own character and where varying intensities of development are appropriate. (See Scenario G Map)

THEREFORE, THE NEED FOR “FLEXIBILITY” (UP TO A POINT)
Consistent with Reston’s history of forward thinking on environmental stewardship and sustainability, we believe that future development in Reston should meet the highest feasible environmental standards, ranging from the protection or restoration of natural amenities, to the use of the best environmental practices in development design and materials.
ENVIRONMENTAL SUSTAINABILITY

One of the founding principles of our community is **stewardship of the environment**. Our integration with nature is one of the main attributes that makes us unique.

We have a commitment to:

- Preserving existing natural areas and integrating areas of open space throughout the community.
- Landscape design that protects mature tree canopy as well as new urban designs that incorporate more trees and plants in both streetscapes and open spaces. The RA “preferred” native plant and “banned” invasive plant lists should be utilized in all landscape design within Reston.

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ENVIRONMENTAL SUSTAINABILITY

We have a commitment to:

- Incorporating environmental sustainability and green technology into designs.
- Protecting and restoring natural resources, natural areas and ecosystems throughout the development process.
- Achieving high quality design and architecture. This includes attention to best practices in storm water management and noise attenuation, as coordinated by both the County and RA.
We believe the people of Reston must have reasonable cross-community driving, biking and walking conditions, especially during peak periods, both within and near the Phase 1 area. The following are crucial to maintain a balance between land use and transportation: (1) road, bicycle, pedestrian and transit improvements; (2) transportation demand management (TDM) measures; and (3) adherence to the Preferred Development Scenario mix of uses and maximum level of development.
RESTON’S GATEWAY INTERSECTIONS
“Through” traffic will comprise >40% of peak traffic at the gateway intersections.
For through traffic, gateway intersection forecast peak period delays will be worse than current peak hour delays and range from 4 to 6 minutes.
# LEVEL OF SERVICE (LOS) AND ITS MEANING

<table>
<thead>
<tr>
<th>L.O.S.</th>
<th>Roadway Segments or Controlled Access Highways</th>
<th>Intersections</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Free flow, low traffic density.</td>
<td>No vehicle waits longer than one signal indication.</td>
</tr>
<tr>
<td>B</td>
<td>Delay is not unreasonable, stable traffic flow.</td>
<td>On a rare occasion motorists wait through more than one signal indication.</td>
</tr>
<tr>
<td>C</td>
<td>Stable condition, movements somewhat restricted due to higher volumes, but not objectionable for motorists.</td>
<td>Intermittently drivers wait through more than one signal indication, and occasionally backups may develop behind left turning vehicles, traffic flow still stable and acceptable.</td>
</tr>
<tr>
<td>D</td>
<td>Movements more restricted, queues and delays may occur during short peaks, but lower demands occur often enough to permit clearing, thus preventing excessive backups.</td>
<td>Delays at intersections may become extensive with some, especially left-turning vehicles waiting two or more signal indications, but enough cycles with lower demand occur to permit periodic clearance, thus preventing excessive back-ups.</td>
</tr>
<tr>
<td>E</td>
<td>Actual capacity of the roadway involves delay to all motorists due to congestion.</td>
<td>Very long queues may create lengthy delays, especially for left turning vehicles.</td>
</tr>
<tr>
<td>F</td>
<td>Forced flow with demand volumes greater than capacity resulting in complete congestion. Volumes drop to zero in extreme cases.</td>
<td>Backups from locations downstream restrict or prevent movement of vehicles out of approach creating a storage area during part or all of an hour.</td>
</tr>
</tbody>
</table>

- Seconds Delay
  - <10 seconds
  - 10-20 seconds
  - 20-35 seconds
  - 35-55 seconds
  - 55-80 seconds
  - >80 seconds
We believe the people of Reston must have strong guarantees that the infrastructure needed to support the increased level of development and continuation of Reston’s high quality of life will be completed concurrently with development, and paid for, on a fair, pro rata basis, by those who will profit from the development.
IMPLEMENTATION

**QUESTION:** How do we ensure the following are achieved?

- Reston’s sense of community is maintained
- The critical balance between development and infrastructure is established
- Development will be phased with infrastructure, and infrastructure is put in place before or concurrently with development
- Open space is protected, and the Comprehensive Plan’s standards and objectives are met
- Property values are protected, and high standards of design are maintained
- Traffic congestion is mitigated
- District (Wiehle/Town Center/Herndon-Monroe) visions are achieved
IMPLEMENTATION

**ANSWER:** The same answer that has resulted in and guided the establishment of one of the most successful planned communities in the world, i.e. ...

- **Continued community involvement and the establishment of processes that guarantee it**
  - Future residents within the corridor will be members of the Reston Association or Reston Town Center Association
  - There will be review of future development by RA/RTCA Design Review Boards and a Reston Planning and Zoning Process

And ...
IMPLEMENTATION

• Mutual trust among community organizations, developers, and the County
  ✓ Currently, RA/RTCA/ARCH don’t have the fiscal resources to achieve the vision and provide infrastructure
  ✓ Developers and the County want future commercial and residential development to be successful with the necessary infrastructure to support it
  ✓ Proffers and public-private partnerships are needed to provide public amenities, infrastructure, and services
  ✓ The Reston community, the County, and developers should all continue to invest in the Vision, Standards, and Goals established in the Revised Comprehensive Plan
QUESTIONS & ANSWERS
By Panel and Moderator, Ken Knueven
WANT TO GET INVOLVED?

Here's how you can stand up for Reston and make your voice heard:

1. Come to a Forum being hosted by Hunter Mill District Supervisor Catherine M. Hudgins on Tuesday, October 22\textsuperscript{nd} at South Lakes High School at 7 pm.

2. Come to the next Reston Master Plan Task Force meeting on Tuesday, October 29th at 7 PM at the RA Conference Center (same location as tonight's meeting). Members of the public can speak at Task Force meetings.

3. Come to the Planning Commission hearing on the Comprehensive Plan in November. Stay tuned for the exact date and time.

4. Email your comments to the Task Force (DPZRestonMasterPlanStudy@fairfaxcounty.gov) and to Supervisor Hudgins (huntermill@fairfaxcounty.gov)
WANT TO LEARN MORE?

Check these websites for information about the Comprehensive Plan:

- Reston Association: [http://www.reston.org](http://www.reston.org)
- Reston Citizens Association: [http://www.rcareston.com](http://www.rcareston.com)