

# **CHARACTER OF MAJOR RESTON GROWTH AREAS**

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David Edwards

## 1. **Herndon – Monroe Station Area**

### **Sub-unit C-1**

- In this area, the approximately fifteen acre Sunrise Valley Wildlife Area should be retained as a permanent park and wildlife preserve.
- The balance of the privately owned building sites surrounding this park area should have their allowable development density increased from an FAR of 1.0 to as much as FAR = 2.0 if an area of at least 20 acres of the approximate total of 34 acres in this section can be developed under a cooperative site plan. Density credit would be given for the area permanently retained as Sunrise Valley Wildlife Park. This 15 acres, if set aside as a permanent wildlife area, would also count toward the 20 acre minimum eligible for the cooperative site plan density bonus.

If the entire 34 acre buildable site area could be developed under a cooperative common site plan, a development total of as much as 4,250,600 sq.ft. could be permitted. This would equate to an effective FAR of 2.9 permitted on the 33.8 acres of buildable site, nearly ten times the existing building space. Allowable building height permitted up to 275 feet closest to the rail station, but not to exceed 50 ft adjacent to Sunrise Valley Drive.

- Without a cooperative combined site plan for at least 20 acres of the site, an FAR of 1.75 would be permitted for individual buildable parcels of this sub-area. Allowable building height up to 225 feet closest to the rail station, but not to exceed 50 ft adjacent to Sunrise Valley Drive.

It should further be noted that, if properly maintained and managed, the Sunrise Valley Wildlife Area could constitute a very marketable amenity associated with buildings being leased in close proximity to a rail transit station. Among the obvious options that would provide proper maintenance and management of this area would be to contract with Reston Association's professional land maintenance and wildlife management capability.

- Multi-family residential uses should constitute at least 40 percent of the total allowable sq.ft. of development space on this site, or up to 1,700,000 sq.ft. Non-residential uses should constitute at least 40 percent of the total building space, but not exceed 60 percent.
- Support retail should constitute no more than two percent of the developed space on this site. Such support uses can include restaurants, banks, dry cleaners, child care facilities, convenience food stores, etc. There is no such limit placed on hotels, their restaurants and their typical support uses, or on community organization spaces.
- As specified in the General Reston Core Development Guidelines, at least 25 percent of the total sub-area site area, including the Wildlife Preserve in this case, should be reserved as common landscaped plazas, pedestrian ways, and permanent open space not generally accessible to motor vehicles.

### **Sub-unit C-2 – Herndon – Monroe Park and Ride / Dulles Rail Station**

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There is no reason why Fairfax County should not consider this area as appropriate for mixed use, transit-oriented development as would be the case adjacent to other Reston transit station areas.

- If developed under a comprehensive site plan, this 27 acre site area should have an allowable development density FAR of up to 2.50. Parking garage areas do not count against this development limit. Thus if the entire 27 acre buildable site area could be developed under a comprehensive site plan, a development total of as much as 2,979,000 sq.ft. could be permitted. Allowable building heights of up to 275 feet adjacent to the rail station, but not to exceed 50 feet adjacent to Sunrise Valley Drive.
- Multi-family residential uses should constitute at least 40 percent of the total allowable sq.ft. of development space on this site, or up to 1,192,000 sq.ft. Non-residential uses should constitute at least 40 percent of the total building space, but not exceed 60 percent.
- Support retail should constitute no more than two percent of the developed space on this site. Such support uses can include restaurants, banks, dry cleaners, child care facilities, convenience food stores, etc. There is no such limit on hotels, their restaurants and their typical support uses, or on community organization spaces.
- As specified in the General Reston Core Development Guidelines, at least 25 percent of the total sub-area site area should be reserved as common landscaped plazas, pedestrian ways, and permanent open space not generally accessible to motor vehicles.

### **Sub-units C-3 and C-4**

- If developed under a cooperative, comprehensive site plan for an area of at least 20 acres, this site area should have an allowable development density FAR of up to 2.25. If the entire 38 acre site area could be developed under a comprehensive site plan, the FAR of 2.25 could apply, and a development total of as much as 3,686,000 sq.ft. could be permitted. Allowable building heights of up to 225 feet adjacent to the rail station, but not to exceed 50 feet adjacent to Sunrise Valley Drive.
- Without a cooperative combined site plan for at least 20 acres of the site, an FAR of 2.00 would be permitted for sub-unit C-3, and FAR of 1.75 for sub-unit C-4. Allowable building heights of up to 200 feet in sub-unit C-3 and 175 feet in C-4, but not to exceed 50 feet adjacent to Sunrise Valley Drive.
- Multi-family residential uses should constitute at least 40 percent of the total allowable sq.ft. of development space on this site. Non-residential uses should constitute at least 40 percent of the total building space, but not exceed 60 percent.
- Support retail should constitute no more than two percent of the permitted development space on this site. Such support uses can include restaurants, banks, dry cleaners, child care facilities, convenience food stores, etc. There is no such limit on hotels, their restaurants and their typical support uses, or on community organization spaces.
- As specified in the General Reston Core Development Guidelines, at least 25 percent of the total sub-area site area should be reserved as common landscaped plazas, pedestrian ways, and permanent open space not generally accessible to motor vehicles.

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