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GENERAL PLANNING GUIDELINES WITHIN THE RCIG AREA

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Allowable Density and Building Height - unless otherwise specified in the detailed wording of the Plan for a specific development section:

At the Town Center – Reston Parkway Station Only-

1. Within 700 feet of a transit station entrance –

- If a consolidated or coordinated site plan can be developed for a site area of at least 20 acres, then an overall FAR of up to 3.00 is allowed throughout the site. Allowable building height of up to 300 feet.
- For development plans covering a single parcel or an assemblage of sites less than 20 acres total, an overall FAR of up to 2.75 is allowed. Allowable building height up to 275 feet.

2. Between 700 and 1,400 feet of a transit station entrance –

- If a consolidated or coordinated site plan can be developed for a site area of at least 20 acres, then an overall FAR of up to 2.75 is allowed throughout the site. Allowable building height of up to 275 feet.
- For development plans covering a single parcel or an assemblage of sites less than 20 acres total, an overall FAR of up to 2.50 is allowed. Allowable building height up to 250 feet.

3. For sites partially within 700 feet of a transit station entrance and partially beyond 700 feet, prorate the allowable FAR.

- That is, for a site area of less than 20 acres, 60% of which is within the 700 foot radius and 40% beyond, 60% is authorized an FAR of up to 2.75 and 40% is authorized an FAR of up to 2.50. This prorated allocation also applies to maximum allowable building heights.

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- For a coordinated site plan of 20 acres or greater that has at least 60% of this land area within the 700 foot radius, the higher FAR's above can apply throughout the project. With less than 60% the density is allocated on a pro rata basis among the associated density categories.
- Apply these general principles with respect to all development sectors at all stations.

4. **Between 1,400 feet and 2,100 feet of a transit station entrance –**

- If a consolidated or coordinated site plan can be developed for a site area of at least 20 acres, then an overall FAR of up to 2.50 is allowed throughout the site. Allowable building height up to 250 feet.
- For development plans covering a single parcel or an assemblage of sites less than 20 acres total, an overall FAR of up to 2.25 is allowed. Allowable building height up to 225 feet.

5. **Between 2,100 feet and 2,800 feet of a transit station entrance –**

- If a consolidated or coordinated site plan can be developed for a site area of at least 20 acres, then an overall FAR of up to 2.25 is allowed. Allowable building height up to 225 feet.
- For development plans covering a single parcel or an assemblage of sites less than 20 acres total, an overall FAR of up to 2.00 is allowed. Allowable building height up to 200 feet.

At the Wiehle Avenue and Herndon-Monroe Street Stations:

1. **Within 700 feet of a transit station entrance –**

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- If a consolidated or coordinated site plan can be developed for a site area of at least 20 acres, then an overall FAR of up to 2.50 is allowed. Allowable building height up to 275 feet.
- For development plans covering a single parcel or an assemblage of sites less than 20 acres total, an overall FAR of up to 2.25 is allowed. Allowable building height up to 250 feet.

2. Between 700 and 1,400 feet of a transit station entrance –

- If a consolidated or coordinated site plan can be developed for a site area of at least 20 acres, then an overall FAR of up to 2.25 is allowed. Allowable building height up to 250 feet.
- For development plans covering a single parcel or an assemblage of sites less than 20 acres total, an overall FAR of up to 2.00 is allowed. Allowable building height up to 225 feet.

3. For sites partially within 700 feet of a transit station entrance and partially beyond 700 feet, prorate the allowable FAR.

- That is, for a site area of less than 20 acres, 60% of which is within the 700 foot radius and 40% beyond, 60% is authorized an FAR of up to 2.75 and 40% is authorized an FAR of up to 2.50. This prorated allocation also applies to maximum allowable building heights.
- For a coordinated site plan of 20 acres or greater that has at least 60% of this land area within the 700 foot radius, the higher FAR's above can apply throughout the project. With less than 60% the density is allocated on a pro rata basis among the associated density categories.
- Apply these principles with respect to all development sectors at all stations.

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- 3. Between 1,400 feet and 2,100 feet of a transit station entrance –**
 - If a consolidated or coordinated site plan can be developed for a site area of at least 20 acres, then an overall FAR of up to 2.00 is allowed. Allowable building height up to 225 feet.
 - For development plans covering a single parcel or an assemblage of sites less than 20 acres total, an overall FAR of up to 1.75 is allowed. Allowable building height up to 200 feet.

- 3. Between 2,100 feet and 2,800 feet of a transit station entrance –**
 - If a consolidated or coordinated site plan can be developed for a site area of at least 20 acres, then an overall FAR of up to 1.75 is allowed. Allowable building height up to 200 feet.
 - For development plans covering a single parcel or an assemblage of sites less than 20 acres total, an overall FAR of up to 1.50 is allowed. Allowable building height up to 175 feet.

- 6. Between 2,800 feet and 3,500 feet of a transit station entrance –**
 - If a consolidated or coordinated site plan can be developed for a site area of at least 20 acres, then an overall FAR of up to 1.75 is allowed. Allowable building height up to 175 feet.
 - For development plans covering a single parcel or an assemblage of sites less than 20 acres total, an overall FAR of up to 1.50 is allowed. Allowable building height up to 150 feet.

- 7. Between 3,500 feet and 4,200 feet of a transit station entrance –**

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- If a consolidated or coordinated site plan can be developed for a site area of at least 20 acres, then an overall FAR of up to 1.50 is allowed. Allowable building height up to 150 feet.
- For development plans covering a single parcel or an assemblage of sites less than 20 acres total, an overall FAR of up to 1.25 is allowed. Allowable building height up to 125 feet.

8. Continue the allocation of this pattern of density increments for distances beyond 4,200 feet of a transit station entrance.

Other Development Guidelines:

9. At least 40% of total allowable development space within this Core area must be multifamily residential space.
10. At least 40% but no more than 60% of total allowable development space must be non-residential space.
11. No more than 2% of the total allowable development space can be support retail space. In general, destination retail areas and individual uses must be restricted to Town Center and village centers.
12. Retail space should be located on the ground floor of applicable buildings with direct access and exposure to pedestrians. Two-level retail space can be permitted by special exception.
13. At least 25% of the total ground floor area of the site should be retained as common landscaped plaza, pedestrian ways, and natural open space. Such space does not include any space frequently used by motor vehicles. Public plazas and open-space on levels other than the ground floor can be considered toward meeting this requirement subject to Special Exception.
14. All visible building rooftops, including top levels of parking garages, must be significantly landscaped.
15. All building construction must meet a minimum of LEED Silver certification or its equivalent.

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16. Aggressive TDM strategies must be employed throughout the development site. See section -
17. Provide direct and effective pedestrian access from all buildings to rail stations. These access-ways should be grade-separated where possible.
18. Assure that all buildings are readily served by frequent and effective feeder bus or shuttle bus service.
19. Consolidate vehicular access points to the site to the extent feasible.
20. Provide shared parking opportunities to the extent that is feasible.
21. Avoid locating un-screened parking garages that immediately face residential areas. Where unavoidable, provide landscaped surfaces buffering residential areas. Ground floor retail uses are encouraged in parking garages.
22. Where possible residential units and their associated common open space areas should be incorporated under the management umbrella of Reston Association.
23. All development and redevelopment projects must make a fair pro rata contribution to a Reston Infrastructure escrow fund to be established in order to finance various planned and programmed Reston infrastructure projects as accumulated funds permit. Fairfax County will establish, administer and maintain this fund along with an associated formally approved capital improvements program. Revenues will accrue to this fund via development contributions and proffers. Funds will also be derived from a Reston-wide tax district (such as Small District 5).
24. In addition, an increment of the revenues derived from the increase in Reston-wide residential and non-residential property values that are related to the advent of rail transit and other infrastructure improvements will be reinvested through this escrow fund mechanism. The adopted capital improvements program will set priorities among potential infrastructure improvements projects and schedule their implementation.