

# GENERAL PLANNING GUIDELINES – RESTON CORE

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1. **Provide a variety of outdoor public spaces and public activity areas. Special attention must be addressed to landscaping throughout the project complex including landscaping of all horizontal rooftop and parking garage areas such that it can aid in storm water attenuation, and provide some natural relief to the harshness of the intensive complex of structures.**
2. **As a general rule of thumb, an amount of public open space equivalent to 25% of the total site area should be established as public pedestrian and natural open space not regularly used for vehicular traffic. Where possible, urban open spaces should be readily accessible to adjacent extensive natural areas utilizing the natural features of the land. Pedestrian spaces should link with the general Reston pathway and trail system to the extent that is practical. Above- or below-grade plazas or roof top areas should count as public open space if they are, in fact open and available to the general public, if they are landscaped to the extent feasible, and so long as they are spaces not generally available to vehicular traffic. Authorization of these spaces to be included in the projects open space accounting may be permitted by Special Exception.**
3. **Provide direct and effective pedestrian access from all buildings to rail stations. These accessways should be grade-separated where possible.**
4. **Highly effective storm water management techniques must be employed to attenuate the adverse impact of oil and other automobile residue associated with internal streets and parking garages. A broader, district-wide effort must be initiated to effectively collect and utilize associated “grey water” from the Reston RCIG Core district. Great care must be taken to assure that storm water runoff does not damage Reston lakes and streams.**
5. **Consolidation of smaller parcels into a larger development package must be encouraged. Where this is not possible, adjacent property owners must be encouraged to work cooperatively together to develop a common site plan for an extensive area. A property development density bonus of at least ten percent should be made available to encourage the coordinated development plans for areas in excess of twenty acres.**
6. **In general, greatest intensity of development, and greatest building heights, should be permitted closest to Dulles Rail station entrance points, tapering to lower densities as the distance increases. This notwithstanding, a dominant “wedding cake” configuration should be avoided. Variation of building heights should be encouraged to add visual diversity to all development.**
7. **Specifying rigid building height restrictions should be used sparingly. Adjacent to rail transit stations, building heights of up to 400 feet should be permitted. Where specific situations exist, such as the presence of stable residential neighborhoods south of Sunrise Valley Drive, building heights should be limited of to no more than 50 feet adjacent to Sunrise Valley Drive. A strong effort should be made to encourage a diverse set of building heights within projects that are not limited by specific local conditions**
8. **Where appropriate, allow greater building heights throughout Urban Core projects, thus permitting reduced ground-level and above-grade building foot prints. While there should be significant variation among the heights of individual adjacent building elements so as to create**

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visual variety, in general, increased permitted building height is a beneficial trade-off allowing more open plaza space.

9. **Building placement within sites must be such that the prevailing pattern of natural light and air circulation sustains the created open spaces as comfortable and livable. Prevent the creation of spaces subject to long-term prevailing shadow or wind tunnel affect.**
10. **Far more effective capability must be developed and put in place to assist Fairfax County officials in effectively evaluating the architectural massing and layout of urban-scale, mixed-use development projects. Reston would prefer to have its own covenant-mandated design review entity. At a minimum Fairfax County must establish such an entity with the designated power to assure close compliance with urban development guidelines. Today Fairfax County lacks an effective entity and sufficient staffing with adequate training and specific power to implement effective urban design quality standards**
11. **All building construction must meet a minimum of LEED Silver certification or its equivalent. Understanding that LEED and other certification standards will vary over time as new materials and processes develop, this requirement needs to be revisited frequently and updated as appropriate.**
12. **The use of air-right development over internal streets should be encouraged so as to better utilize scarce land areas and provide connectivity among various building units.**
13. **Regardless of the formal provisions allowed under the various Fairfax County planned district zoning categories, as each subsequent construction phase or specific building proposal, or significant overall site plan amendment is submitted for County approval as a portion of the overall site development, the applicant must also bring their proposal before the Reston Planning and Zoning Committee with sufficient advance notice and detail to give the Reston community the opportunity to review how these additions or amendments will affect the overall project layout.**
14. **Where possible residential units and their associated common open space areas should be incorporated under the management umbrella of Reston Association.**
15. **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.**

**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 only in Reston by means of this escrow fund mechanism. The adopted capital improvements program will set priorities among potential infrastructure improvements projects and schedule their implementation.**