

# **Comments on JBG's July 30 "Wiehle Character Overview"**

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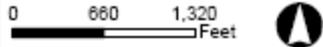
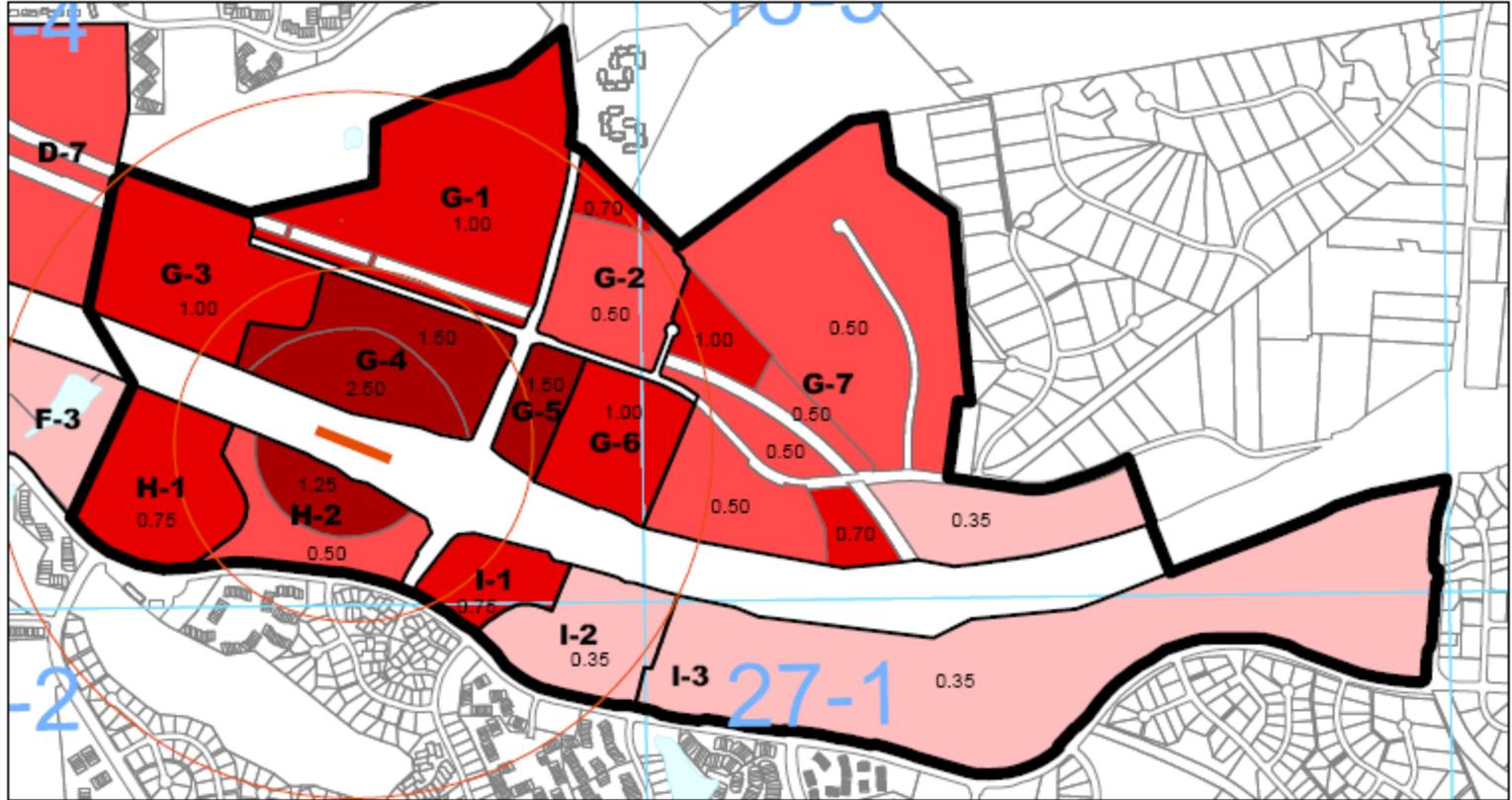
# “By Right” FARs

- **JBG overview proposes new “by right” FARs (1.0-2.5) -- up to 5 times current “by right” FARs**
  - Current “by right” FARs are ~0.35-0.5
  - Can go higher subject to evolving Comprehensive Plan guidelines and acceptable proffers
  - “By right” means generic standards, losing negotiation
- **TF should not change “by right” FARs even if CP changes are recommended**

# **JBG's 7/30 Overview Proposes:**

- Raising FARs up to 5.0**
  - 2-10 times current CP levels**
  - Comstock (2.5 with multiple tall buildings)**
  - TC Urban Core (2.0)**
  - Above anything proposed to subcommittee by Wiehle area developers**
- Increasing densities up to 1.5 miles from station**
- Shifting focus from transit station to Wiehle Ave**

# WIEHLE AVENUE AREA: PLANNED FLOOR AREA RATIO



## Reston Master Plan Special Study

Map prepared by  
Dept. of Planning & Zoning  
January 2010

### Legend

- C-2 Reston-Herndon Suburban Center Sub-units
- General Location of Transit Station Platforms
- Circles denote 1/4 and 1/2 mile distances from center of station platform

- Residential / Institutional Use
- 0.10 -- 0.35 FAR
- 0.36 -- 0.50 FAR
- 0.51 -- 1.00 FAR
- 1.01 FAR or Greater

# Estimated Population and Traffic Impacts

	# Employees (@4/1000SF)	# Residents (@2/1000SF/ DU)	Total residents & employees	Estimated Parking*
Current (GMU)	28,000	0	28,000	18,200
Current CP per Staff 3/9/10	52,725	7,446	60,171	40,200
JBG low**	69,182	28,662	97,844	68,000
JBG high**	146,723	58,839	205,562	142,400
Alternate X***	47,152	16,131	63,283	43,700

\*Based on 2.6 spaces/1000SF office; 1.6 spaces/1000SF residential; +2300 spaces w/ metro

\*\*Density averaged where more than FAR in same landbay.

\*\*\* Current CP + 50-50 nonresid/resid + .5 FAR within 1/2 mile [ave. where tapered]

# **Center for new development should be transit station, not Wiehle Avenue**

- Transit-oriented, non-motorized development is goal – if people won't walk, why bother?**
- Core –  $\frac{1}{4}$  mile (highest density  $\frac{1}{8}$  mile)**
- Limit  $\sim \frac{1}{2}$  mile**
- No CP change justified outside  $\frac{1}{2}$  mile radius, except possibly**
  - revamping Plaza America to serve larger market**
  - at fuzzy edges (e.g., Michael Farraday area)**
  - if special conditions are met (e.g., Fannie Mae with shuttle bus and large publicly accessible open space)**

# Ground Floor Retail

- Agree that street level retail, including restaurants, is critical to TOD success
- Needed to enable people to live, work, shop and play without constantly resorting to cars
- Attention needed to how to orient and distribute retail

# **Protecting Existing Neighborhoods**

**Development should be tailored to protect existing neighborhoods from traffic and other impacts (per existing CP)**

**Consider location, magnitude and type of development**

**Development north of toll road is less likely to harm existing neighborhoods**

**South of toll road needs tapering and buffers**

# **JBG Overview Appears to Substitute Density Incentives for Basic Standards**

- **Most designated as “what we want” appears to be achieved through “incentives”**
- **Current CP requires that minimum standards be met just to earn the CP’s current density opportunity**
- **Density incentives should be for special contributions to community**

# **Achieving Basic CP Density Should *Require*:**

- **Mixed-use development with more urban feel**
- **Street-accessible retail and restaurants**
- **Overall 50/50 nonresidential/residential mix**
- **Attractive, inter-parcel connectivity (streets, sidewalks, bicycle paths-- “complete streets”--& circulator buses)**
- **High-quality architecture & public art**
- **Open space and recreation (publicly accessible parks, athletic options, bike/pedestrian trails, treed plazas, buffers)**
- **Non-degradation measures for traffic and pedestrian crossings (roads, TDM, circulator buses, etc.)**
- **Workforce Housing**
- **Screened structured parking**
- **Infrastructure improvements (storm water, etc.)**

# **Extra Density Incentives Should Be For Reserved Special Contributions**

- **First Movers (interconnectivity, transit access, etc.)**
- **Educational and cultural institutions**
- **Unique infrastructure contributions (e.g., toll road crossings, elevated W&OD crossing of Wiehle, indoor recreation center)**
- **High-quality joint development with contributions**
- **Other?**

# Summary

- **We want high Quality TOD only.**
- **Density locations and mix should be tempered by traffic impacts and goal of pedestrian-oriented TOD.**
- **Higher densities should be located within 1/2 mile of station with more on north side of station.**
- **Recognize greater willingness of residents than office workers to walk more than 1/8 mile.**
- **Amenities—shops, restaurants, plazas, parks, paths, visual attractions, etc.—are critical to keeping people out of cars.**