

WIEHLE STATION
SUBCOMMITTEE
INTERIM REPORT

Subcommittee

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RESTON MASTER PLAN SPECIAL STUDY: WIEHLE AVENUE AREA-CURRENT CONDITIONS



Reston Master Plan Special Study

Map prepared by
Dept. of Planning & Zoning
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0 660 1,320
Feet

Legend

- 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

Coming Soon...

- *Wiehle Station will be first transit station in Reston*
- *Due to open late 2013*
- *County's 2300 space garage will replace 820 spaces at Park & Ride*
- *Comstock mixed-use project—with office, residential, hotel and plaza—has been approved*

Wiehle Area Current Conditions

- i. No residences now in RCIG, but established neighborhoods nearby*
- ii. Practical boundaries:* Golf courses to the north and south, established neighborhoods south of Sunrise Valley, and Lake Fairfax Park to north
- iii. Existing buildings:*
 - a. Mostly built-out to by-right FARs (typically .35 - .5 FAR)
 - b. Primarily offices, with 26,400 employees currently (GMU)
 - c. Newer and older buildings mostly with surface parking
 - d. Many smaller properties and some office condominiums
- iv. Existing Roads:*
 - a. Toll Road, Wiehle, Sunset Hills, and Sunrise Valley are the major through streets
 - b. Private roads and parking lots in landbays are not well connected.
- v. Existing open space:**
 - i. W&OD, Lake Fairfax Park
 - ii. Woodland feel in many areas, including parking lots and setbacks

Key Subcommittee Recommendations

Vision

i. Mixed-use, transit-oriented development

- *An active pedestrian, bike and transit-oriented place where people can live, work, learn, eat, shop and play with minimal need to drive a car*
- *High interconnectivity and publicly accessible open space*

ii. Mix of uses to include residences, offices, hotels, retail, restaurants, educational, cultural, medical, and civic uses

- *Specific encouragement for locating higher education and cultural institutions in the Wiehle transit area*

iii. Comparison to future Reston station areas:

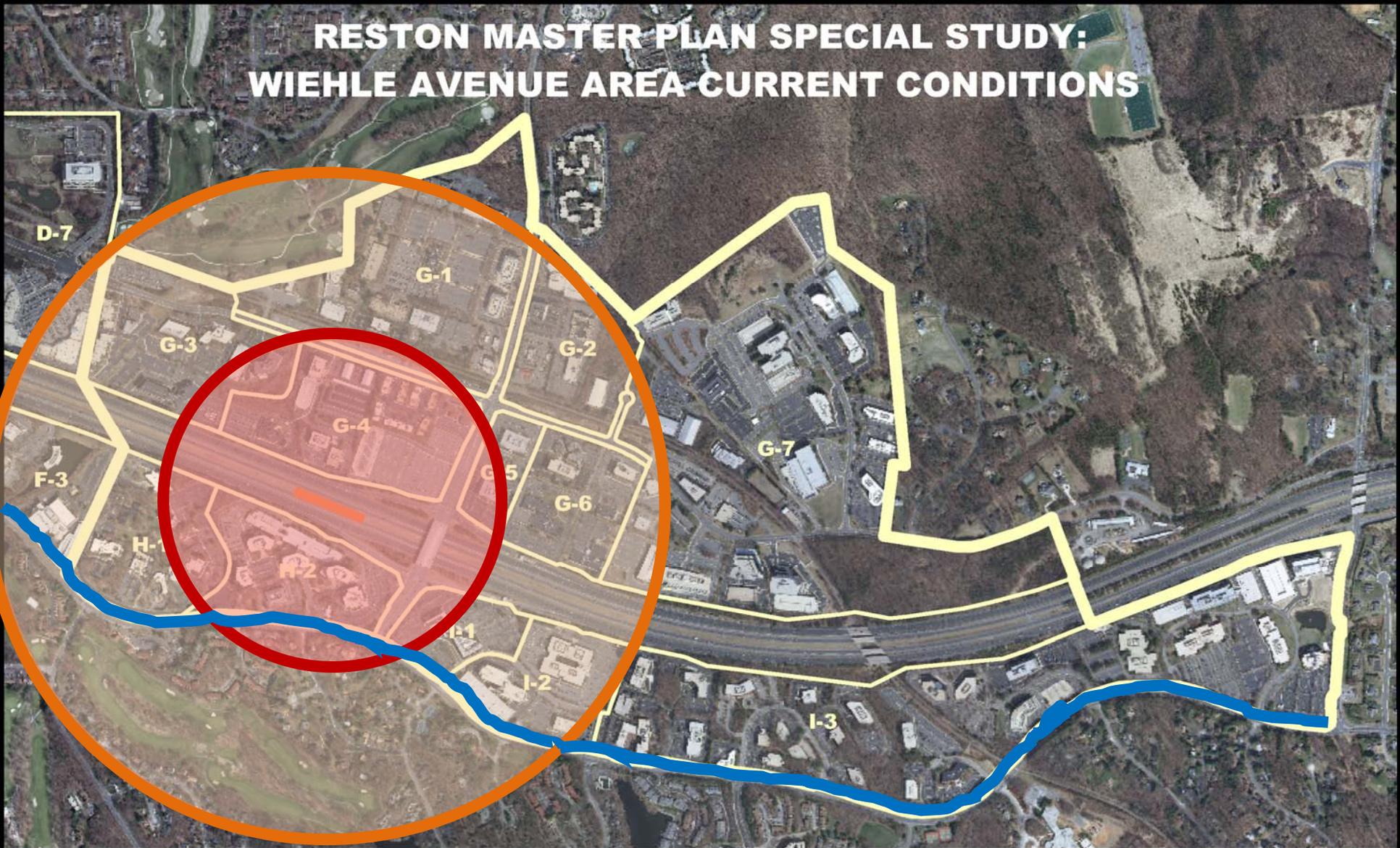
- *Less overall density and a higher overall residential component than now being discussed for the Reston Parkway Metro Station North area*
- *More overall development than at Herndon-Monroe.*

Key Subcommittee Recommendations

Distribution of Development

- Mixed-use, transit-oriented development should be *focused within 1/2 mile of the transit station and up to Sunrise Valley Dr.*
- Greatest densities and office concentrations should be *within 1/4 mile and close to Toll Road*
- Greater commercial density and “urban core” should be *near transit station on north side of the Toll Road*
- Overall, *less intensive development on the south side of the Toll Road* where development potential is more constrained

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= 1/4 mile from Station platform



= 1/2 mile from Station platform

Transit Oriented Design Area

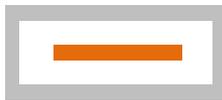
WIEHLE AVENUE

Key Subcommittee Recommendations

Enhanced interconnectivity

- Grid of complete streets with wide sidewalks and bike lanes throughout TOD area
- New bike/pedestrian paths on both sides of Toll Road
- Improve pedestrian crossings of all roads, including a grade-separated crossing for W&OD at Wiehle
- Circulating/shuttle buses internally and to other parts of Reston
- Improve bus and auto access to south station entrance
- Reduce parking requirements
- New Toll Road crossings for cars and people:
 - Soapstone Extension ASAP
 - South Lakes Extension in future

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Rail Station



Pedestrian/Bicycle



Vehicular

Conceptual Road/Trail Network Map

WIEHLE AVENUE

Key Subcommittee Recommendations

Open Space

- Publicly-accessible open-spaces, including parks, plazas, pathways, should be located throughout area
 - 20-25% publicly-accessible open space
 - Locate on-site or jointly develop larger parks/plazas nearby
 - Replace VDOT parking lot on Sunset Hills with park
 - Design open space to encourage usage
- Major existing assets: W&OD and Lake Fairfax Park
 - Link new pedestrian and bike paths to W&OD and RA paths
 - Widen W&OD in the TOD area to improve shared-use
 - Improve pedestrian access to Lake Fairfax Park
- Active recreation opportunities are needed but large athletic fields are hard to locate in RCIG
- Large trees are a defining characteristic of Reston and should be preserved to the extent feasible.

Existing and Possible New Park Spaces (Does not include pocket parks)(9-23-10)



Park



New Trail



Existing Wooded area (not necessarily park)

Key Subcommittee Recommendations

TOD Requirements

All land owners are expected to contribute to:

- a. Grid of streets with compatible complete streets
- b. Interconnected paths and trails
- c. Open spaces
- d. Traffic mitigation
- e. Safe pedestrian crossings
- f. Screened/structured or underground parking
- g. County requirements for workplace/affordable housing
- h. Public art
- i. Quality architecture

Key Subcommittee Recommendations

TOD Incentives

Developers should be able to earn density bonuses

- a. “First movers” – contributors to shared infrastructure (streets, paths) by the time or soon after station opens either as part of or in advance of own development
- b. Additional early residential development
- c. Large joint development projects
- d. Unique contributions to infrastructure (*e.g.*, bridges or indoor recreation), TDM or open spaces
- e. Significant educational or cultural institutions
- f. Workforce and affordable housing above County requirements either on-site or by equivalent contribution (*e.g.*, into a county administered fund)
- g. Unique contribution to public art, extraordinary architecture or energy savings, or civic space

Key Subcommittee Recommendations

Landbay-Specific Recommendations

Subcommittee divided the area into several conceptual “landbays” to facilitate review

- Each landbay contains previously designated “sub-units” with common characteristics relevant to TOD opportunities
- Concluded that areas North of toll road offer greater potential for high-density, mixed-use development than South of toll road
- TOD recommendations are concentrated within approximately ½ mile of station

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Landbays 3 & 4 - Urban Core North of the Dulles Toll Road

Landbays 3 & 4 – Near Station Between Toll Road & Sunset Hills

- i. The area near Transit Station between the Toll Road and Sunset Hills offers greatest potential for high-density, interconnected mixed-use TOD.***
- ii. Envision high-quality mixed-use development with an urban feel -- residential, office, and retail centered along a main street through the area.***
 - a. Highest density near the station, with density tapering from the ¼ mile
 - b. A “main street” extending East and West through Comstock’s station project
 - a. The spine for a grid of “complete streets”
 - b. Focus of restaurants and other retail development in Wiehle Area
 - c. Reachable by foot from throughout Wiehle TOD area
 - d. Linked to Plaza America to the West.
 - c. Encourage joint development with plazas and complete streets, linking the retail/restaurants in pedestrian friendly setting.
- iii. Wide, pedestrian-friendly sidewalks throughout the grid of streets***
 - a. Sidewalks should have trees lining the curb edge and benches. Sidewalks should be wide enough for restaurants/cafés to have outside seating.
 - b. Bicycle/running trails connecting the parcels
- iv. Emphasis on attracting and retaining higher education institutions, recreational spaces, and cultural venues/civic spaces.***

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Landbays 5A & 5B - North of Sunset Hills Near Station

Landbays 5A & 5B – North of Sunset Hills, Near Station

i. Isaac Newton Square and adjacent sites in Landbay 5A are ideal for a large, vibrant, and sustainable residential community, including

- a. A central park and possibly a plaza linking area to W&OD and station area to South.
- b. Amenity retail at the street level, which serves the immediate community
- c. The potential for taller residential buildings to create larger open space.

ii. Areas East of Wiehle in 5B have potential for significant residential development and for linking Lake Fairfax Park to W&OD and Wiehle TOD area.

iii. Grid of “complete streets” connecting residents to station, Soapstone Extension, Sunset Hills and Wiehle and continuing on to G-7 area.

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Landbays 1 & 2 - South of Toll Road Near Transit Station

Landbays 1 & 2 – South of Toll Road Near Station

- i. South entrance to the Metro Station is located in Landbay 1 (H-2) and development should be permitted to take advantage of that opportunity.*
- ii. Recommending mixed-use development with the tallest buildings and greatest density along the Toll Road and Wiehle Avenue tapering down toward Sunrise Valley and beyond ¼ mile*
 - a. Desire to preserve existing trees and the character of setbacks and buffers along Sunrise Valley Drive where feasible considering other goals (e.g., grid of streets)
 - b. Limited retail, servicing the immediate communities
 - c. Residential density should concentrate along Sunrise Valley Road, but County should permit residential closer to Toll Road if noise standards can be met.
- iii. Interconnectivity*
 - a. Build Soapstone Extension ASAP
 - b. Network of interconnected streets and pedestrian/bicycle paths running east/west , plus widen Wiehle bridge sidewalk and/or add dedicated bike lane
 - c. Establish permanent access for buses and vehicles to the south Station entrance
 - d. Development in I-1 and I-2 must provide grade-separated pedestrian crossing of Wiehle

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Landbays 6 & 7 - Commercial Areas East of the 1/2 Mile

Landbays 6 & 7 - Commercial Areas East

i. Outside TOD's ½ mile focus.

ii. Like current CP, no Subcommittee recommendation for increased densities or mixed-use development at this time.

iii. Pending future CP review, mixed-use proposals and increased densities may be considered on case-by-case basis, provided the developer demonstrates

- a. Proffers with unique benefits to the community
- b. Satisfaction of all the expectations (cohesive streetscapes, connected pathways, high residential mix, preservation of trees, setbacks, etc.) for projects in the nearest landbay inside ½-mile radius from the station
- c. Implements measures to boost transit usage, including a circulator bus service to the Station and safe pedestrian access.

iv. Will need a South Lakes Extension bridge (or equivalent) to link Landbays 6 and 7 across Toll Road to support significant development.

Remaining Issues

- Subcommittee will meet again to consider
 - Recommended office:residential ratios
 - Recommended changes, if any, to FARs in current Comprehensive Plan
 - Additional thoughts on recommended incentives.
- Task Force should consider
 - Nearby areas, like Fannie Mae and F-3
 - Prompt steps to define route and secure rights of way and footings for Soapstone Extension over Toll Road
 - Areawide infrastructure issues (*e.g.*, schools, fire, sewers)