

“RESTON EAST” STATION AREA WIEHLE SUBCOMMITTEE REPORT

Subcommittee

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Reston Master Plan Special Study

WIEHLE AVENUE

RESTON MASTER PLAN SPECIAL STUDY: WIEHLE AVENUE AREA CURRENT CONDITIONS



= 1/4 mile from Station platform



= 1/2 mile from Station platform

Transit Oriented Design Area
WIEHLE AVENUE

Wiehle Area Conditions

- i. Reston East Station will open in 3 years**
- ii. Existing development:**
 - a. Now zoned for 0 residential & over 10,000,000 SF of nonresidential
 - b. Over 26,000 employees currently in the study area
 - c. Many smaller, mid-rise properties and some office condominiums
 - d. Practical boundaries (toll road, golf courses, and established neighborhoods) limit the area that can be redeveloped
- iii. Existing Roads:**
 - a. Toll Road, Wiehle, Sunset Hills, and Sunrise Valley present peak period traffic concerns today.
 - b. Private roads and parking lots create basis for internal street network.
- iv. Existing open space:**
 - i. W&OD, Lake Fairfax Park, golf courses
 - ii. Woodland feel in many areas

Key Subcommittee Recommendations

Vision

- Mixed-use TOD with an emphasis on adding residents, an active street life and educational institutions
 - Mix of residences, offices, retail, restaurants, hotels, educational, cultural, medical, and civic uses
 - Specific encouragement for locating higher education and cultural institutions in this area.
 - An active pedestrian, bike and transit-oriented place designed to attract people who want to live, work, learn, eat, shop and play with minimal need to drive a car
 - High interconnectivity and publicly accessible open space
 - Adheres closely to Fairfax TOD guidelines

Key Subcommittee Recommendations

Comparison to other Reston station areas:

- Reston East will open 3 years earlier than other stations
- Proposing less overall density and a higher overall residential component than now being discussed for the Town Center station area
- Expect more overall development than at Herndon-Monroe

Distribution of Development

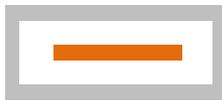
- Subcommittee recommendations follow County TOD Guidelines:
 - Mixed-use development will be focused within ¼ mile of the transit station and up to Sunrise Valley Dr., tapering down to the ½ mile ring
- Wedding cake, centered north of the toll road:
 - Greatest densities and office concentrations will be within ¼ mile and mostly north of the toll road
 - where development is least likely to impinge on existing residential
- 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

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**
- **Improved pedestrian crossings of all roads**
- **RMAG recommendations as initial steps to address traffic concerns**
- **New Toll Road crossings for cars and people:**
 - **Soapstone Extension ASAP**
 - **South Lakes Extension in future**
 - **Pedestrian/bicycle improvements – Wiehle bridge & new pedestrian/bicycle bridge from Reston Heights to Plaza America**
- **Circulating/shuttle buses internally and to other parts of Reston**
- **Improve bus and auto access to south station entrance**
- **Require TDM and reduce parking requirements over time**

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Rail Station



Pedestrian/Bicycle



Vehicular

Appendix C - 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 in or near area
 - 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 or add separate pedestrian path 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. Perhaps G-7.
- Large trees are a defining characteristic of Reston and should be preserved to the extent feasible.

Appendix D - Existing and Possible New Park Spaces (Does not include pocket parks)(11-10)



Park



NewTrail



Existing Wooded area (not necessarily park)

Key Subcommittee Recommendations

TOD Requirements

All land owners seeking rezoning are expected to contribute to:

- a. Grid of streets including complete streets
- b. Interconnected paths and trails
- c. Conveniently located open spaces
- d. Traffic mitigation
- e. Safe pedestrian crossings
- f. Screened/structured or underground parking
- g. Workplace/affordable housing
- h. Public art
- i. Quality architecture, including LEED standards

Key Subcommittee Recommendations

TOD Incentives

Developers should be able to earn density

- 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. Rental housing
- h. Unique contribution to public art, extraordinary architecture or energy savings, or civic space

Key Subcommittee Recommendations

**Subunits G-1 (Isaac Newton), G-2
North of Sunset Hills, Near Station**

- Isaac Newton Square (G-1) is foreseen as a large residential community, including
 - A central park and possibly a plaza linking area to W&OD and station area to South.
 - Amenity retail at the street level, which serves the immediate community
 - The potential for taller residential buildings to create larger open space.
- Areas East of Wiehle (G-2, western part of G-7) within ½ mile of the station have potential for residential development and for linking Lake Fairfax Park to W&OD and Wiehle TOD area.
- Need to connect G-1 and G-2 with roads that extend into G-7

Key Subcommittee Recommendations

**Subunits G-3 to G-6
Between Toll Road & Sunset Hills**

- The area near Transit Station between the Toll Road and Sunset Hills offers greatest potential for high-density, interconnected mixed-use TOD.
- Envision as the commercial core with high-quality mixed-use development, street-facing retail and an urban feel
- A “main street” extending East and West through Comstock’s station project provides the spine for a grid of “complete streets” extending to Plaza America

RESTON MASTER PLAN SPECIAL STUDY: WIEHLE AVENUE AREA CURRENT CONDITIONS



Core Retail Zone



"Main Street" with core retail grid

Conceptual Retail/Commercial Core

WIEHLE AVENUE

Key Subcommittee Recommendations

Subunits H-1 to I-2

South of Toll Road Near Station

- South entrance to the Metro Station is located in H-2
 - Early development in H-2 should be incentivized to provide permanent, convenient access for busses and a kiss-and-ride
 - Need some retail, including restaurants, in H-2.
- Mixed-use development with the tallest buildings and greatest density along the roll road and Wiehle Avenue tapering down toward Sunrise Valley and beyond ¼ mile
 - Desire to preserve trees and green character of the area to the extent feasible
 - Continue Sunrise Valley as a “grand green boulevard”
 - Residential density should concentrate along Sunrise Valley Road, but County should permit residential closer to Toll Road if noise standards can be met.
- Interconnectivity
 - Locate, engineer and build Soapstone Extension ASAP
 - Network of interconnected streets and pedestrian/bicycle paths running east/west
 - Widen Wiehle bridge sidewalk and/or add dedicated bike lane

G-7 and I-3 – Outer Office Areas

- More than ½ mile east of station
- Like current CP, no Subcommittee recommendation for increased densities or mixed-use development at this time.
- Pending future CP review, mixed-use proposals and increased densities may be considered on case-by-case basis, if the developer demonstrates
 - Proffers with unique benefits to the community
 - Meeting standards (cohesive streetscapes, connected pathways, high residential mix, preservation of trees, setbacks, etc.) for projects in subunits inside ½-mile from the station
 - Implements TDM and other measures to boost walking, biking and transit usage
- Significant development will require a “South Lakes Extension” linking I-3 and G-7 across the toll road.

Key Recommendations

Additional Nearby Areas

- **Fannie Mae** – Between two stations. Recommending added density in exchange for (a) residential emphasis; (b) signature publicly-accessible park; (c) measures to promote transit use (shuttle bus, TDM, etc.)
- **Plaza America** – On western edge of ½ mile circle. Recommending acceptance of proposal to add 400 DU above retail comparable to existing plaza, subject to connecting Plaza directly to complete street from station.
- **F-3 Within ½ Mile** – Offer density comparable to I-2, with residential emphasis and expectation of a publicly accessible park area along the current water feature.

Key Subcommittee Recommendations

Mixes and Densities

- Densities (if earned) up to 3.0 FAR closest to the station, tapering off to ½ mile
- Office: Residential Mixes of 40:60 up to 25:75 outside ¼ mile, with predominantly office at stations
- More than twice as much potential new residential development as new office development.
- Inside ½ mile, potential residential GFA would increase by nearly 14 million SF and producing nearly 30% more residential than office GFA within in the TOD area.
- Additional development (residential, educational, cultural, retail and hotel) could be permitted.

Appendix E - Density/Mix

Land Unit	Acres	Percentage of Area		FAR	Square Footage	
		Office	Resid'l		Office	Resid'l
G-1	57.06	25	75	2	1,242,767	3,728,300
G-2	21.95	40	60	1.5	573,685	860,528
G-3	32.76	40	60	2	1,141,620	1,712,431
G-4	33.94	60	40	3	2,661,168	1,774,112
G-5	8.34	55	45	2.5	499,524	408,702
G-6	20.14	40	60	2	701,839	1,052,758
G-7 <1/2	14.23	45	55	1	278,838	340,803
G-7 >1/2	128.03	100	0	0.42	2,342,243	0
H-1	27.38	40	60	2	954,138	1,431,207
H-2	25.6	60	40	2.5	1,672,704	1,115,136
I-1	11.63	45	55	2.5	569,928	696,579
I-2	21.51	40	60	1.5	562,185	843,278
I-3	119.5	100	0	0.45	2,342,439	0
Totals	522.06	53%	47%	1.3	15,543,079	13,963,833
Fannie		40	60	1.5	747,120	1,120,680
Plaza Amer.						[400 DU]
						[5-600,000]
F-3 w/in 1/2 mile		40	60	1.5		