

**The Reston Charrette**

# **transit**

**and community**

# Reston Charrette

## The Topic: Rapid Transit Opportunities for Reston

### *Expectations*

- Land use potentials
- Station standards
- Connecting Reston
- Traffic/Transportation management
- Concepts/Alternatives for two stations
- Approaching consensus
- Reference for considering the WMATA DEIS

# Reston Charrette

## The Topic: Rapid Transit Opportunities for Reston

### *Listening/Gaining Input – What's already been done:*

- Land use task force
- DCRA
- Dulles Corridor Rapid Transit Project
- Fairfax County Comprehensive Plan revisions
- Reston Association
- LEADER
- NVRC
- VDOT
- Greater Reston Chamber of Commerce
- Supervisor Cathy Hudgins
- More than 125 participants Thursday and Friday (NEW RECORD!)

# Reston Charrette Process

## Day One (Thursday)

- Reston today: What are the existing conditions?
- What are the community goals?
- How can transit benefit Reston?
- How can land use issues benefit Reston?
- Land use scenarios
- Concepts for the station areas



*Afternoon bus tour of the Dulles Corridor and proposed TSAs*

# Reston Charrette Process

## Day 2 (Friday)

- More data, more detail
- Sorting priorities
- Q + A to guide the consultants
- More field work – “where is this, what is that?”
- Creating the alternatives of the presentation – working through the night



# Reston Charrette Process

## **Day 3 (Saturday)**

- Presentation – overviews + alternatives
- Feedback on guidance to best mix
- Final Presentation

## **Future Days**

- Workbook soon
- DEIS review starts
- Report on Charrette

# Mixed Use Development

## Lessons from Mixed Use:

- Horizontal distribution of uses works on lower density parcels
- Vertical stacking of uses with residential requires expensive fire separation
- Long term – much higher density urban cores can handle conversions to mixed use/residential and new infill
- Lenders (and investors) still look for significant parking performance

# Air Rights

## Lessons from Air Rights Platforms

- Many are public and/or ceremonial – quality of life decisions
- Huge private structure massing over rail yards or freeways from 1920s to 1960s (e.g. Chicago Merchandise Mart, Prudential in Boston)
- More perceived liability today than in past
- Designing with the new corridor, rather than responding to extraordinary span length requirements (e.g. Dulles Corridor)
- Hard to do for less than \$200/SF for the platform itself

# Air Rights

## Reston Common Ground Concept Costs

### Elements

- Air rights platform 400x1000' = 400,000sf (9.18 acres)
- 700 seat Performance Hall = 35,000sf
- County & Community Facilities = 35,000sf (2-3 stories)
- Landscape, water elements, N-S path = 338,000sf

### Unit Costs

- Platform at \$200/sf = \$80 million
- Performance Hall at \$10-15 million
- County & Community Facilities at \$200/sf (turnkey) = \$7 million
- Landscape/Path at \$25-50/sf = \$8.5 to \$16.5 million
- WMATA “landing” & bridge cost coverage participation

TOTAL RANGE \$105.5 to \$118.9M

# Challenge Matches

- BRT not a desirable 1<sup>st</sup> phase option – go for rail now
- Going off corridor median for rail stations not viable now
- EIS offers opportunities for station upgrades w/out serious delay/cost
- Out of balance on massing more and more office volumes
- Reston Town Center can/is building housing - we can't yet site in the Covenant District
- Covenant District acceptance of mixed uses - residential requires OK from 90% of property parcels area (400 gross acres +/-)
- If Covenant District approval of mixed use, then 6000 +/- new units may be possible
- LEADER program for establishing local financing district is forming proposal (and options) for the larger corridor including Tyson's Corner. Focus is only on commercial properties (does incl. rental/residential)
- Getting to Dulles Airport is our "program partner"

# Observations

## Observations at Large Scale

- Any other regions with this pace of growth?
- Reston is America's New Town
- 85% of corridor comm'l/indust'l floor area is office
- 84% of Reston Parkway and Wiehle Ave is office
- "samo-samo" or strong Reston identity
- Rail transit to come faster than any other corridor in US
- Wiehle Ave moving towards private redevelopment of 30-40 yr old space
- Rail transit all about securing the future
- Can extend community by 50 years if we succeed
- Transit can protect the older lower residential density of the villages
- But, we don't need trestle stations
- How are we going to achieve all this?

# Pedestrian Easements

## The Challenges

### Distances

- From station platform to Sunset Hills Road = 200-300'
  - From Sunset Hills Road to W&OD Trail = 1200-1500'
  - To core of Town Center = 600-800'
- All total = 2000 – 2600' (Full ½ mile!)

### Going Thru Existing Improved Properties

- Negotiating easements
- Defining pathway improvements (all weather, hours, ADA, etc)
- Funding improvements (maintenance, security)
- Sharing liability (or not)
- Lender concerns and/or demand for compensation
- Pathfinder signage & parking

### Reston Transit Paths

- Goat paths
- New or changed routes
- Employment concentrations and ped. routes to/from stations
- Reconfiguring RIBS

# Setting the Scale

<u>Resid'l Land Uses Units</u>	<u>Acres</u>	<u>Office SF</u>	<u>Commercial/ Industrial</u>	<u>Total Floor Area</u>
<b>EXISTING</b>				
CORRIDOR TOTAL 2,184	1791	17.9M	3.3M	21.2M
Reston Parkway 954	623	7.0M	1.7M	8.7M
Wiehle Ave 0	381	4.8M	.5M	5.3M
<b>MAX UNDER RAIL</b>		<b>Office/Hotel</b>	<b>Other</b>	
CORRIDOR TOTAL 21,609	1791	38.7M	9.9M	48.5M
Reston Parkway 6,151	623	9.9M	4.8M	14.7M
Wiehle Ave 4,251	381	7.8M	1.6M	9.4M

## Transit Station Areas

<b>POTENTIAL CHANGE VOL.</b>		<b>Office/Hotel</b>	<b>Other</b>	
CORRIDOR TOTAL	1791	20.8M	6.5M	27.3M

# Office Vacancy Rates

## **TODAY'S VACANCY RATES - End of 2001**

*Including sublease space now vacant*

*Note: Areas not comparable to station corridor*

Reston	13.35%
Herndon	17.16%
Tyson's Corner	14.24%

These areas have total of 46.2M s.f.

Transit Station Areas

# Reston Residential Perspective

- Initial Plans – 78,000 residents were anticipated
- Without Mixed Use – Now appears capped at 63,000

Transit Station Areas

# Employment

## Contemporary and 1/3 future added employment estimates in station areas

*Based on county floor space estimates and 1/3 part of future*

*Incorporating 13.35% current office vacancy and 10% future office vacancy*

*All figures are +/-*

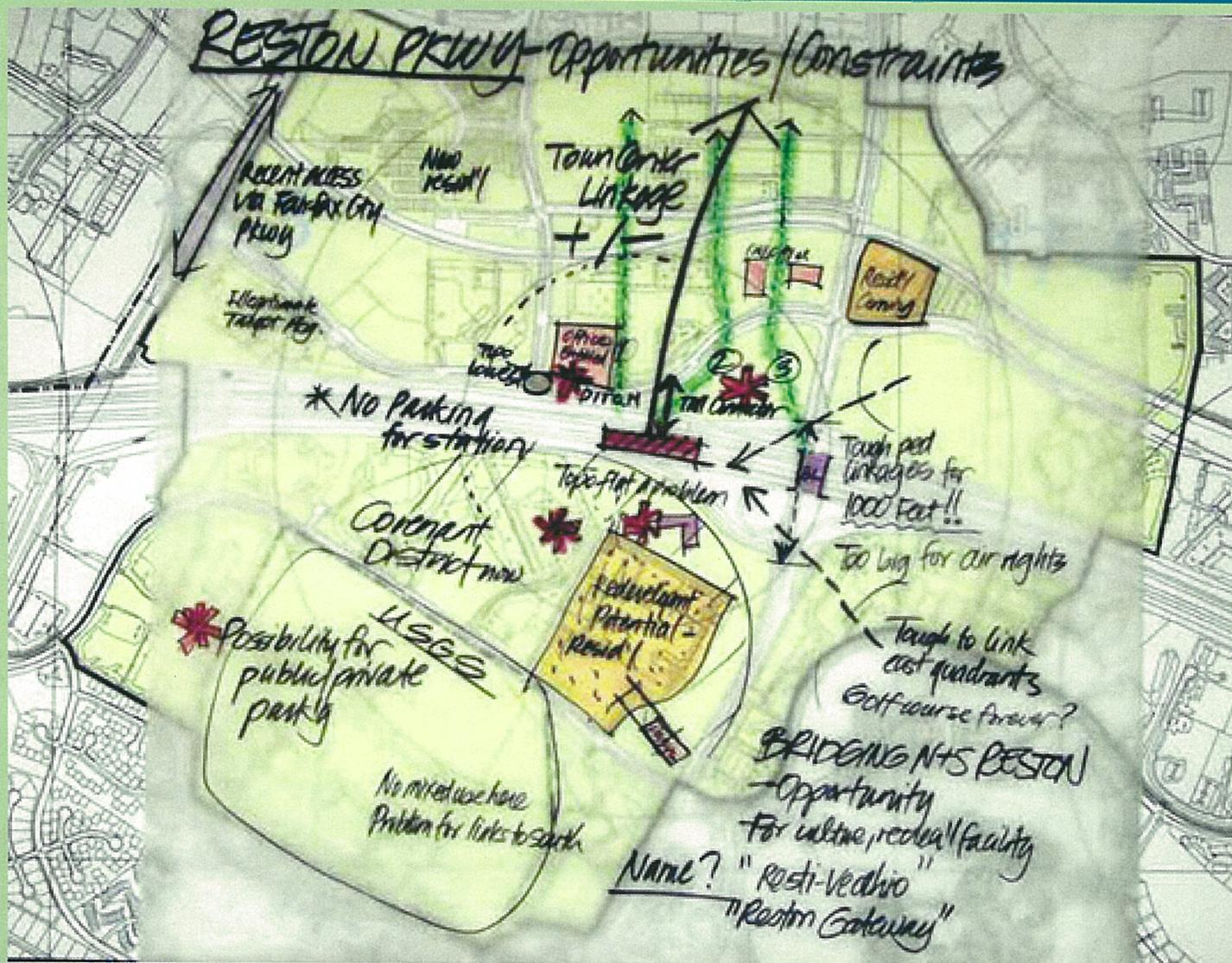
	<u>Office</u>	<u>Other Commercial</u>	<u>Total</u>
<b>NOW</b>			
Reston Parkway	15,540	2,830	18,370
Wiehle Ave	<u>10,600</u>	<u>830</u>	<u>11,430</u>
	26,140	3,660	29,800
<b>1/3 MORE OF POTENTIAL</b>			
Reston Parkway	2,140	1,570	3,710
Wiehle Ave	<u>2,250</u>	<u>540</u>	<u>2,790</u>
	4,390	2,110	6,500

Transit Station Areas

# Employment Perspective

- **Reston Parkway** station area new employment could easily rise by 20% over present jobs - in place before transit is under construction
- **Wiehle Avenue** station area jobs could grow by 24% in the same period

# Opportunities & Constraints



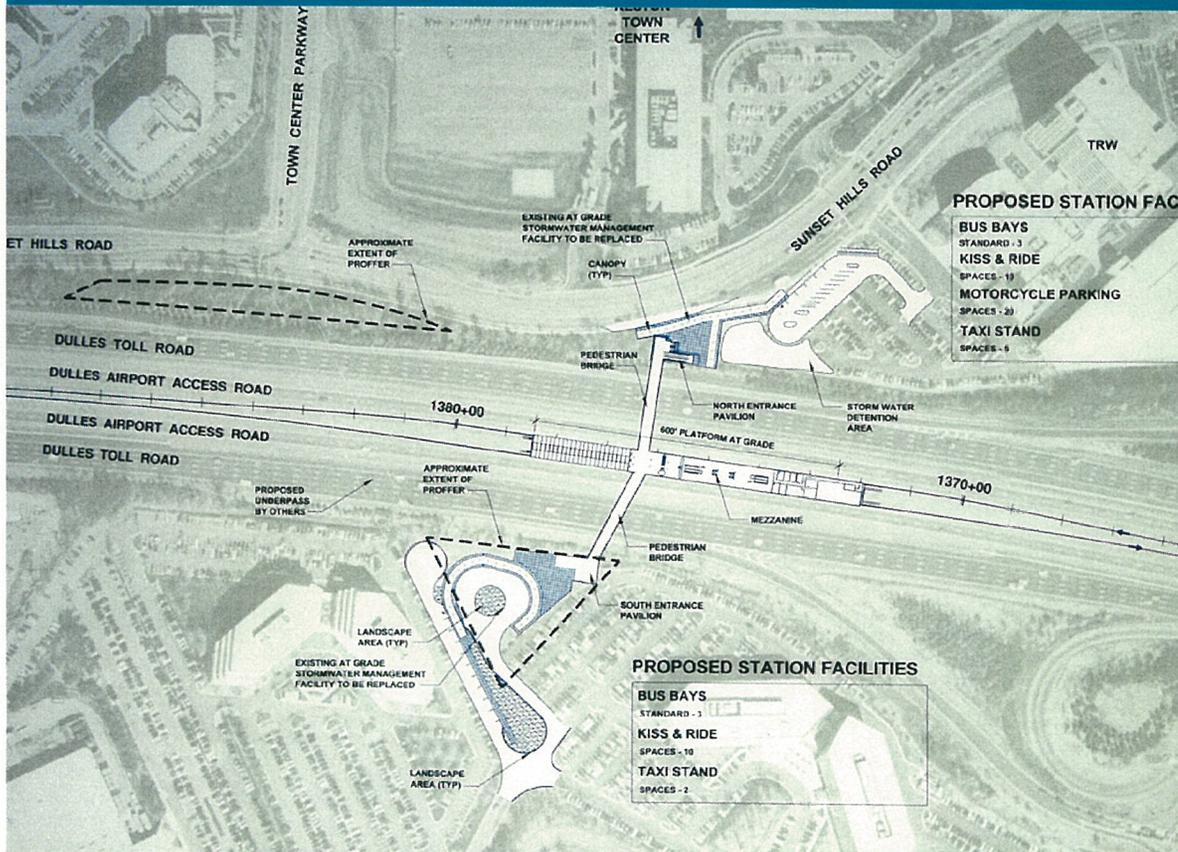
Reston Parkway

# Opportunities & Constraints



Wiele Avenue

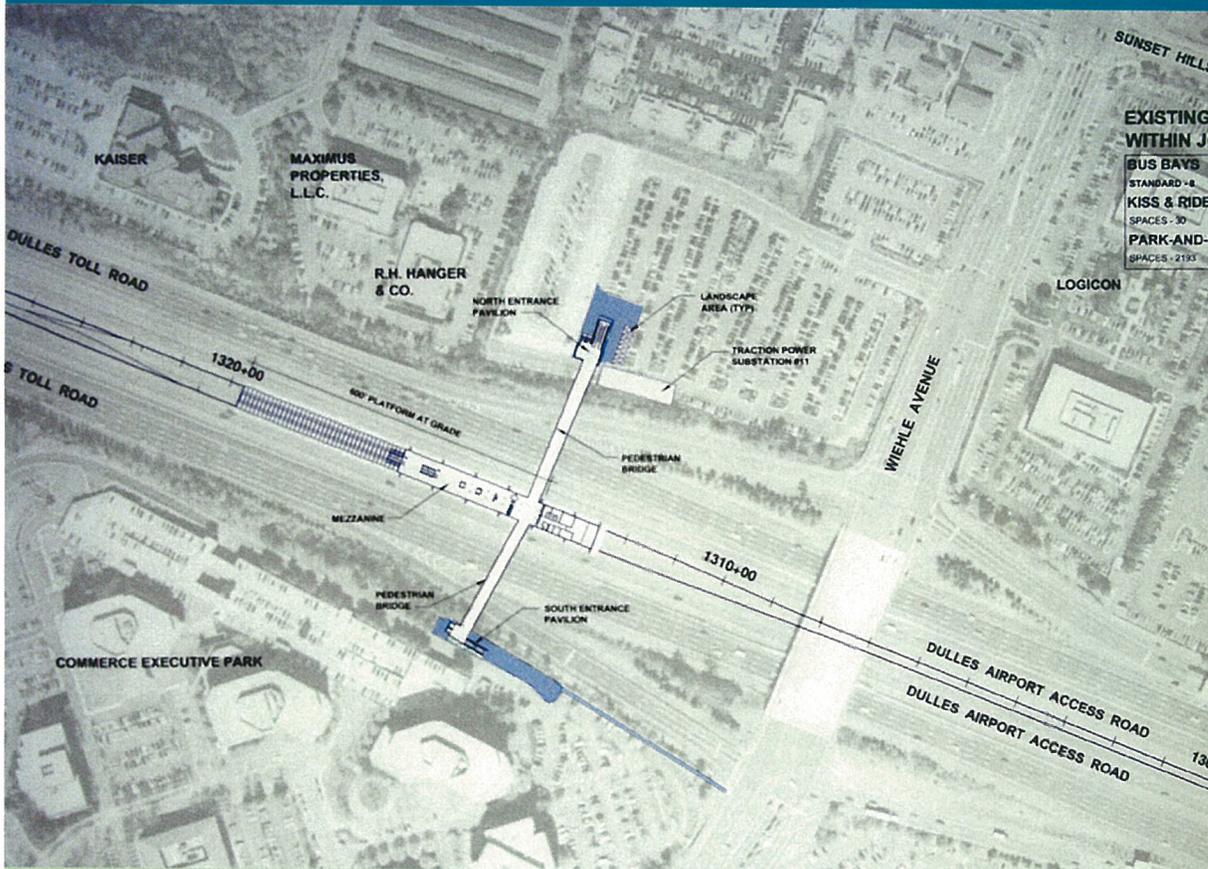
# Transit Challenges



- BRT - Benefit vs. payoff
- Patronage low – 2,900/day
- No on-site parking
- Unrealistic mode of arrival – 50% walk
- Too few bus bays
- Difficult bike access

Reston Parkway

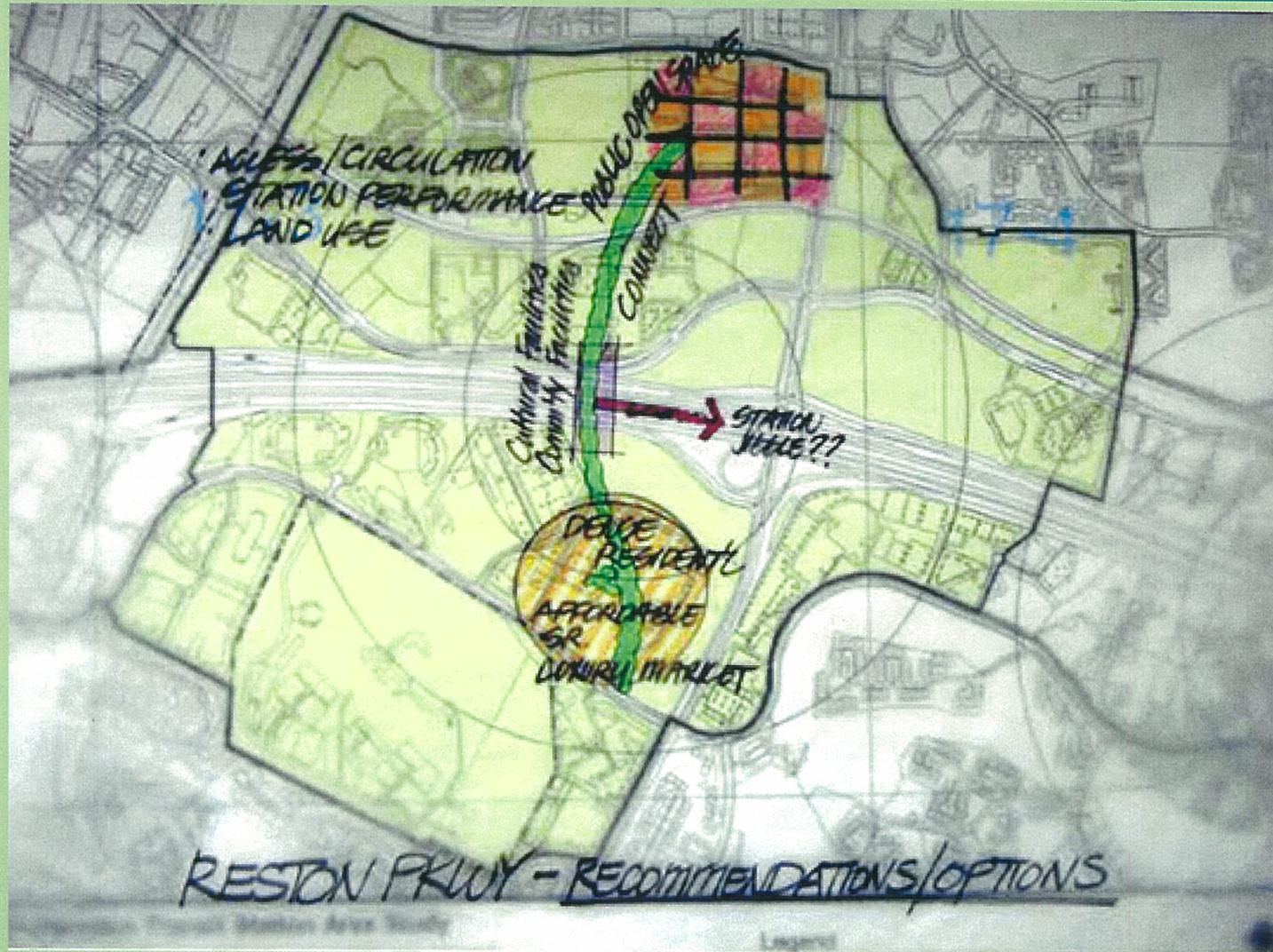
# Transit Challenges



- BRT - Benefit vs. payoff
- Patronage low – 6,600/day
- Unrealistic mode of arrival – 38% walk
- Difficult bike access

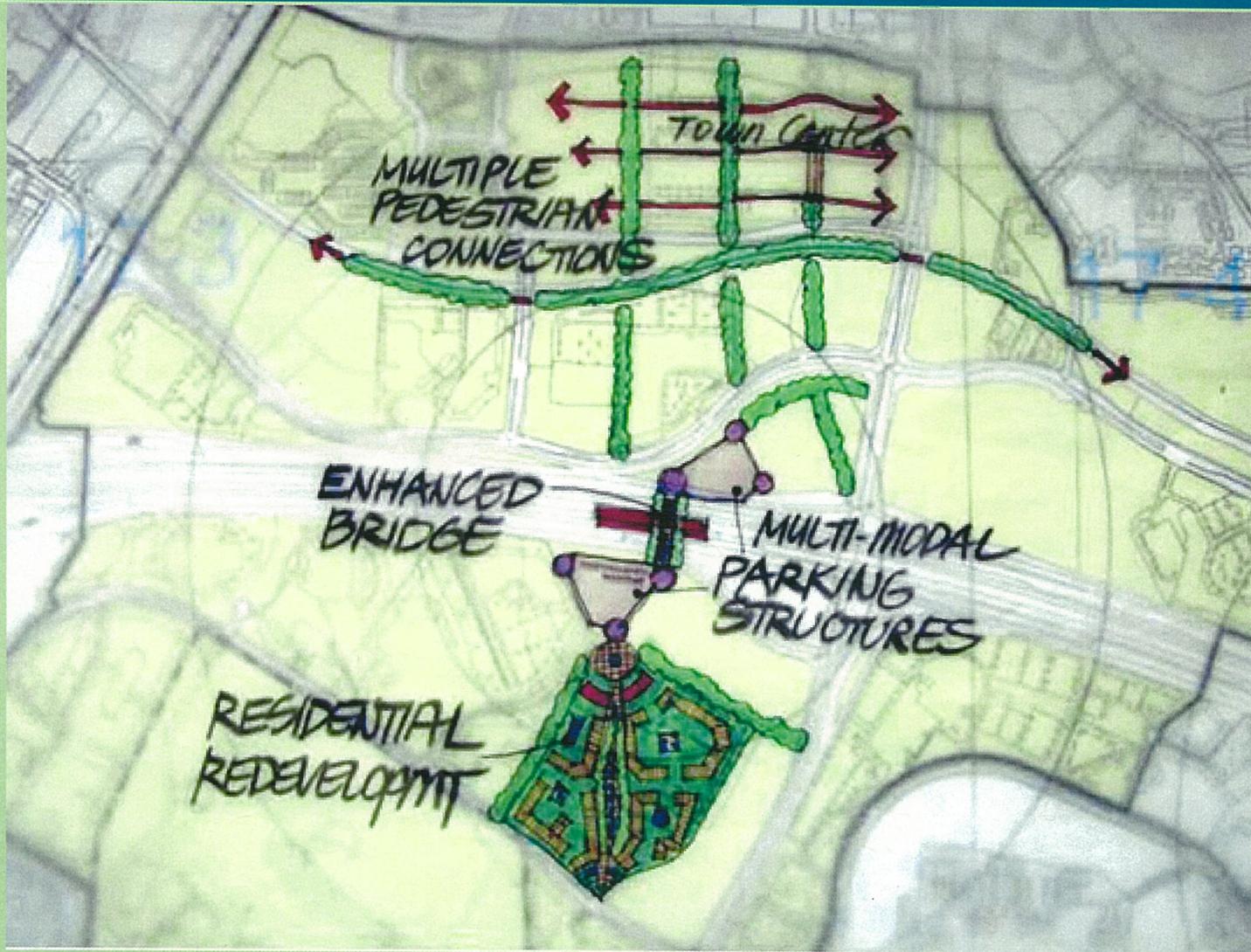
Wiehle Avenue

# Recommendations / Options



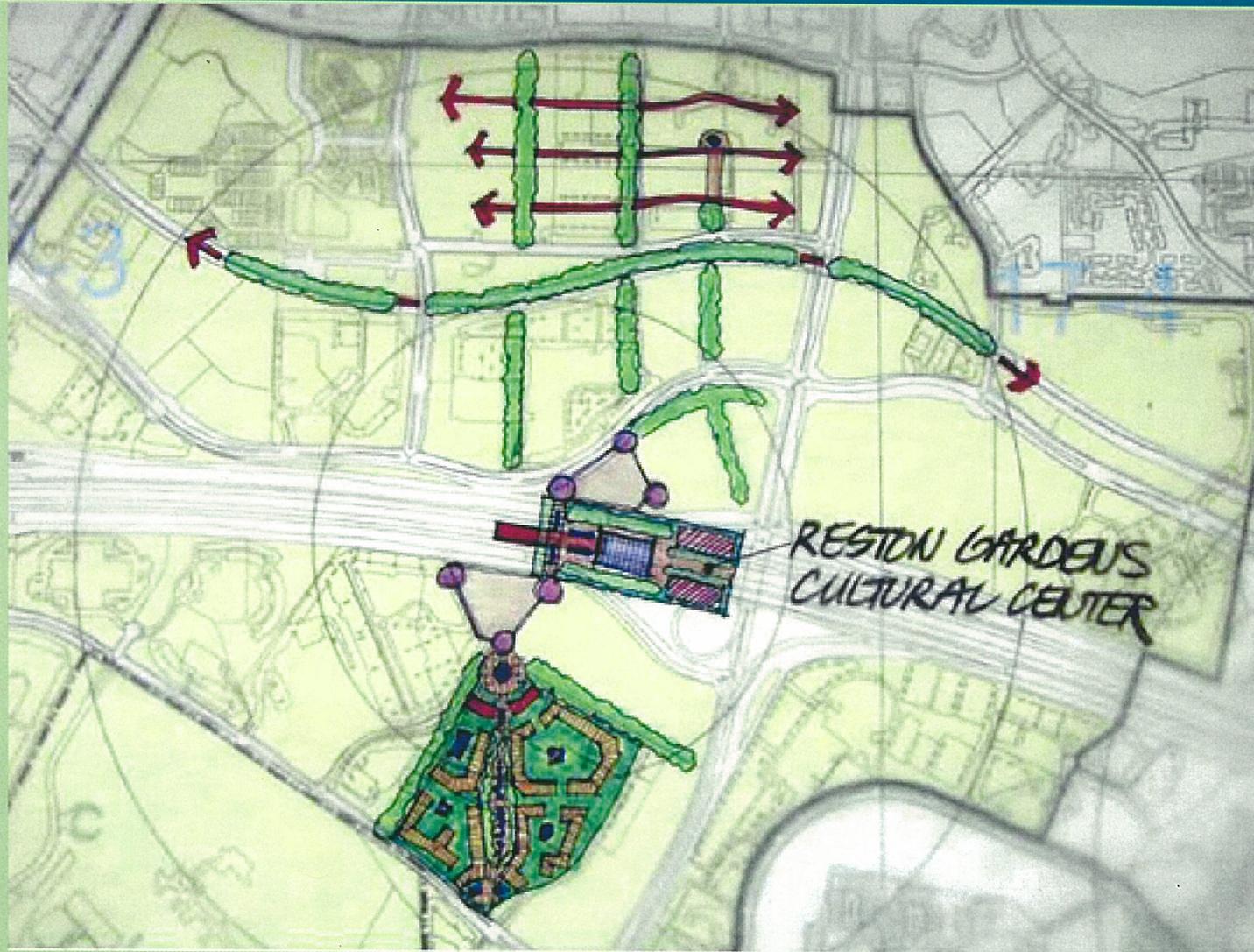
Reston Parkway

# Alternative Concepts



Reston Parkway – OPTION 1 “Water Enhanced Pedestrian Bridge”

# Alternative Concepts



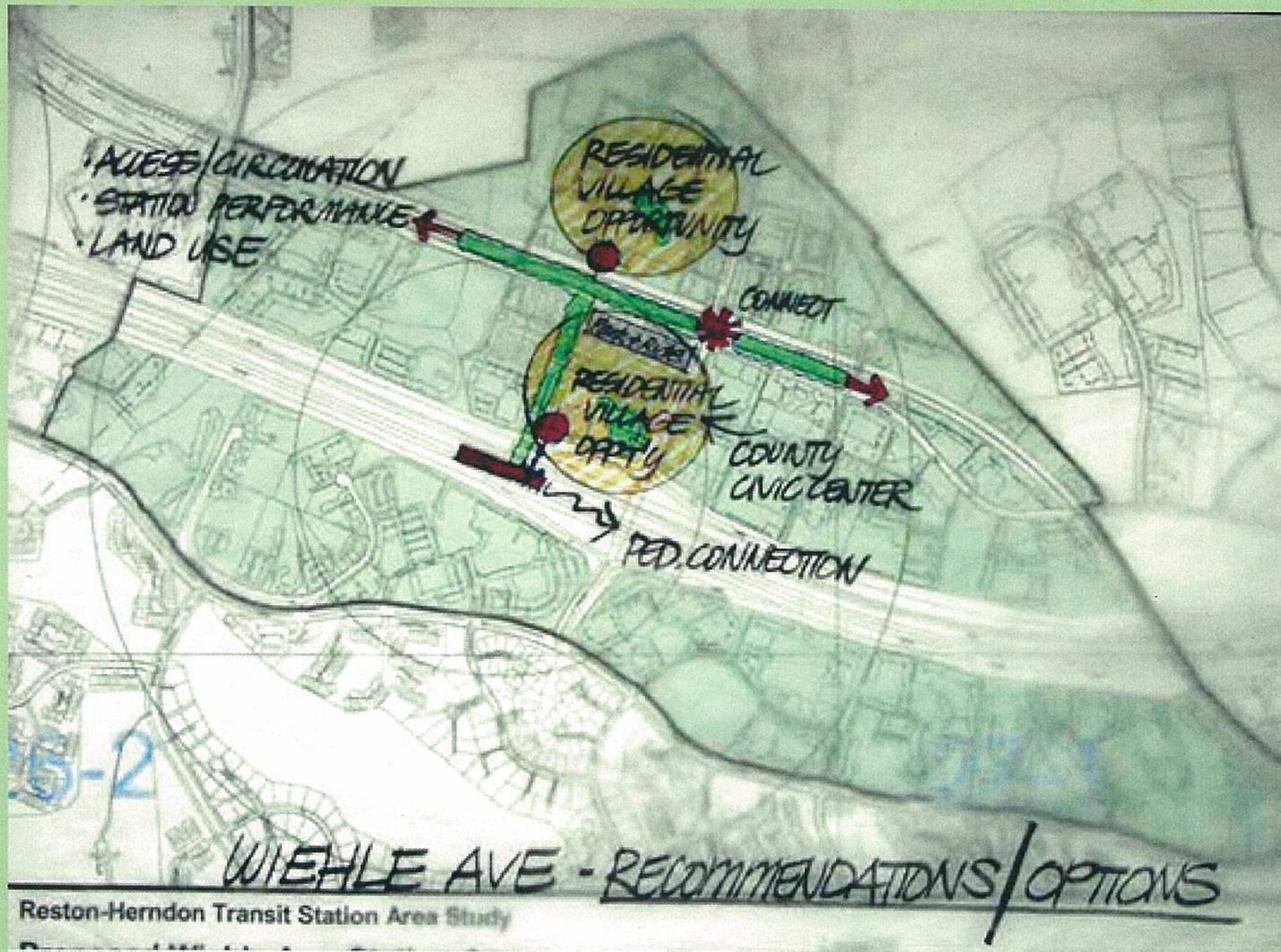
Reston Parkway – OPTION 2 “Common Ground”

# Alternative Concepts



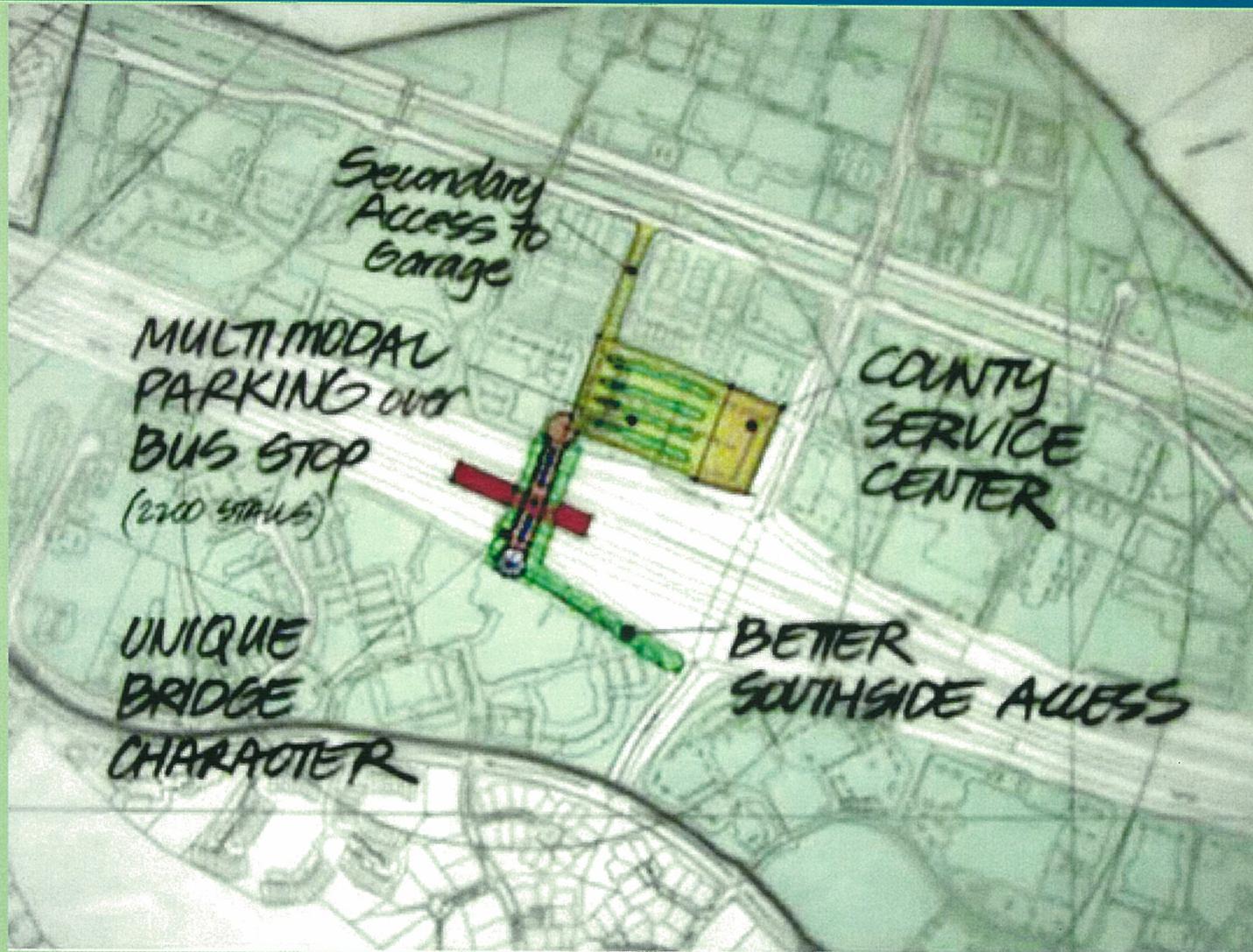
Reston Parkway – OPTION 3 “Bridge Access”

# Recommendations / Options



Wiehle Avenue

# Alternative Concepts



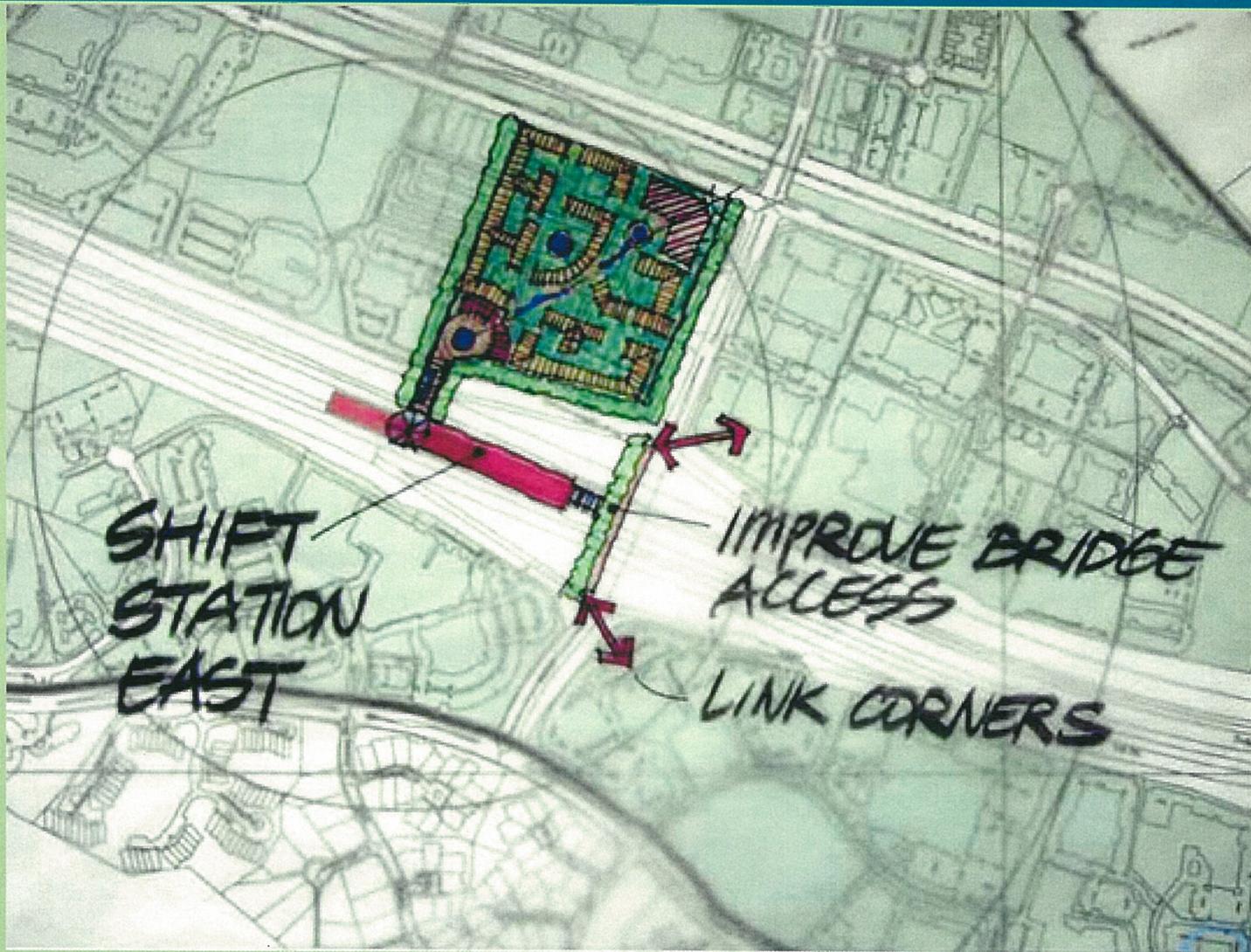
Wiehle Avenue – OPTION 1 “Civic Center”

# Alternative Concepts



Wiehle Avenue – OPTION 2 “Mixed Use Village”

# Alternative Concepts



Wiehle Avenue – OPTION 3 “Bridge Access”

# Evaluation of Options

- Access / Circulation
- Station Performance
- Land Use

## Access / Circulation

- Bridges have few buses now
- Buses loading & unloading passengers will increase congestion & delay
- No driveway access on bridges / arterials
- Right lane used for access
- Additional toll road space needs for station under bridges

# Station Performance

## Reston Parkway and Wiehle Avenue Stations

- Stations should say “RESTON” (design, character)
- Access all year – shade sun, wind/rain/snow protection, 24 hr. lighting
- Public toilets
- Public art, % for landscape
- Service retail – no vending machines/ small business opportunities
- Good bike facilities (bike station)
- More bus bays
- Scooter rental
- Info Kiosk
- Rideshare coordinator
- Mobile phone booster station
- Community Service Center (police, volunteers) - Jane Jacobs’ “eyes on the street”

# Land Use



Reston Parkway

7/23/02  
Hudgins Group



↔ Reston Aerial

↗ north

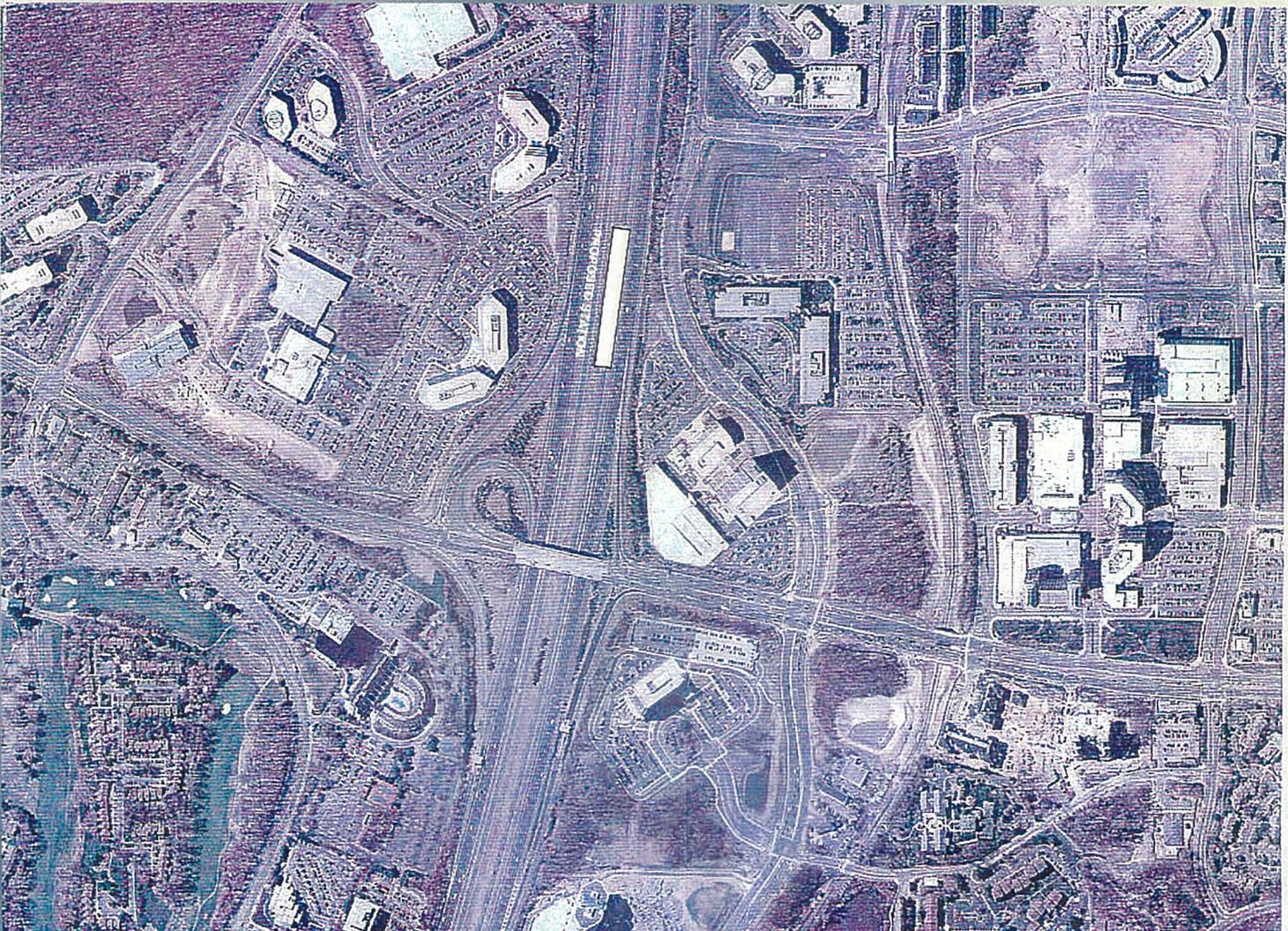


↗ Wiehle Aerial

**Reston Parkway and Wiehle Avenue Stations -  
Station Access and Urban Design**  
(Photo taken 12/00)

7/19/02

Reston Parkway / Wiehle Avenue



## Existing context showing proposed Reston Parkway Station

(Photo taken 12/00)

- Boundaries of the Town Center District as per Reston Master Plan
- 1/4 mile and 1/2 mile radii centered on the station

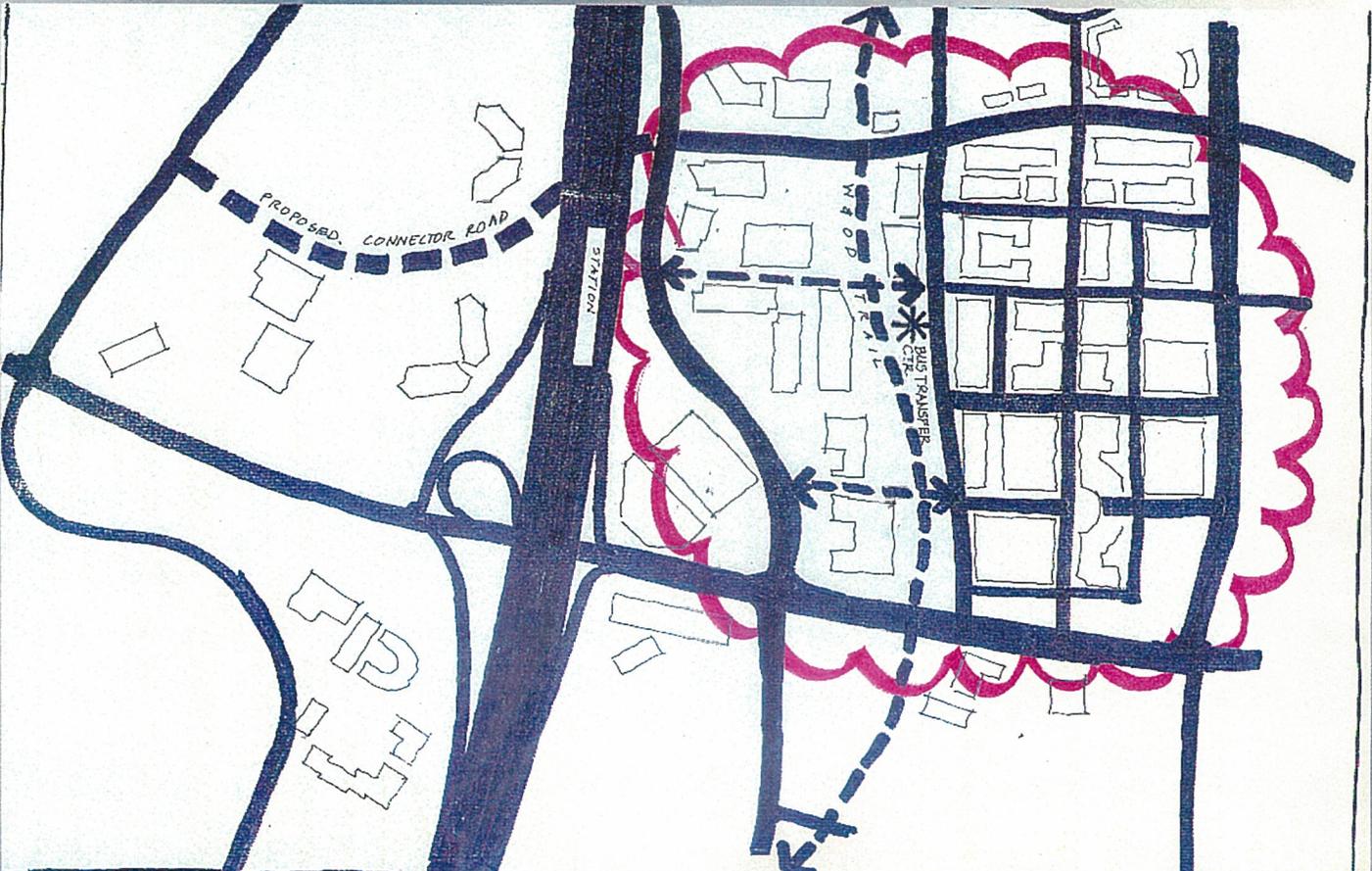


**Reston Town Center District  
and Station Walking Distance**

- ☐ Most new development projects are planned in the Northwest quadrant



Reston Parkway Station Area  
Proposed Development



## Reston Parkway Station Area Streets and Blocks

- Most walkable / pedestrian friendly district is in the Northwest quadrant
- Best north / south pedestrian access is in the Northwest quadrant
- Established patterns easily infilled to support transit-oriented development



- ❑ Greatest potential with highest allowable FAR's up to 2.0
- ❑ Development synergy created by Reston Town Center
- ❑ Over 95% of the area is master planned as mixed-use / commercial development
- ❑ Fairfax County bus transfer station is planned on Bluemont Way
- ❑ W & OD Trail as a pedestrian / bike connector

north  




**Reston Parkway Development**  
**Potential 1500' district radius –**  
**NW quadrant**

- Potential for infill / redevelopment projects
- FAR's up to 1.5
- 70% of the area is master planned for commercial / high density residential developments
- 30% of the area is low density residential and golf course
- W & OD Trail as a pedestrian / bike connector



Reston Parkway Development  
 Potential 1500' district radius –  
NE quadrant

- ❑ Limited area for infill / redevelopment projects
- ❑ FAR's to 1.7
- ❑ 30% of the area is master planned for mixed-use / commercial development
- ❑ 70% of the area is low density residential / golf course



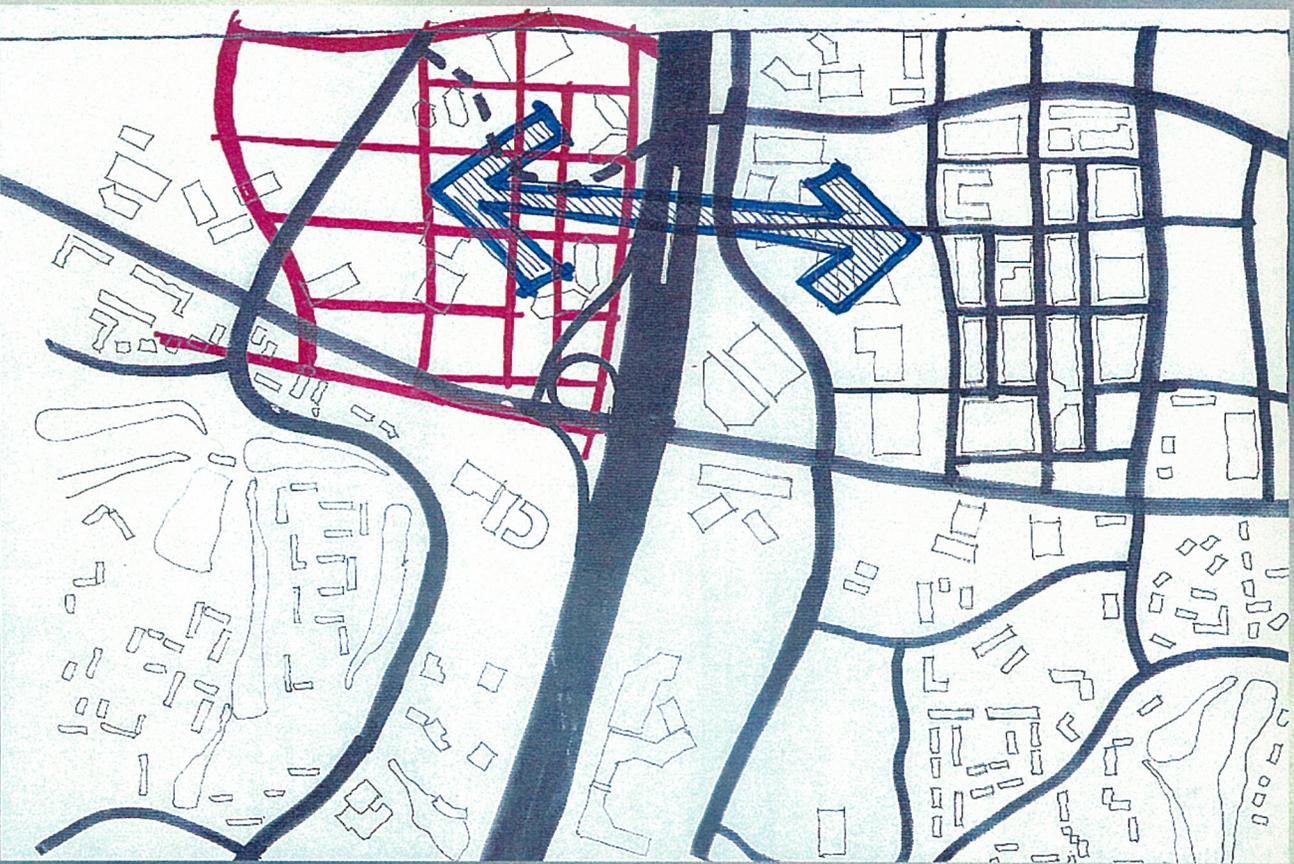
Reston Parkway Development  
 Potential 1500' district radius –  
SE quadrant

- ❑ Great potential for infill/redevelopment projects
- ❑ FAR's up to 2.0
- ❑ 100% of area is master planned for commercial / mixed-use development
- ❑ Proposed Edmund Halley Drive underpass will connect this area to the Reston Town Center

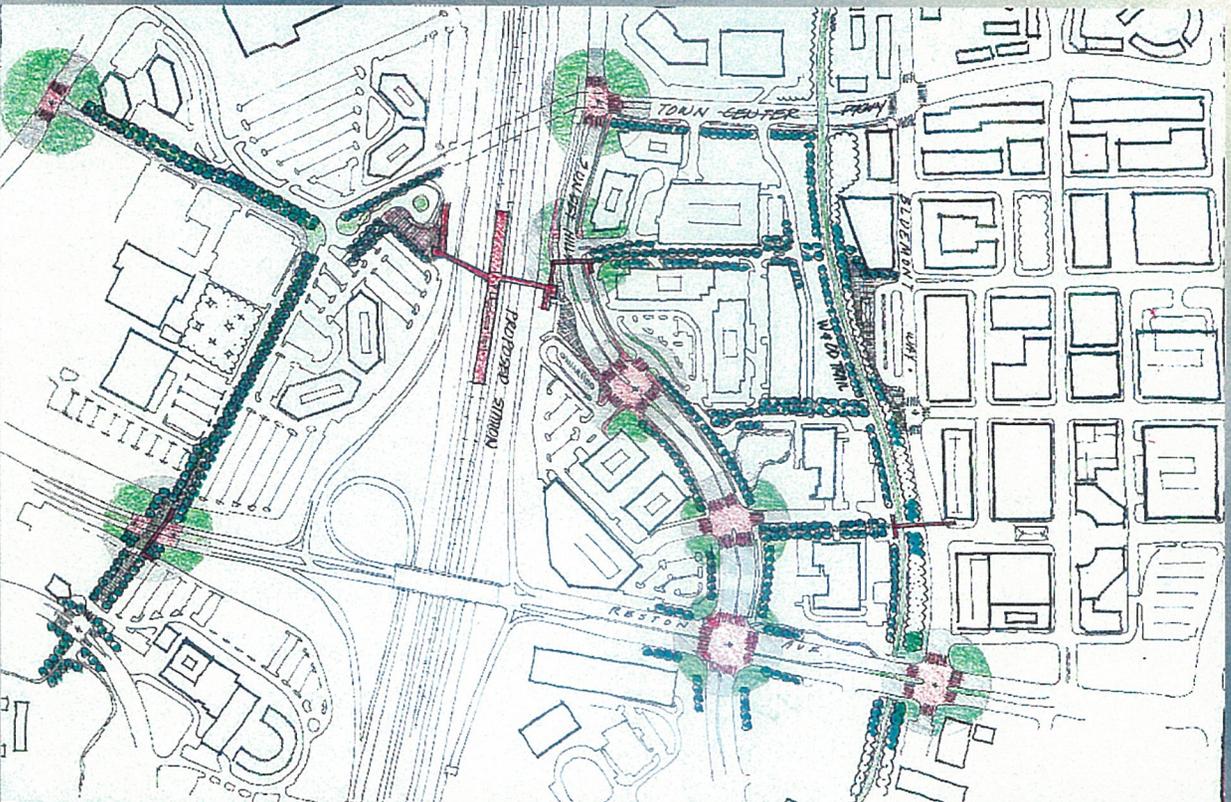


**Reston Parkway Development**  
**Potential 1500' district radius –**  
**SW quadrant**

- ❑ Analysis shows that the NW and SW quadrants have the most development potential
- ❑ The "heart of downtown Reston" runs through the center of these two districts
- ❑ Station forms bridge between these two districts
- ❑ Additional potential of connecting these two districts with air rights over the Dulles Airport Access Road
- ❑ These two districts are master planned to be connected by the Edmund Halley Drive underpass



## Reston Parkway Station Area Development Focus



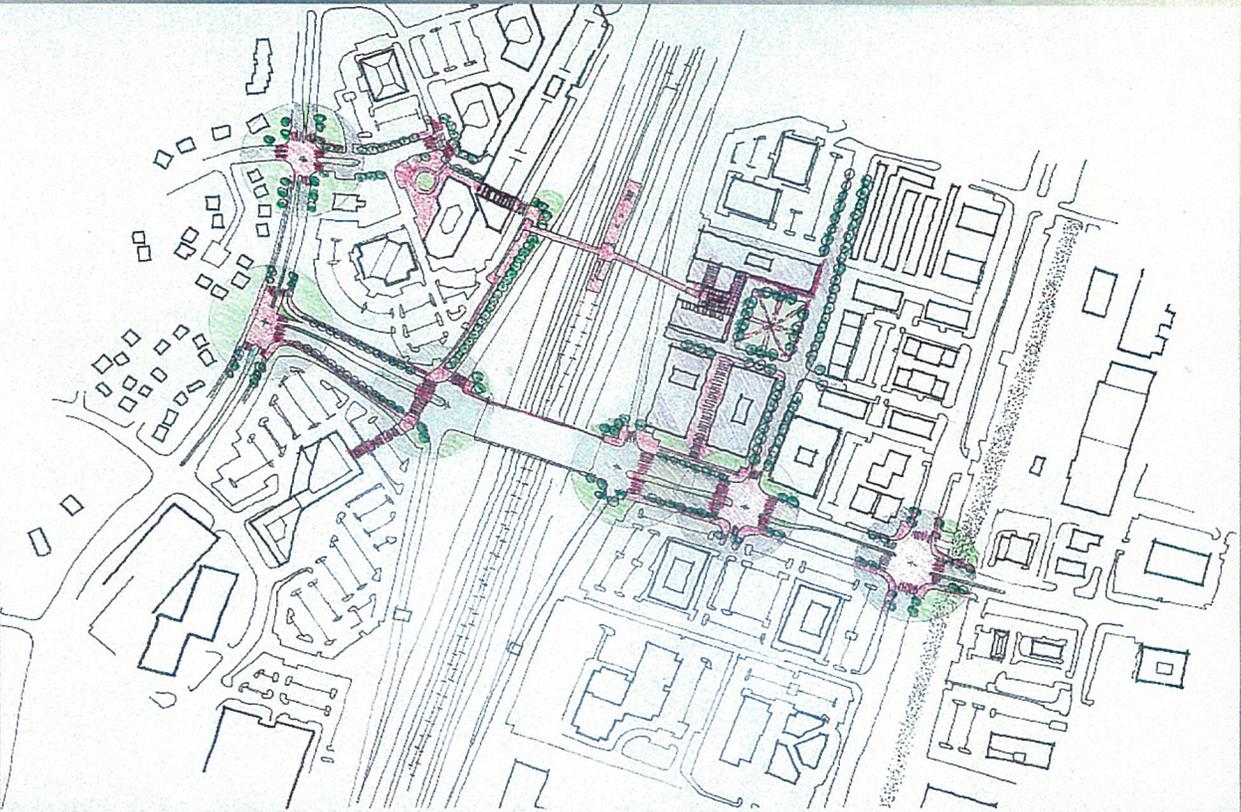
## Reston Parkway Station Urban Design Concept Plan

- north 
  - Improve pedestrian crossings on Reston Parkway and Sunset Hills with larger, well-marked crossings, longer walk cycles, landscaping, etc.
  - Possible pedestrian bridge overpass on Reston Parkway at the Sheraton and over Sunset Hills Road to connect with the Metro station bridge
  - Reinforce pedestrian access through the blocks between Blument Way and Sunset Hills
  - Develop dedicated, landscaped pedestrian connections through the parking areas in the SW quadrant properties to Reston Parkway and Sunrise Valley Drive
  - Station design does not preclude air rights development over DAAR



Existing context showing proposed  
Wiehle Avenue Station

(Photo taken 12/00)



North  
↗

- Improve pedestrian crossings on Wiehle Avenue and Sunrise Valley Drive with larger, well-marked crossing, longer walk cycles, landscaping, etc.
- Develop dedicated, landscaped pedestrian access to the south station pavilion, through the Commerce Executive Park, should be developed from Sunrise Valley Dr. and Wiehle Ave., including a pedestrian passageway through the existing garage
- Promote a mixed-use transit oriented development on the Fairfax County Park and Ride site that would also include commuter parking

## Wiehle Avenue Station Urban Design Concept Plan

7/19/02

Reston Parkway / Wiehle Avenue