

**Wiehle Avenue Transit Station Committee
Preliminary Issues List**

1. Scope of review

- Study area: Wiehle area as shown on maps (Plaza America to Hunter Mill on both sides of toll road) with emphasis on ½ mile from station
- Time frame – 20 years? 30? 40? Recommendation for reexamination perhaps in 2025 or 10 years after Phase 2 stations open?

2. Vision for study area

Overall vision for

Desired unique characteristics, if any

- What would educational emphasis add?
- Are there particular cultural amenities we should seek?
- Are there particular types of businesses we should try to attract?

How does vision for study area fit into Reston and region as a whole

3. Traffic, parking and mobility issues

Traffic background –

Too much traffic in and around Wiehle bridge now PLUS

- 2300 parking spaces for transit and accompanying traffic
- more buses to transit station,
- additional traffic to and from new offices/residencies
- exits from toll road are poorly located and timed, especially for parking at Wiehle transit lot
- too few crossings of toll road give alternatives to Reston Parkway and Wiehle bridges

Toll road is also already badly congested at rush hours

Apart from W&OD, pedestrian/bicycle interconnectivity is limited.

Possible traffic solutions –

- Non-degradation or expectation-of-improvement policy for developers
- road improvements (e.g., turn lanes, bus lanes, medians, other)
- grid of interconnected streets within and between subunits
- bridges over toll road
- traffic demand management and traffic calming
- circulator buses
- shifting development patten to walk-to-transit/walk-to-work model through increased residential
- other?

Safe pedestrian and bicycle pathways

- Where?
- Crossings of roads – at grade? grade-separated? where?
- Crossings of toll road?

Parking –

2300 spaces are inevitable initially, but too much for long term:

- Recommend reprogramming a portion of Wiehle transit parking after stations open to west plus call for shifts of commuter parking to more western lots
- Any opportunities for satellite lots that wouldn't compound traffic problems?
- Price transit parking to incentivize use outside peak periods
- Other steps?

Reduce parking requirements for buildings?

Shift to structured parking from surface lots near buildings in the study area; if so, what characteristics (above v. below ground; screening issues)

Other parking issues, strategies?

Interconnectivity –

Map grids of streets, bike paths, pedestrian paths within study area.

Implementation issues

- How can plan encourage or require interconnections in already-developed corridor given that not all owners will redevelop at same time
- How soon will measures be implemented and how soon will they have an impact?
- How can Task Force expedite?
- Other?

Other traffic, parking and mobility issues?

4. Mixed-use balance

Existing character of buildings in the study area –

Mostly offices; some office condominiums

Zoned I-3 to I-5

Permitted densities from roughly .35 to .7 (not counting Comstock)

Building heights from 1 to 5 stories

Ages vary substantially.

Desired future balance of office, hotels and residential occupancy –

50/50 residential/office? Other?

Local variations by distance from station or by sub-unit

Likely use of transit from occupants or users of each type of building?

Transitioning given existing buildings and layout of area.

Retail mix

Future character and role of retail component of development

Importance of restaurants, bars; types of restaurants

Cultural options – music, art, museums, etc.

Relation to transit station, Plaza America, rest of Reston

Location of retail relative to street level, types of building

Appropriate retail limits - small v. large; “destination” v. “support”; 1st floor v. other; maximum percentage of space in retail?
Layout (lining wide sidewalks, around plazas, other?)

Attracting businesses and educational and cultural institutions.

5. Determining and Allocating density

FARs, heights, other measures?

Trading height for open space

Height and density relative to other areas in Reston

Distributing height and density within the study area

By distance -

1/8 mile

1/4 mile

1/2 mile

Beyond

By sub-units

In relation to roads, neighborhoods, other features.

Distributing by time – staging desirability, feasibility, implementation options

Treatment of in-fill development issues

What is aggregate impact if all is at maximum? How likely?

6. Open-space, recreation issues

Locations of existing natural areas and storm water runoff ponds in the study area

Requirements for open space

- What should qualify as “open space”? Publicly accessible plazas and parks, treed pedestrian/bicycle pathways, green areas other than parks? buffers? other?
- Important visual characteristics – green, trees, landscaping, fountains, buffers along roadways (especially near established residential areas)
- Importance of usability – benches, tables, outdoor eating, compatible sport/game spaces, paths, mix of shade and sun
- Where should open-space be located? Half within 1/8 mile of new buildings; all within 1/4 mile?
- Encouraging joint development in order to get larger, connected spaces.
- Place for cash contributions?
- Minimum percentage?
- Need for well located pedestrian/bicycle paths

Need for indoor recreation somewhere in area.

Place for RA-managed recreation facilities.

Access to Lake Fairfax Park near Sunset Hills?

7. Non-mobility infrastructure issues

Fire, emergency – Is existing infrastructure adequate and appropriately located?

Burying and expanding electric and phone lines

- Water, sewer, storm water runoff/capture issues
- Wi-fi?
- Schools
- Nursery schools, day care
- Affordable housing
- Senior residences and care
- Other

8. Protecting existing neighborhoods located south of Sunrise Valley and north of Sunset Hills (Chestnut Groves).

- Bright lines along Sunrise Valley and to protect Chestnut Grove
- Tapering development density and heights toward the line.
- Traffic calming
- Parking restrictions
- Protecting neighborhood and RA amenities from demands by non-residents and non-RA members
- Noise attenuation

9. Potentially desired proffers from builders

- Road, pedestrian and bicycle improvements and linkages
- Support for circulator buses
- Cultural spaces
- Open spaces
- Other public infrastructure or amenities
- Attracting educational institutions
- High quality buildings
- Other?

10. Possible density or other incentives for particularly desirable development actions?

11. Other issues to be addressed?

12. Committee Report – Due July 15

- Table of contents
- Necessary elements
- Developing recommended plan language