

RESTON MASTER PLAN SPECIAL STUDY: WIEHLE AVENUE AREA CURRENT CONDITIONS



1 = H1-H2; 2 = I1-I2; 3 = G3-G4; 4 = G5-G7(south); 5 = G1; 6 = G2 & G7(north); 7 = I3

Landbay Reference Map
WIEHLE AVENUE

Incentives Structure

CP/By Right FAR

TOD Baseline FAR

Above Baseline



0.35 = H1
0.50 = H2



2.50 = Along Toll Road & Wiehle
1.50 = Along Sunrise Valley



- Street-accessible retail & restaurants
- Inter-parcel connectivity
 - Streets
 - Sidewalks
 - Bicycle paths
- Open space
 - Publicly accessible parks
 - Bike/pedestrian trails
 - Plazas
- Non-degradation measures for traffic
- Infrastructure improvements
- Office : Residential ratio = 60:40
- Kiss & Ride/ Bus Access
- First Movers
- Unique infrastructure contributions
 - Soapstone connection
- Joint development contribution
 - G1-7, H1-2, I1-3, & D-7, F-3
- World Class architecture
- High-quality public art
- Façade/Screened structured parking
- Participation in Circulator/Shuttle buses
- Larger Open space allocation

Incentives Structure

CP/By Right FAR

TOD Baseline FAR

Above Baseline

0.40 = I1-I2

2.50 = Along Toll Road & Wiehle
1.50 = Along Sunrise Valley

- 
- Street-accessible retail & restaurants
 - Inter-parcel connectivity
 - Streets
 - Sidewalks
 - Bicycle paths
 - Open space
 - Publicly accessible parks
 - Bike/pedestrian trails
 - Plazas
 - Non-degradation measures for traffic
 - Infrastructure improvements
 - Office : Residential ratio = 60:40
 - Connectivity over/under Wiehle
- First Movers
 - Unique infrastructure contributions
 - Elevated W&OD crossing of Wiehle
 - Joint development contribution
 - G1-7, H1-2, I1-3, & D-7, F-3
 - World Class architecture
 - High-quality public art
 - Façade/Screened structured parking
 - Participation in Circulator/Shuttle buses
 - Large Workforce Housing allocation
 - Larger Open space allocation

Landbay 2: I1-I2

SOUTHEAST WIEHLE AVENUE

Incentives Structure

CP/By Right FAR

TOD Baseline FAR

Above Baseline



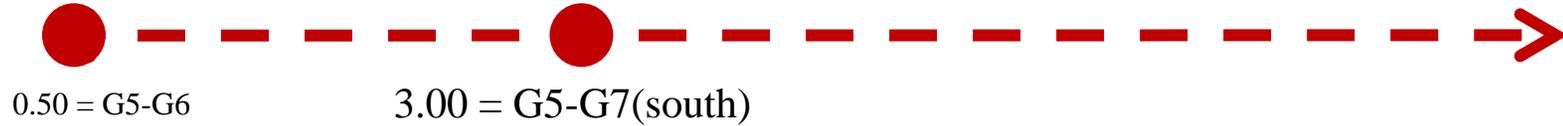
- Mixed-use development with urban feel
- Street-accessible retail & restaurants
- Grid of Streets
 - Streets
 - Sidewalks
 - Bicycle paths
- Open space
 - Publicly accessible parks
 - Bike/pedestrian trails
 - Plazas
- Non-degradation measures for traffic
- Infrastructure improvements
- Workforce Housing
- Office : Residential ratio = 50:50
- First Movers
- Unique infrastructure contributions
 - Indoor recreation center
 - Soapstone connection
- Joint development contribution
 - G1-7, H1-2, I1-3, & D-7, F-3
- World Class architecture
- Residential ratio above Baseline
- High-quality public art
- Façade/Screened structured parking
- Higher Education Use/Tenant
- Larger Workforce Housing allocation
- Larger Open space allocation
- Civic Space

Incentives Structure

CP/By Right FAR

TOD Baseline FAR

Above Baseline



- Mixed-use development with urban feel
 - Street-accessible retail & restaurants
 - Grid of Streets
 - Streets
 - Sidewalks
 - Bicycle paths
 - Open space
 - Publicly accessible parks
 - Bike/pedestrian trails
 - Plazas
 - Non-degradation measures for traffic
 - Infrastructure improvements
 - Workforce Housing
 - Office : Residential ratio = 50:50
- First Movers
 - Unique infrastructure contributions
 - Indoor recreation center
 - Joint development contribution
 - G1-7, H1-2, I1-3, & D-7, F-3
 - World Class architecture
 - Residential ratio above Baseline
 - High-quality public art
 - Façade/Screened structured parking
 - Higher Education Use/Tenant
 - Larger Workforce Housing allocation
 - Larger Open space allocation
 - Civic Space

Landbay 4: G5-G7(south)

NORTHEAST WIEHLE AVENUE

Incentives Structure

CP/By Right FAR

TOD Baseline FAR

Above Baseline



- Workforce Housing allocation
- Street-accessible retail & restaurants
- Inter-parcel connectivity
 - Streets
 - Sidewalks
 - Bicycle paths
 - Pedestrian connection to Landbay 3
- Open space
 - Publicly accessible parks
 - Bike/pedestrian trails
 - Plazas
- Non-degradation measures for traffic
- Infrastructure improvements
- Office : Residential ratio = 30:70
- Unique infrastructure contributions
 - Indoor recreation center
- Residential ratio above Baseline
- Joint development contribution
 - G1-7, H1-2, I1-3, & D-7, F-3
- World Class architecture
- High-quality public art
- Façade/Screened structured parking
- Participation in Circulator/Shuttle buses
- Larger Workforce Housing allocation
- Larger Open space allocation

Landbay 5: G1

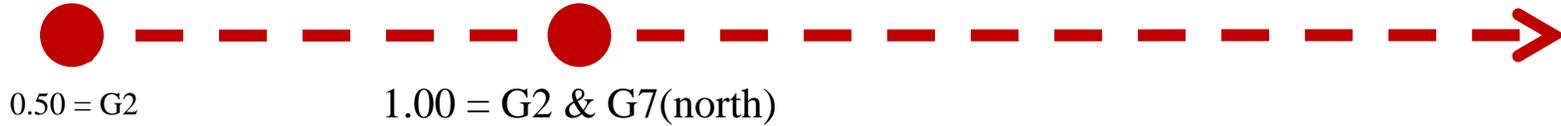
NORTH WIEHLE AVENUE

Incentives Structure

CP/By Right FAR

TOD Baseline FAR

Above Baseline



- Workforce Housing allocation
- Street-accessible retail & restaurants
- Inter-parcel connectivity
 - Streets
 - Sidewalks
 - Bicycle paths
- Open space
 - Publicly accessible parks
 - Bike/pedestrian trails
 - Plazas
- Non-degradation measures for traffic
- Office : Residential ratio = 40:60
- Infrastructure improvements
- Unique infrastructure contributions
 - Indoor recreation center
- Joint development contribution
 - G1-7, H1-2, I1-3, & D-7, F-3
- World Class architecture
- Residential ratio above Baseline
- High-quality public art
- Façade/Screened structured parking
- Participation in Circulator/Shuttle buses
- Larger Workforce Housing allocation
- Larger Open space allocation

Landbay 6: G2 & G7(north)

UPPER-NORTHEAST WIEHLE AVENUE

Incentives Structure

CP/By Right FAR

TOD Baseline FAR

Above Baseline


0.35 = I3

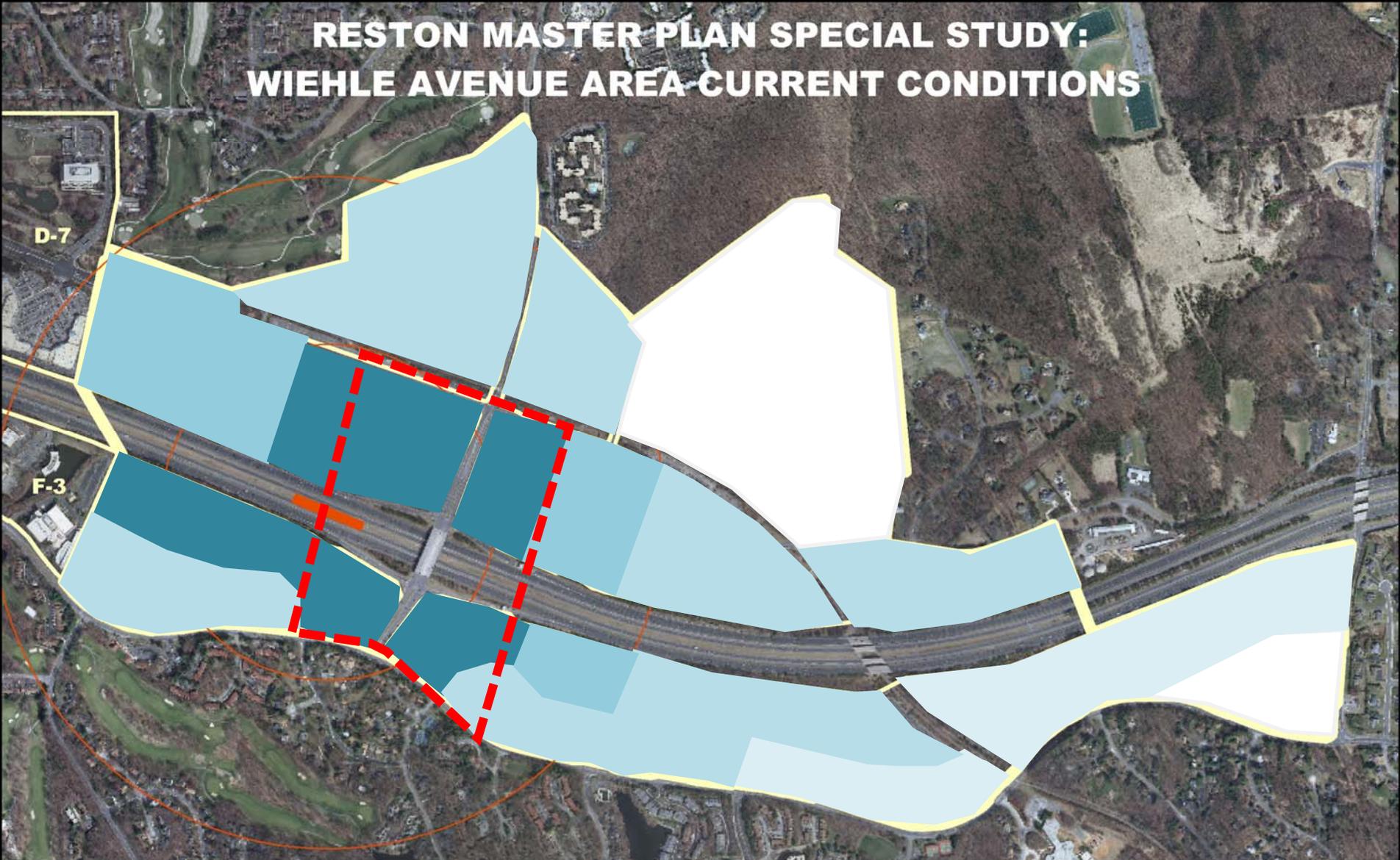

0.50 = I3

- 
- Street-accessible retail & restaurants
 - Inter-parcel connectivity
 - Streets
 - Sidewalks
 - Bicycle paths
 - Open space
 - Publicly accessible parks
 - Bike/pedestrian trails
 - Plazas
 - Non-degradation measures for traffic
 - Office : Residential ratio = 60:40
 - Infrastructure improvements
 - Unique infrastructure contributions
 - Joint development contribution
 - G1-7, H1-2, I1-3, & D-7, F-3
 - World Class architecture
 - High-quality public art
 - Façade/Screened structured parking
 - Participation in Circulator/Shuttle buses
 - Larger Workforce Housing allocation
 - Larger Open space allocation

Landbay 7: I3

EXTENDED SOUTHEAST WIEHLE AVENUE

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Highest density



Lowest density

Density Reference Map

WIEHLE AVENUE