

# 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

0.35 = H1  
0.50 = H2

## TOD Baseline FAR

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

## Above Baseline

- 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



0.40 = I1-I2

TOD Baseline FAR



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

Above Baseline



- 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

SOUTHWEST WIEHLE AVENUE

# Incentives Structure

CP/By Right FAR



0.50 = G3-G4

TOD Baseline FAR



3.00 = G3-G4

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



Landbay 3: G3-G4

NORTHWEST WIEHLE AVENUE

# Incentives Structure

CP/By Right FAR



0.50 = G5-G6

TOD Baseline FAR



3.00 = G5-G7(south)

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



0.35 = G1

TOD Baseline FAR



1.50 = G1

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



0.50 = G2

TOD Baseline FAR



1.00 = G2 & G7(north)

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



0.35 = I3

TOD Baseline FAR



0.50 = I3

Above Baseline



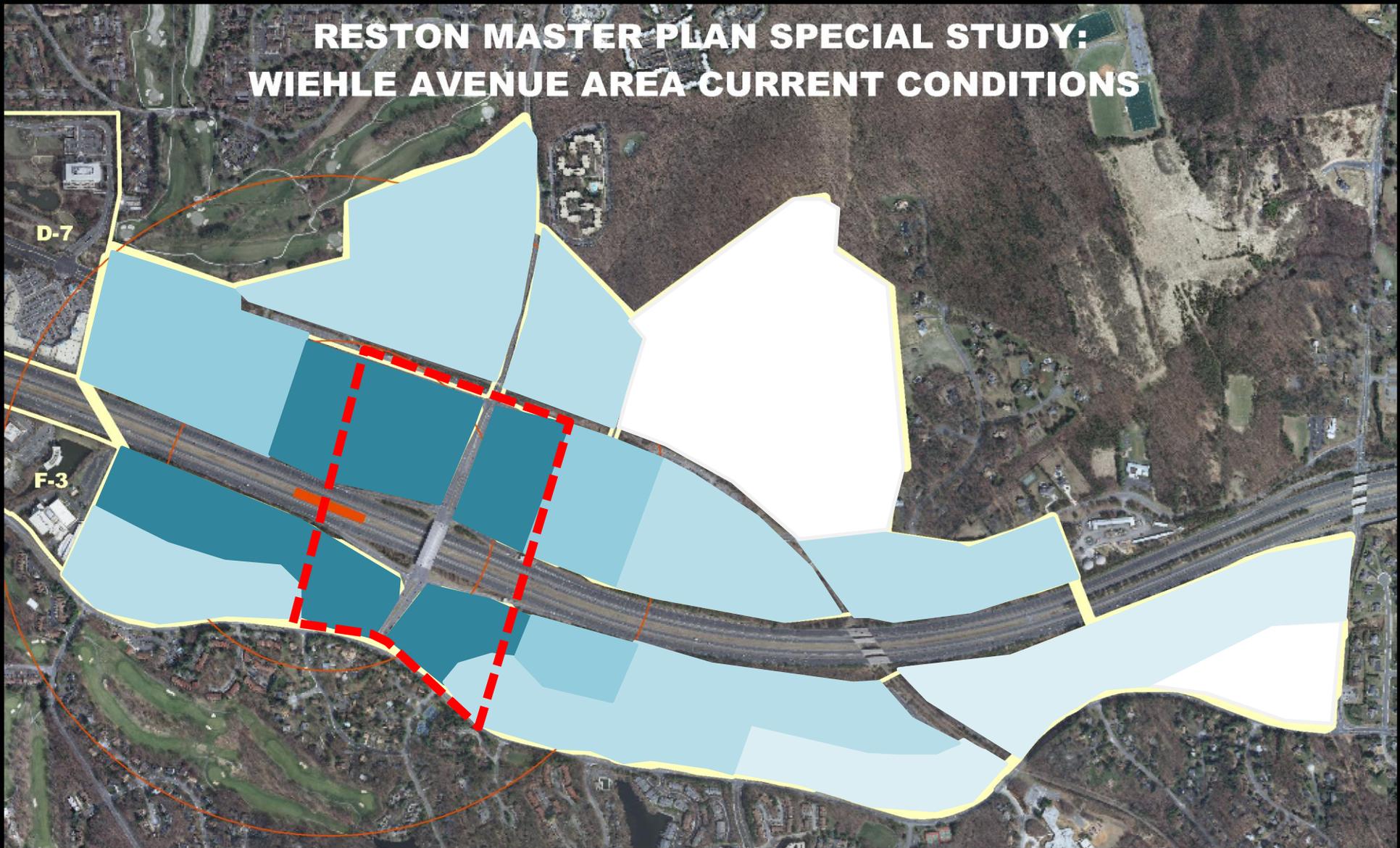
- Street-accessible retail & restaurants
- Inter-parcel connectivity
  - Streets
  - Sidewalks
  - Bicycle paths
- Open space
  - Publicly accessible parks
  - Bike/pedestrian trails
  - Plazas
- Non-degradation measures for traffic
- Office : Residential ratio = 60:40
- Infrastructure improvements
- 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

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



D-7

F-3

Highest density



Lowest density

Density Reference Map

WIEHLE AVENUE



Proposal Model  
WIEHLE AVENUE



Proposal Model  
WIEHLE AVENUE



Proposal Model  
WIEHLE AVENUE



Proposal Model  
WIEHLE AVENUE



Proposal Model  
WIEHLE AVENUE