

Wiehle Transit Station Area

FRAMEWORK:

Location:

Build up density between Sunrise Valley Drive and Sunset Hills Road, prioritizing the parcels within the quarter-mile from Wiehle Avenue, while respecting the established residential communities south of Sunrise Valley Drive and north of Isaac Newton Square.

- Reston Master Plan Special Study: Wiehle Avenue Area
 - G1-G7
 - H1-H2
 - I1-I3
- Restructure into 7 landbays:
 1. H1-H2
 2. I1-I2
 3. G3-G4
 4. G5-G6, G7 (the area south of Old Dominion Railroad Trail)
 5. G1
 6. G2, G7 (the area north of Old Dominion Railroad Trail)
 7. I3
- Incentives given to landbays within ½ mile radial distance from proposed rail station:
 - Landbay 1-4

Form:

Establish a network of connected streets with a high density neighborhood surrounding the proposed metro station, offering residents and non-residents the capability to live, work and shop within the urban core.

- Density
 - High density
 - Landbay 1-4
 - 24/7 use
 - Mid density
 - Landbay 5-7
 - Low density
 - N/A
- Grid of Streets
 - Landbay 1-4
- Circulation
 - Pedestrian and bicycle pathway

- Landbay 1-7
 - Local public transportation
 - Shuttle system
 - Non-public vehicular transportation
 - On-street parking
- Quality of form and function
 - Aligns with grid, density and circulation initiatives
 - Visually Attractive

Use:

Create a vital destination that promotes transit usage, foot traffic and 24/7 activity, supporting an urban neighborhood composed of a mix of residential and commercial uses.

- Mixed-Use
 - Blend of commercial, residential and retail
 - Mix of commercial (office, retail, hospitality) and residential
 - Amenity retail supporting workers and residents
 - Transit oriented development
- Education
 - Develop educational community that supports business and residents professional development
 - Incent educational development by offering higher density than allowable
- Civic
 - Wiehle Avenue landmark that gathers and unites the community and neighborhoods
- Open space

RECOMMENDATIONS:

Location:

(Reference: Map 2-3)

- Closest to the Wiehle Ave/Metro Station
 - FAR 5.0 / 80:20 ratio
- Adjacent to Plaza America
 - FAR 4.0 / 70:30 ratio
- Bordering Single Family Residential
 - FAR 3.0 / 60:40 ratio
 - FAR <3.0 / 50:50 ratio

Form:

(Reference: Map 4)

- Density trappers down from urban core (Wiehle Ave/Toll Road)
- Continuous urban-style streets with ground floor retail
 - Increased pedestrian traffic
 - Decreases vehicular traffic
- Incentives to attract TOD development at Wiehle Avenue
 - Additional FAR
 - Commercial : Residential ratio
 - Reduced proffers for residential and retail
 - Reduced parking requirements

Use:

(Reference: Map 5)

- Walkable network of streets; Liveable urban-style neighborhoods; Worker-friendly environment with diverse amenities
- Mix of office, retail and residential creates constant flow of people throughout the day
- Public green space, civic spaces, and art to attract people

**Outline of Wiehle Subcommittee Report
To Reston Master Plan Special Study Task Force**

A. Key premise: An urban, transit oriented development

- a. Giving people an opportunity to live, work, eat, shop and play within walking distance of the transit station
- b. Giving developers incentives to incorporate features (*e.g.*, high design qualities, common streetscapes, interconnectivity, etc.) that benefit the community.

B. Identity of Wiehle Transit Area

- a. Urban, mixed-use TOD with an emphasis on residences, education, retail, and non-retail attractions.
- b. It should be pedestrian friendly with a mix of open areas (*e.g.*, parks, pathways, and usable treed plazas), and activities for people of all ages.

C. Form and Distribution of Development [See ATTACHMENTS A [Street/path map], B [distribution by landbay], C [comparisons]

- a. **Mixed use development**—including residences, offices, hotels, retail (shops, restaurants), arts spaces, civic, education—plus outdoor attractions—including pedestrian/bike paths, parks, plazas, trees, landscaping.
- b. **In general, the greatest permissible densities, heights and office concentrations should be closest to the Metro Station and the toll road**
 - i. flexibility given to coordinated projects and those that achieve skyline diversity
- c. **At high level of conception, it may be useful to think of the area in terms of major landbays bounded by the principal roads and each having an internal grid of streets linked to major local roads:**
 - i. **NW Wiehle** - G-3/G-4 (plus Plaza America) West of Wiehle between Sunset Hills and Toll Road
 - ii. **NE Wiehle** G-5/G-6/G-7 (up to 1/2 mile) East of Wiehle between Sunset Hills and Toll Road
 - iii. **N Wiehle** G-1 West of Wiehle and north of Sunset Hills
 - iv. **NNE Wiehle** G-2 and western portion of G-7 to area served by Michael Faraday north of Sunset Hills
 - v. **SW Wiehle** H-1/H-2. West of Wiehle to F-3 between Sunrise Valley and Toll Road
 - vi. **SE Wiehle** I-1/I-2 (I-3?) East of Wiehle between Sunrise Valley and Toll Road
 - vii. **Other**
 - a. Grid of streets in G-3/G-4 could extend into Plaza America.
 - b. Consider allowing Plaza America to increase in height, expand grocery store, add additional retail and some residential space, add structured parking, and link to grid of streets from Wiehle station area.
 - ii. *Fannie Mae*

- a. Would need regular bus service to stations to justify new densities.
- iii. I-3 and G-7(beyond ½ mile)
 - a. Encourage participation in circulator bus system, connected streets, and paths for pedestrians and bicycles.
 - b. .

D. Incentives (density/height), minimum standards and other requirements are needed to promote:

- a. Building residential and retail up front in order to fill a void in the RCIG area.
- b. Grids of “complete streets” and wide-sidewalks, other road improvements, including southside access to transit station (bus drop off/pick up, etc).
- c. Interconnected bicycle and pedestrian pathways throughout Wiehle Study Area (both sides of toll road), including grade-separated crossing by W&OD of Wiehle, possible widening of W&OD to better accommodate pedestrians and bikes between G-7 and paths to Reston Parkway station, and better paths to Town Center and nearby Village Centers (Tall Oaks, South Lakes).
- d. High-quality design and public art.
- e. Minimum levels of attractive, publicly-accessible open-space (including parks and usable plazas) with tree canopy close to all development.
- f. First movers—both for early mixed-use development and for early cooperation on infrastructure by those who do not intend to develop their property soon.
- g. Coordinated or joint development
- h. Burying local electric and phone lines
- i. Educational and cultural venues
- j. Public spaces such as indoor recreation center, active recreation spaces, etc.
- k. Anti-condo condition for mediocre projects
- l. Vehicle and pedestrian/bike crossings of toll road as soon as possible.
- m. Circulator bus system.

E. Traffic mitigation (beyond TOD generally)

F. Suggestions:

- a. Non-Road infrastructure demands need to be studied and met as the population increases. Likely needs include public services (such as schools, medical, fire, public safety, water, sewer, general bus system, recreation, adult education) and privately provided services (such as medical support, senior care, retail).
- b. RMAG recommendations should be implemented.
- c. Soapstone crossing recommended by RMAG is critical.
- d. Grids of streets and pedestrian/bike paths are needed within landbays and along with safe ways for pedestrians and bicyclists to cross major roads.
- e. Parking requirements for buildings should be relaxed
- f. Need frequent circulator or shuttle buses linking businesses/apartments
- g. safe pedestrian crossings of major roads.

ATTACHMENT B
Strawman for Wiehle Transit Area
Comprehensive Plan Now and As Suggested for Consideration¹

Landbays Sub-Units	Current Zoning etc.	Current CP TOD	Proposal A: Limited Incentives	Proposal A: All Incentives
N Wiehle LandBay G-1 (Isaac Newton Square)	0.5 FAR office use or residential up to 30 dwelling units per acre (DUA); Currently - low offices, 2 midrise, surface parking	1.0 FAR. Mixed use: 35-50% GFA residential; office up to 50% GFA; support retail (on ground floor facing pedestrian paths or streets) up to 15% GFA	FAR 1.5 Ht – highest closest to Wiehle, SH Rd Mix 30/70	FAR 3.0 Ht 175 Mix
NNE Wiehle Landbay G-2 and northwest G-7 to ~1/2 mile circle, incl'g M.Farraday area	0.5 FAR office use or residential up to 30 DUA. Currently- mid-rise offices, fast food. (Apartment development begins to north)	No TOD recommendation. General language about conforming to Urban Design Guidelines, pedestrian walkways to facilitate circulation, providing active recreation on-site or by agreement; permitting one parcel (1775 Wiehle) to be considered for infill office development up to 0.7 FAR	FAR 1.0 Ht Mix 30/70	FAR 3.0 Ht 175 Mix
NW Wiehle Landbay G-3 (from G-4 to Plaza America) and G-4 (northern access to Wiehle Station)	0.5 FAR office use or residential up to 30 DUA. Currently, offices. Comstock approved for G-4 mixed use development and transit parking lot.	G-3: 1.0 FAR. Mixed use: 35- 50% GFA residential; office up to 50% GFA; support retail (on ground floor facing pedestrian paths or streets) up to 15% GFA G-4: 2.5 FAR, declining to 1.5 FAR closer to Sunset Hills, 40-75% residential; a combination of office, hotel and retail may comprise 25%- 50% with office up to 40%.140 foot max building height; retail facing pedestrian walks, drives; Transportation Demand Mgmt (TDM); 2 nd point of access to Sunset Hills.	<1/8 mile FAR 2.5 Ht Mix 60/40 1/8-1/4 mile FAR 2.0 Ht Mix 50/50 1/4-1/2 mile FAR 40/60 Ht Mix Plaza America FAR 2.0 Ht Mix 60/40	<1/8 mile FAR 5.0 Ht 250 Mix 1/8-1/4 mile FAR 5.0 Ht 250 Mix 1/4-1/2 mile FAR 4.0 Ht 225 Mix
NE Wiehle Landbay G-5(Across Wiehle	0.5 FAR office use or residential up to 30 DUA. G-7 Mixed office,	G-5: 1.5 FAR, 40-75% residential; a combination of office, hotel and retail may comprise 25%-60% with	<1/4 mile FAR 2.0 Ht Mix 50-50	<1/4 mile FAR 5.0 Ht 250 Mix

¹ Subject to Urban Design Guidelines. Grids of streets, pedestrian/bike paths assumed for each landbay. Mix described as Nonresidential/Residential GFA, but can be recast as 1000 GFA Nonresidential / 1 DU.

from G-4), G-6 , Western edge G-7 to ~1/2 mile circle	industrial, residential Currently area has office buildings, postal center. G-5 includes NOVA, Marymount	office up to 40% of total and retail on ground level facing pedestrian paths or drives. Both parcels should be consolidated; bridge or tunnel across Wiehle; TDM plan; G-6: Mixed use up to 1.0 FAR, 35-50% residential; up to 50% office/hotel; retail up to 15% to located on ground level facing pedestrian paths, drives. G-7: Mix. No overall TOD plan; a few parcel-specific incentives.	1/4-1/2 mile FAR 1.5 Ht Mix 50/50	1/4-1/2 mile FAR 4.0 Ht 225 Mix
SW Wiehle Landbay H-1 (Bet. Sunrise Valley and toll road immed. West of H-2) H-2 (Bet. Sunrise Valley and toll road; southern access to Wiehle station)	H-1: 0.35 FAR office or residential up to 30 DUA Currently, low or mid-rise office buildings. H-2: 0.5 FAR office or residential up to 30 DUA. Currently, mid-rise office buildings with large parking lots and a garage.	H-1: 0.75 FAR, 35-50% residential, up to 50% office and support retail up to 15% H-2: 1.25 FAR declining to .5 FAR closer to Sunrise Valley, 40-65% residential; 35%-60% office/hotel/support retail; 100' height closest to toll road; 35' height closest to Sunrise Valley; substantial consolidation should be achieved; direct pedestrian access to Wiehle station; quality site layout with consolidated vehicular access, parking structures that do not front on pedestrian areas, shared parking; TDM plan.	<1/8 mile FAR 2.5 Ht Mix 60/40 1/8-1/4 mile FAR 1.5 Ht Mix 50/50 1/4-1/2 mile FAR 1.0 Ht Mix 50/50	<1/8 mile FAR 5.0 Ht 250 Mix 1/8-1/4 mile (along TR) FAR 5.0 Ht 250 Mix 1/4-1/2 mile (along SV Dr.) FAR 3.0 Ht 175 Mix
SE Wiehle Landbay I-1 (immed. East of Wiehle bet. Sunrise Valley and toll road) I-2 (Bet. Sunrise Valley and toll road and two ends of Upper Lake Dr.)	0.35 FAR office or residential up to 30 DUA. Currently developed as low, mid-rise offices.	I-1: 0.75 FAR, 35-50% residential, up to 50% office with support retail up to 15%. Needs pedestrian walkways throughout and connecting to walkways/trails in adjacent units. I-2: No change proposed	FAR 1.5 Ht Mix 50/50	Along Wiehle FAR 5.0 Ht 250 Mix ¼-1/2 By TR FAR 4.0 Ht 225 ¼-1/2 by SRV FAR 3.0 Ht. 175 Mix
ENE Wiehle			Permit mixed use; no change to	FAR 1.5 Ht 150

(G-7 East of MFarraday area, & East of G-6)			density, heights	Mix
<p>OTHER</p> <p>I-3 (Bet. Sunrise Valley and toll road east of Upper Lake and Sunrise Valley)</p> <hr/> <hr/>	<p>0.35 FAR. Currently almost fully developed as office use.</p>	<p>No change proposed</p>	<p>Permit mixed use; no change to density, heights</p>	<p>I-2-W&OD FAR3.0 Ht. 175 Mix ¾-W&OD by SRV & W&OD-HM FAR 2.0 Ht 150 Mix</p> <hr/>

RESTON MASTER PLAN SPECIAL STUDY: WIEHLE AVENUE AREA CURRENT CONDITIONS

Existing



Legend

C-2 Reston-Herndon
Suburban Center Sub-units

General Location of
Transit Station Platforms

Circles denote 1/4 and 1/2 mile distances
from center of station platform

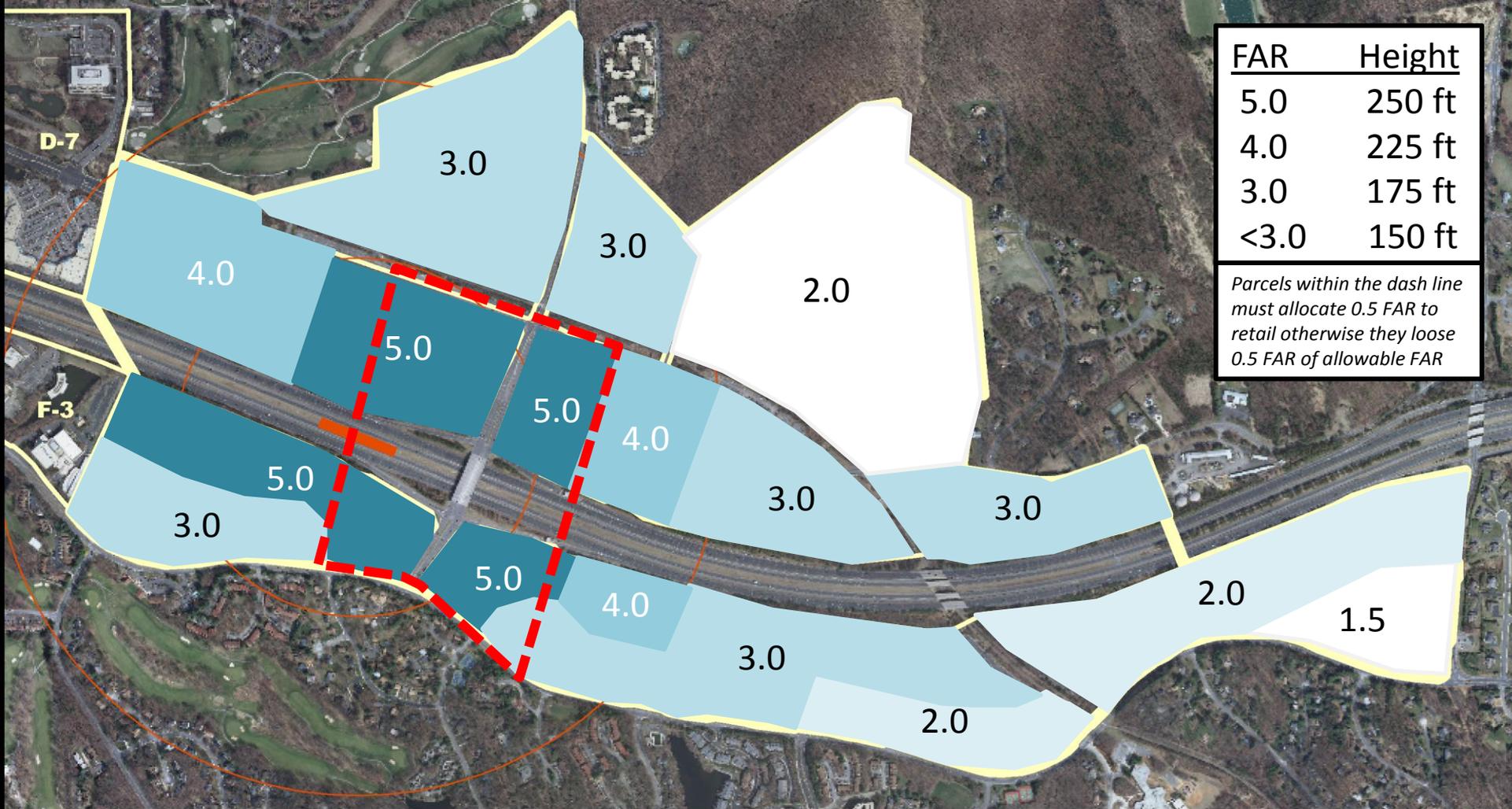


Reston Master Plan Special Study

Map prepared by
Dept. of Planning & Zoning
February 2010



RESTON MASTER PLAN SPECIAL STUDY: WIEHLE AVENUE AREA CURRENT CONDITIONS



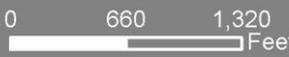
FAR	Height
5.0	250 ft
4.0	225 ft
3.0	175 ft
<3.0	150 ft

Parcels within the dash line must allocate 0.5 FAR to retail otherwise they lose 0.5 FAR of allowable FAR

Legend

- C-2 Reston-Herndon Suburban Center Sub-units
- General Location of Transit Station Platforms
- Circles denote 1/4 and 1/2 mile distances from center of station platform

Proposal A: All incentives

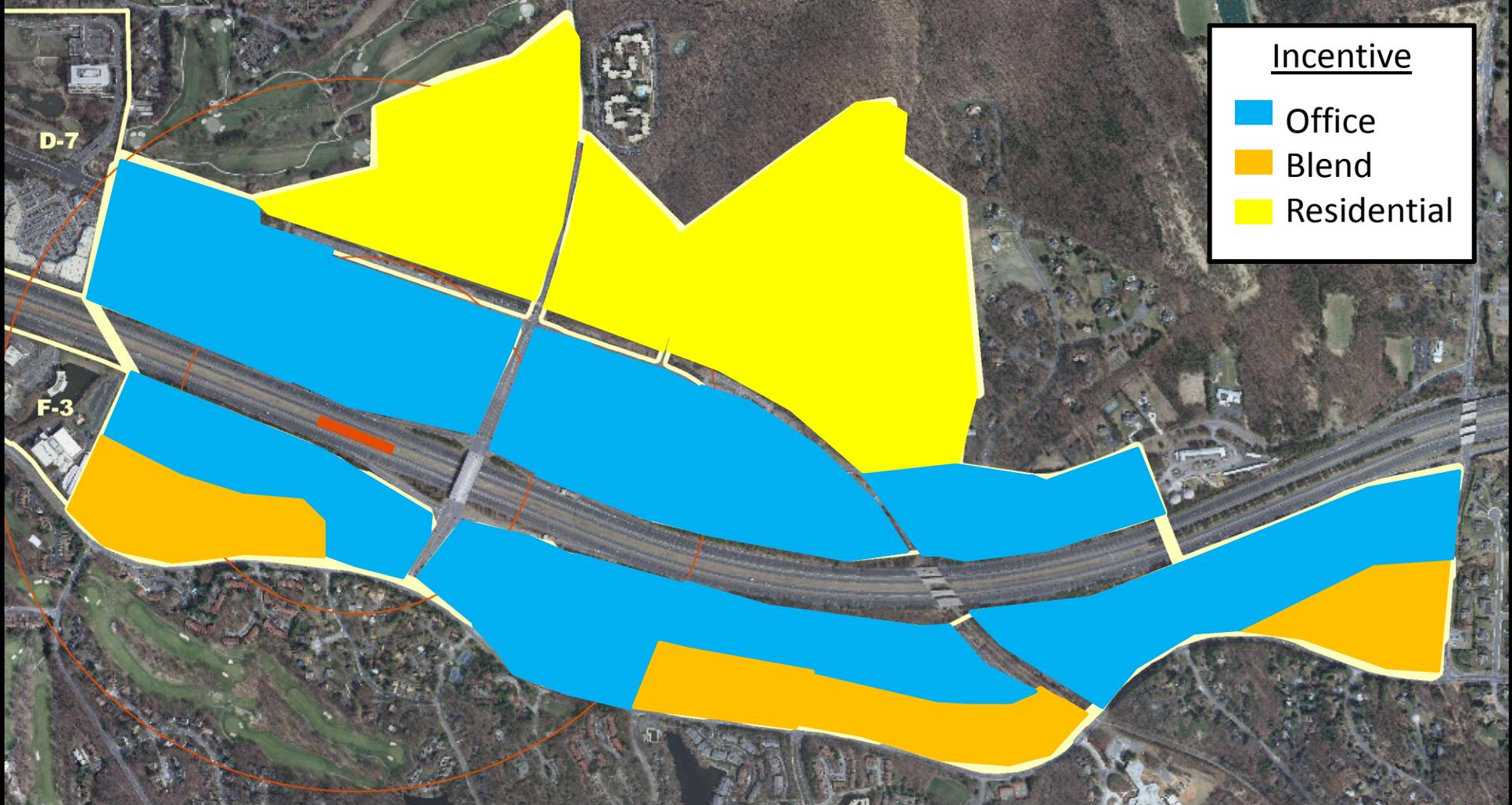


Reston Master Plan Special Study

Map prepared by
Dept. of Planning & Zoning
February 2010



RESTON MASTER PLAN SPECIAL STUDY: WIEHLE AVENUE AREA CURRENT CONDITIONS



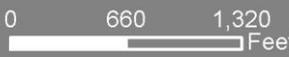
Incentive

- Office
- Blend
- Residential

Legend

- Reston-Herndon Suburban Center Sub-units
- General Location of Transit Station Platforms
- Circles denote 1/4 and 1/2 mile distances from center of station platform

Proposal A: All incentives



Reston Master Plan Special Study

Map prepared by
Dept. of Planning & Zoning
February 2010



RESTON MASTER PLAN SPECIAL STUDY: WIEHLE AVENUE AREA CURRENT CONDITIONS



Incentive

- █ Auto
- █ Pedestrian
- + Station

Legend

- C-2 Reston-Herndon Suburban Center Sub-units
- General Location of Transit Station Platforms
- Circles denote 1/4 and 1/2 mile distances from center of station platform

Proposal A: All incentives

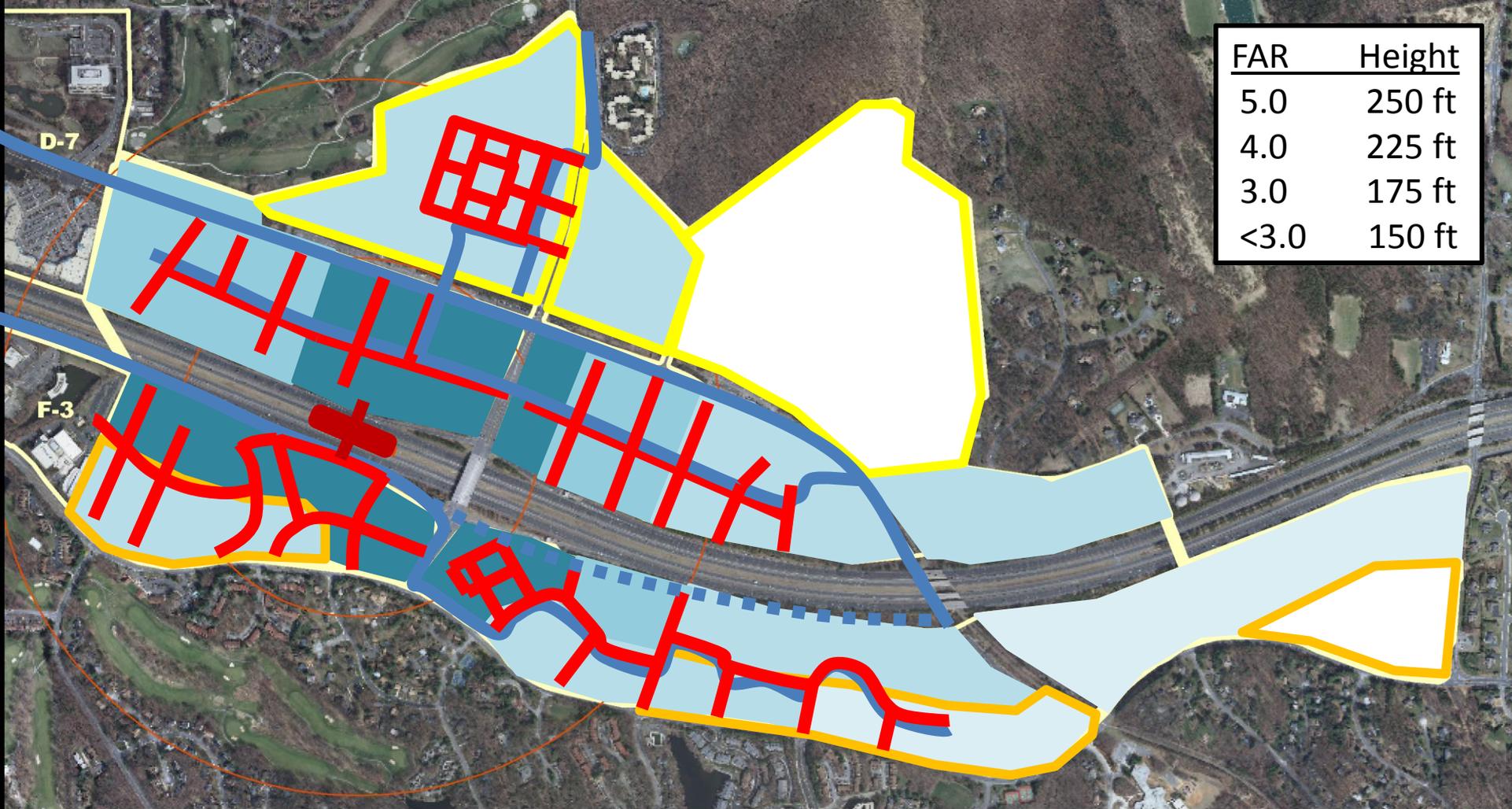


**Reston Master Plan
Special Study**

Map prepared by
Dept. of Planning & Zoning
February 2010

RESTON MASTER PLAN SPECIAL STUDY: WIEHLE AVENUE AREA CURRENT CONDITIONS

FAR	Height
5.0	250 ft
4.0	225 ft
3.0	175 ft
<3.0	150 ft



Proposal A: All incentives

- Legend
- C-2 Reston-Herndon Suburban Center Sub-units
 - General Location of Transit Station Platforms
 - Circles denote 1/4 and 1/2 mile distances from center of station platform



**Reston Master Plan
Special Study**

Map prepared by
Dept. of Planning & Zoning
February 2010