

WIEHLE SUBCOMMITTEE REPORT

I.

The Wiehle Station will be the first to reach Reston. It will be up and running by the end of 2013, only three years from now. It is important that developers be given guidance on the rezoning expectations as soon as practicable so they can get have a reasonable chance of having at least some projects ready for the new station. It is also important that this TOD example be a positive one for both developers and the larger community of Reston. **General Planning Principles**

A. Areas and Distribution of Development

1. Areas in the Wiehle Study Area within ½ mile of the station (up to Sunrise Valley Drive on the South side) should be developed as mixed-use, transit-oriented development. A map showing the study area, sub-units, the Metro station and ¼ and ½ mile circles from the station is attached as Appendix ___.
2. In general, the highest densities and greatest commercial concentrations should be closest to the station.
3. Higher density, mixed-use development may extend slightly beyond the ½ mile distance (a) if proposed and implemented as part of a coordinated development of properties adjacent to ones that are wholly or partly within the ½ mile (e.g., an updating of Plaza America) or (b) if particularly valuable proffers are made by the applicant (e.g., a major educational institution with shuttles to link to station or major park or recreation facilities, etc.). Such development should include provision for a circulator/shuttle bus linking to the transit station.
4. Adding new development significantly more than ½ mile from the station would not be TOD and might detract from potential TOD closer to the station. While mixed uses or density increases might be considered, on a case-by-case basis, for sites beyond the ½ mile circle, the CP should leave such areas at current densities absent a proposal that is part of a joint development project within the ½ mile circle, and/or makes unusually beneficial proffers, implements a bus service to the Metro station, and otherwise meets all the expectations (cohesive streetscapes, connected pathways, residential mix, preservation of trees, setbacks, etc.) for projects in the nearest landbays within ½ mile of the station. Extensive development more than ½ mile east of the station should await the next CP review and construction of a bridge linking G-7 to I-3 and South Lakes.
5. More detailed discussion by landbays can be found below.

B. Types of Development

1. Mixed-use development near the Wiehle station should include residences, offices, hotels, retail, restaurants, and educational, cultural, medical and civic uses.
2. Amenities, such as shops, restaurants, plazas, parks, paths, art, entertainment, and quality architecture are critical to attracting businesses and residents to the area.
3. The vision is a viable pedestrian and transit oriented place in which residents and workers can live, work, learn, shop and play with minimal need to drive a car.
4. A high level of pedestrian activity (and accompanying eyes-on-the-street) both in and out of normal office hours promotes safety, supports retail and reflects an attractive place to live, work and play
5. The character of the Wiehle Area should specifically contemplate efforts to attract educational and cultural institutions in urban-type campuses.
6. High-quality design for buildings, streetscapes and open-spaces is critical to achieving successful TOD and to making a strong, positive statement about Reston’s on-going stature as a premier community for residents and businesses. The Wiehle Area should attempt to establish a distinct sense of place, including encouraging local shops and restaurants.

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C. To maximize transit station usage, minimize traffic burdens and reduce single-occupant trips:

1. Residential development is very important and should be strongly encouraged. The lack of any current residential in the RCIG, means that particular emphasis is needed on early residential development.
2. Minimum parking requirements should be reduced for the TOD area. Over time, maximum parking levels for residents and offices should be reduced for new buildings.
3. Maximum permitted Office:Residential ratios contemplate less office construction beyond ¼ mile from the station.
4. Office:Residential ratios in the CP are intended to set minimum residential levels and not to deter developers from proposing higher levels of residential development.
5. Development in the area must be pedestrian and bicycle friendly and include grids of streets, including “complete streets” and pedestrian/bicycle trails. A conceptual map of suggested streets and trails

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is attached as Appendix Development should expand from the station as interconnectivity to the station is demonstrated.

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6. Circulator/shuttle buses are needed within the area and to link the transit station to other parts of Reston.
7. Permanent access is needed for buses and a kiss-and-ride to reach the south side of the transit station both to encourage transit usage and to reduce needed vehicle trips across the Wiehle and Reston Ave. bridges.
8. The W&OD should be utilized as a bicycle/pedestrian “highway” to get people to and from the Wiehle station. It should be widened in this area to facilitate usage by both bicycles and pedestrians. Additional pedestrian/bicycle pathways are needed on both sides of the toll road.
9. Transportation Demand Management (TDM) plans must be developed and implemented.
10. Area road improvements and safe pedestrian/bicycle road crossings (of Wiehle, Sunrise Valley and Sunset Hills), including those contemplated by the RMAG, are critical.
11. The desired Soapstone Extension crossing of the toll road should be defined and built as soon as possible. The crossing should connect Sunrise Valley Drive to Reston Station Blvd., as well as Sunset Hills. It should support (not split) the urban-commercial core north of the toll road. Prompt study is needed to determine whether a bridge or tunnel is more appropriate and prompt steps are needed to secure the needed funding and right of way. The Soapstone crossing should be given a very high priority. An additional crossing east of Wiehle (possibly a South Lakes Dr. extension to Sunset Hills and streets in G-7) should be built thereafter.
12. It is important to increase pedestrian and bicycle options for crossing the toll road in order to integrate TOD development on both sides.
13. Wiehle transit station parking should be managed to encourage off-peak arrivals and departures and HOV users.
14. After stations are opened to the west, a portion of the transit station parking at Wiehle should be reprogrammed to support local demands (residential, office, hotel, etc.) rather than commuters.

D. Open Space and Recreation

1. Publicly accessible parks, trails and other open spaces are needed to support the residents, office workers and other users of the area and to fit with Reston’s overall identity. Trails for pedestrians and bicycles should extend from one end of the study area to the other on both sides of the toll

road, linking the Landbays with each other and with the RA and Fairfax County trails in the area.

- 2. The overall goal should be 20% [-25%] publicly accessible open space (including plazas) in or near the TOD area. Each developer should be obligated to provide open space on its property or, working with others, on larger joint open-space projects. Financial contributions to a well-administered fund for acquiring and maintaining open-spaces in or near the area may be an option.
- 3. Ideally, publicly accessible open spaces should be usable, attractive and well-distributed so no one has to walk more than a few blocks to find some respite from urban streets. In the urban commercial area itself, plazas, pocket parks and wide sidewalks with restaurant seating and benches may be most appropriate to the urban feel, while larger nearby parks and trails (e.g., the W&OD, Lake Fairfax Park and smaller parks) offer less urban options. In either case, functionality is an important design consideration.
- 4. The attached map illustrates possible locations of larger parks. It does not attempt to fix locations or address smaller, "pocket parks".
- 5. The CP should call for enhanced access to, and encourage use of, existing open-space assets in and near the Wiehle Study Area, including the W&OD and Lake Fairfax Park. The FCPA should consider recreation enhancements to nearby parks, including Lake Fairfax Park.
- 6. A linear park should be developed along the W&OD trail by transforming the current parking area along Sunset Hills into a park and joining it to the W&OD property. It would be desirable to widen the W&OD in the transit area to better accommodate use by both bicycles and pedestrians.
- 7. It would be desirable to locate an indoor recreation facility and large athletic fields in or near the Wiehle TOD area, though large land areas are difficult to identify. Possible locations for an indoor recreation area might be found in Sub-units G-1, G-3, G-6 or D-7. The ice rink located in G-7 should be preserved or enhanced.
- 8. Trees and green landscaping are important throughout the area. They are part of what sets Reston apart from other areas. Existing large trees should be preserved where feasible and should be focal points for gathering places, even as a more urban TOD area is developed.
- 9. Plazas, sidewalks and outdoor eating areas should have trees for shade and visual attraction.

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E. Comparison to Town Center Plans

- 1. To be a successful TOD area, Wiehle area must be sufficiently dense and commercially diverse to be (a) economically viable for investors and (b) attractive to transit- and pedestrian-oriented workers and residents who want to live, work, commute, study, shop and play with minimal use of private automobiles.
- 2. It is assumed that the Town Center Metro North Area will contemplate the highest overall levels of development in Reston.
- 3. Both areas must satisfy infrastructure concerns.
- 4. The Wiehle area should have a higher ratio of residential-to-office development than is currently being discussed for the Town Center Metro Area.
- 5. The Town Center area seeks to be a regional draw for shopping and entertainment. It is expected that the Wiehle transit area's retail will draw from a smaller area, recognizing that amenities needed for successful TOD will also attract patrons from elsewhere in Reston and elsewhere.

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F. Office:Residential Ratios

- 1. Overall, the Wiehle study area should aim for an somewhat more residential than non-residential development with a higher non-residential component closer to the station. Achieving even a 50:50 balance in the entire study area will take many years given the absence of any residential in the RCIG. The target ratios will vary by landbay, as discussed below.
- 2. Some trading of "mixes" should be permitted as part of coordinated development plans, so long as (a) the residential component is developed, (b) the residential component is not reduced, and (c) the locations reflect the general pedestrian patterns of workers and residents.
- 3. Because there is no residential development in the RCIG currently, in-fill development (e.g., in the many open parking areas) should strongly emphasize residential development while displacement development proposals may appropriately reflect the ultimate target ratios.

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G. Common Challenges

- 1. Traffic is a significant issue in the area and it needs to be addressed as development proceeds. Implementing RMAG recommendations, TDM, internal interconnectivity within landbays, and other measures will be needed as the area transitions from auto-dominated mobility to transit oriented development.

2. There are many small parcels with different property owners, which will complicate redevelopment.
3. There is a mix of building ages with newer buildings that may not be open to economic redevelopment for many years. On the other hand, there are large open parking areas that could be candidates for infill building.
4. The existence of condominiums may retard redevelopment in some areas.
5. Attention is needed to establishing safe, signaled or grade-separated pedestrian and bicycle crossings of Wiehle Avenue, Sunset Hills, Sunrise Valley, and Reston Station Blvd.
6. The absence of current residential units requires particular attention to developing new residential units in the TOD area.
7. The toll road slices the area in half and needs one or more additional crossings for vehicles, pedestrians and bicycles, as soon as possible.
8. Sunrise Valley Drive defines a clear boundary between the Wiehle TOD area and established residential neighborhoods.
9. Due to the County's current noise policies and regulations, the Dulles Toll Road and the Metrorail pose a potential constraint on new residential development otherwise consistent with the guidance in this report. In accordance with the intent of the County's noise policy, new residential development should be permitted in areas affected by noise provided the development demonstrates mitigation to DNL 45 DBA in residential units and to DNL 65 dBA in outdoor recreational areas.
10. Other infrastructure issues (*e.g.*, schools, water, sewage, fire, police, etc.) need to be addressed, but on a broader basis than can be done by this committee in the time available.

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H. Standard Development Requirements and Incentives

1. Standard requirements for rezoning should include:
 - a. Measures to mitigate traffic impacts, including TDM measures compatible with TOD principles.
 - b. Infrastructure improvements for interconnectivity (compatible, "complete streets", sidewalks, bike/pedestrian paths; southside transit access for buses and vehicles, as well as pedestrians and bicycles; safe pedestrian/bicycle crossings of major roads).

- c. Provision of or contributions to publicly-accessible, usable open spaces close to development, including nearby parks, plazas.
 - d. Provision of or contributions to bicycle/pedestrian trails, including links to the W&OD, Lake Fairfax Park, existing RA and County paths and trails.
 - e. High-quality building design and construction, including LEED standards and white or green roofs.
 - f. Provision of or contributions to public art.
 - g. Provision of or contributions to area-wide transportation improvements and other infrastructure, including support for a Circulator/Shuttle bus system.
 - h. Workforce and affordable housing per Fairfax standards.
 - i. Structured and screened or underground parking and reduced overall parking relative to current County policies
 - j. A developer proposing an intermediate level of development that is inconsistent with the long-term vision should proffer that it will not impede eventually reaching the full vision by dividing its building(s) into condominiums, cooperatives or similar multi-owner arrangements.
2. Incentives (such as density bonuses, accelerated processing, cost relief) for additional beneficial contributions to the area:
- a. “First Movers,” *i.e.*, to each developer that contributes to early completion of the shared infrastructure for interconnectivity (*e.g.*, within 2-5 years after the Wiehle Station opens) either as part of its own concurrent development or in advance of its own development.
 - b. Unique infrastructure contributions, such as an indoor recreation center or the Soapstone toll road crossing (for vehicles, bicycles and pedestrians).
 - c. Unique TDM measures.
 - d. Project incorporating a long-term (20+ years) arrangement for a substantial, non-profit educational institution with particular consideration for graduate level educational and/or R&D programs that support high-tech business development in the area. A well-

planned, high-tech business incubator might also deserve additional incentives.

- e. Additional residential development, including rental units, particularly in early years.
- f. Special consideration/incentives given to developers that file a beneficial joint development application with neighboring landowners, particularly large-scale, consolidated projects.
- g. Workforce and affordable housing that goes beyond the county requirements (e.g., beyond the required 12%, a density bonus for each additional 5% on-site or through an equivalent contribution to workforce and affordable housing (e.g., to a County-administered fund).
- h. Special consideration/incentives given to developer making a unique contribution to public art, extraordinary architecture or energy savings, cultural or civic space.

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- 3. Maximum density recommendations for different land units are set forth in Appendix ____ . It is contemplated that up to half the increase from current zoning would require adherence to standard requirements described in paragraph 1, above. From there to the maximum recommended FARs would require additional proffers of the sort outlined in paragraph 2, above. A major commitment of space to an educational, cultural or similar institution benefiting the community may justify additional FAR beyond those recommended in Appendix ____ .

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II. Landbay Recommendations North of the Toll Road (Subunits G-1 to G-7)

A. General

- 1. Between Sunset Hills and the Toll Road lies the greatest potential for high density, transit oriented development. The developable area to the north is wider than the near-station area to on the south side and offers greater potential for contiguous, interconnected mixed-use development.

B. Landbay 3 (G-3-G-4) & Landbay 4 (G-5, G-6 and part of G-7, near the Toll Road)

- 1. These landbays would have the highest, overall density of total development and of retail relative to other landbays in the Wiehle Study Area.

- 2. The vision is for a high-quality mixed-use development with an urban feel consisting of residential, office, and retail (including restaurants, cafes, coffee shops, bars, entertainment, shops and outdoor eating).
- 3. Joint development with a plaza (or plazas) and cohesive streetscape tying the areas together for retail/restaurant activity would be highly beneficial.
- 4. Hotel and retail development should be encouraged particularly along or near the central east-west street extending through this landbay. (The Comstock property has already received zoning approval for a hotel. One or more additional hotels may be viable in this area and should be encouraged.)
- 5. An east-west, central street, extending Reston Station Boulevard east to Sunset Hills (in G-7) and west into Plaza America (between the toll road and Sunset Hills), would serve as the “Main Street” of the Wiehle area. It would serve as the spine for a grid of “complete streets” and for the urban-commercial core needed to make this a TOD area where people want to live, work, walk, shop and play. Restaurants, other retail and cultural attractions should be built along Reston Station Blvd. and connected streets in order to create a vibrant core. Rezoning proposals along this street and connecting streets are expected to help achieve a successful urban-commercial core.
- 6. Wide pedestrian-friendly sidewalks along the grid of streets. The sidewalks should have trees lining the curb edge and benches. The sidewalks should be wide enough for restaurants/cafés to have outside seating. There should also be continuous bicycle, walking and running trails connecting the parcels from one end of the study area to the other. The W&OD provides one such connection.
- 7. Safe, signaled pedestrian crossings of Wiehle (at Sunset Hills and Reston Station Blvd.) and Sunset Hills (at Wiehle, Michael Farraday, Isaac Newton, and other points west of Wiehle) are critical to achieving TOD.
- 8. There is particular emphasis on attracting and retaining higher education institutions, athletic/recreational spaces (either indoor or outdoor) and cultural venues/civic spaces.
- 9. The Soapstone Extension would enter this area, adding a link between Soapstone/Sunrise Valley Drive and Reston Station Blvd/Sunset Hills. It would extend into and through Isaac Newton Square and on to G-7. This link from the south side of the toll road should be built as soon as possible.
- 10. The eastern edge of Plaza America falls in G-3 within ½ mile of the Wiehle transit station. Plaza America could be redeveloped into a desirable mixed-use area, including residential units and a level of retail comparable to what it has today (possibly including a larger Whole Foods

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given proximity to the expected residential growth closer to the station). To fit within the TOD of Landbay 3, it would need to be directly linked to the Wiehle station and Landbays 3 and 4 by a continuation of Reston Station Blvd. (a complete street) and a bike path along the toll road. If that interconnectivity into Plaza America is established and the FAR does not exceed that of Sub-unit G-3, the owner’s proposal to build approximately 400 dwelling units above first-floor retail would be reasonable.

- 11. While mixed uses or density increases may be considered, on a case-by-case basis, for sites beyond the ½ mile circle, the CP should leave portions of G-7 at current densities absent a proposal that is part of a joint development project within the ½ mile circle, and/or makes unusually beneficial proffers, implements a circulator/shuttle bus service to the Metro station, and otherwise meets all the expectations (cohesive streetscapes, connected pathways, residential mix, etc.) for projects in Landbay 4. Extensive development north of the toll road beyond ½ mile can be revisited in the future, but it should probably await construction of a bridge linking G-7 to I-3 and South Lakes Drive.

C. Landbay 5 A (G-1 - Isaac Newton Square and adjacent sites)

- 1. The vision is for a residentially dominated area with a signature, centralized public space (including a park area) that anchors a link to Metro and the community.
- 2. The overall desired ratio for non-residential to residential is [__:__].
- 3. Amenity retail at the street level would service the residential community but not duplicate the denser retail in Landbays 3-4.
- 4. Isaac Newton Square would have the potential for taller residential buildings than might be expected given its distance to metro (in part to facilitate the desired open space).
- 5. There would be a grid of “complete streets” connecting residents to Sunset Hills and Wiehle. The sidewalks have evenly spaced trees lining the curb edge and benches. The sidewalks would have wide enough for restaurants/cafés to have outside seating. There should also be bicycle and running trails connecting landbay 5 to points east and south across Wiehle Avenue and Sunset Hills Road.
- 6. Safe signaled crossings at multiple points across Sunset Hills are important to achieving TOD. A grade-separated crossing for the W&OD over Wiehle is important to reduce traffic interference and facilitate use of the W&OD. A grade-separated crossing of Sunset Hills west of Wiehle could be considered.

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- 7. There would be a road through Isaac Newton Square with connections across Sunset Hills and Wiehle, ultimately linking the Soapstone Extension to Wiehle and a street that continues into G-7.
- 8. Development along the Washington and Old Dominion Railroad Regional Park should be oriented in order to create connections to development within the landbay to the park property. This regional asset should be assimilated as much as possible into the landbay’s development pattern in order to create a more urban fabric for the park property. Careful attention to design is necessary to maintain safe passage for “through” trail users.

D. Landbay 5B - (G-2 and the adjacent edge of G-7 to Michael Farraday and the old “Clay Lane” near the ½-mile circle)

- 1. Landbay 5B is a relatively small. One portion—G-2—is between Wiehle and a wooded area. The portion east of the wooded area is a discrete area on the western edge of G-7 along Michael Farraday up to the former “Clay Lane;” it overlaps the ½ mile circle from the transit station.
- 2. A street with a sidewalk and a bike lane is needed between these two parts, preferably linking to Michael Farraday along the southern edge of the wooded area. That street, bike lane and sidewalk should continue into G-7.
- 3. A residential emphasis is appropriate given the distance (¼ – ½ mile from the station area) and the area’s proximity to Lake Fairfax Park and the W&OD.
- 4. It is desired that the existing ice rink be preserved or enhanced.
- 5. This landbay could reasonably have some street-level, amenity retail, but it would be a short walk to the nearby landbays for most retail.
- 6. Steps should be taken to eliminate the current traffic nuisance created by cars backing up on Wiehle from fast food drive through(s) located in G-2. Auto-centered uses (such as drive throughs) should be discouraged in a TOD.
- 7. Access to Lake Fairfax Park should be provided from both G-2 and G-7 in this area, and the W&OD should be linked to Lake Fairfax Park through G-2 and/or G-7.
- 8. Safe methods for crossing Wiehle and Sunset Hills are critical to achieving pedestrian use of the transit station and access to retail in the Landbays 3 and 4. A grade-separated crossing of Wiehle for use by bicyclists and pedestrians on the W&OD would help them and reduce traffic congestion at Wiehle and Sunset Hills. It should be incentivized.

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E. Landbay 6 (G-7 beyond Clay Lane and north of Sunset Hills)

- 1. This area is more than ½ mile from the transit station. Adding significant new development here would not be TOD. While adding traffic, it might detract from potential TOD closer to the station.
- 2. Significant development in G-7 more than ½ mile from the station could require another bridge crossing the toll road (e.g., as an extension of South Lakes Drive), a grade-separated crossing by the W&OD over (or under) Wiehle, and safe signaled crossings of Sunset Hills and Wiehle to link the area to the transit station and retail within Landbays 3 and 4.
- 3. While mixed uses or density increases may be considered, on a case-by-case basis, for sites beyond the ½ mile circle, the CP should leave portions of G-7 at current densities absent a proposal that is part of a joint development project within the ½ mile circle, and/or makes unusually beneficial proffers (e.g., a significant educational institution), implements a circulator/shuttle bus service to the Metro station, and otherwise meets all the expectations (cohesive streetscapes through G-7, connected pathways through G-7, residential mix, etc.) for projects in Landbay 5B. Extensive development beyond ½ mile should await construction of a bridge linking G-7 to I-3 and South Lakes Drive.

F. Other

- 1. Fannie Mae’s ~~28.3~~-acre property falls outside the Study Areas for Wiehle and the Reston Parkway stations. It is between ½ and ¾ mile of each of those transit stations, and it is not far from Town Center and Plaza America. However, pedestrian links are not currently well established.
 - a. Fannie Mae is interested in adding residential and office space at its site beyond its current authorization. (Currently 0.48 FAR; Current Plan text: 0.65 FAR with a 0.7 option with a 2:1 office:residential mix.) It requests a 1.5 FAR and offers to provide, among other things, a 50:50 non-residential to residential mix (including some retail in the non-residential component), ADU/workforce housing, publicly accessible plazas and a park with ponds and fountains, walkways and other amenities, improved pedestrian/bicycle links, to North Shore Drive, Plaza America and the W&OD trail. It also offers to provide shuttle bus service to the Wiehle station, TDM, a lower parking ratio and other measures (including staggered working hours, car pool, van pool and telecommuting) to reduce automobile dependence.
 - b. Given the distance from the stations, there is a concern that development may lead to automobile traffic rather than use of the transit system. The measures proposed to address those concerns

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and to offer publicly-accessible open-spaces are constructive. Subcommittee submits that a FAR up to [] and an non-residential:residential mix of [] could be appropriate for this property, provided that the developer commits to steps to assure use of the transit station, including a shuttle bus and TDM, and provides a signature outdoor park amenities that are conveniently accessible by the public coming from the TOD area and the W&OD. This would also be a good, central location for an indoor recreation facility, which could justify additional density.

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III. Landbay Recommendations South of the Toll Road (Landbay 1 (H-1, H-2), Landbay 2 (I-1, I-2) and Landbay 7 (I-3)

A. General

1. Consistent with the draft Herndon-Monroe Committee report, Sunrise Valley Drive should be established as a grand green boulevard with appropriate accommodations and amenities for pedestrians, bicycles, and vehicles. To accomplish these ends, reasonable building setbacks, large trees, buffers and appropriate screening should be preserved or provided along Sunrise Valley.
2. In order to protect established residential neighborhoods, the Comprehensive Plan should recognize Sunrise Valley Drive as a clear boundary on new development. It should also provide measures to protect established neighborhoods from disruption, for example, with parking permits, street lighting, and traffic calming as appropriate.

B. Landbay 1 (H-1, H-2) & Landbay 2 (I-1, I-2)

1. Challenges: This area is smaller than the area to the north of the toll road, and is bounded by the toll road to the north and Sunrise Valley and established residential neighborhoods to the south. The size and configuration limits the potential for mixed use. The existing character of the tree canopy and wooded screening of development from Sunrise Valley are attractive assets worth preserving. There is sentiment for trying to preserve the association buildings and surrounding trees in H-1 although, in the event of a conflict, a higher priority is given to implementing a Soapstone Extension. The grade difference between Wiehle and I-1 calls for a grade-separation or other measures to achieve a safe, convenient pedestrian crossing of Wiehle from I-1 to the transit station. The south side entrance to the transit station is located in H-2 and access to it (by bus, kiss-and-ride, pedestrian and bicycles) should be facilitated to the maximum extent and as soon as possible.

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2. The vision is for mixed-use development with the tallest buildings and greatest density developments closest to the Dulles Toll Road and/or Wiehle Avenue tapering down as one moves from the station and as one approaches Sunrise Valley.

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3. These landbays would have some first floor restaurants and other retail, particularly close to the station, as in H-2, but less extensive retail is expected overall than to the north of the toll road. (Note that there is a small strip center with retail and a pre-school on the south side of Sunrise Valley near Soapstone. With changes of its retail mix, the strip center could evolve to provide pedestrian-accessible, amenity retail support to residents in H-1 and H-2.)

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4. The mixed use and FAR recommendations are in Appendix >The building distribution should have (a) the bulk of the office space closest to the toll road and Wiehle and within ¼ mile of the station and (b) mostly residential mix from ¼ – ½ mile from the station and close to Sunrise Valley. However, residential buildings should be permitted closer to the toll road than 200 feet if adequate noise reduction measures can be implemented.

5. There should be a network of interconnected streets and pedestrian/bicycle paths running east/west in both landbays and continuing through I-3. A complete street to parallel Sunrise Valley should be built within each landbay. These streets should connect with streets on neighboring landbays.

6. The Soapstone Extension and toll road crossing is vital. It should provide for both vehicular and an additional pedestrian/bicycle crossing of the toll road unless a tunnel design limits use to vehicles. Additional density in H-1 should be conditioned on proffers of rights-of-way needed to complete the extension.

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7. It is important to enhance pedestrians' and bicyclists' ability to cross the Wiehle bridge, possibly by widening the existing sidewalk to accommodate both, adding an additional sidewalk on the east side, and/or adding separated bicycle lanes across the bridge. This will enhance non-vehicular access to the urban-commercial core, particularly for bicycles and for pedestrians from southeast of Wiehle Ave. An additional pedestrian-bicycle bridge west of the station should also be built.

8. It is important to establish permanent access for busses and other vehicles to the south side of the transit station. Ensuring such access will facilitate transit usage and reduce traffic demands placed on the Wiehle bridge.

- 9. Developers should provide open space, including parks and one or more plazas, linked by walking and bicycle pathways for the workers and residents.
- 10. A hotel may be appropriate due to the proximity to the transit station.
- 11. Development in I-1 and I-2 is contingent on developing a convenient and safe path by which pedestrians and bicyclists can cross Wiehle Avenue to the transit station.
- 12. Residential units are most appropriate along Sunrise Valley in consideration of the single-family residential communities to the south of Sunrise Valley. Building heights should be lower along Sunrise Valley.
- 13. Safe, signaled pedestrian crossings of Sunrise Valley and Wiehle are needed to facilitate pedestrian access from established residential neighborhoods.

C. **Landbay 7 (I-3)**

- 1. This area is more than ½ mile from the transit station. Adding significant new development here would not be TOD and might detract from potential TOD closer to the station. While mixed uses or density increases may be considered, on a case-by-case basis, for sites beyond the ½ mile circle, the CP should leave portions of I-3 at current densities absent a proposal that is part of a joint development project within the ½ mile circle, and/or makes unusually beneficial proffers, implements a circulator/shuttle bus service to the Metro station, and otherwise meets all the expectations (cohesive streetscapes, connected pathways, residential mix, preservation of trees, setbacks, etc.) for projects in Landbay 2. Extensive development beyond ½ mile should await construction of a bridge linking G-7 to I-3 and South Lakes. This area may be revisited in future reviews of the CP, including when the South Lakes Village Center is considered in Phase 2.
- 2. A continuous internal street and pedestrian/bicycle path should be established from the station to the W&OD. This could best be accomplished by linking private roads and sidewalks now in I-3. Those roads could be easily connected and are wide enough to add bicycle lanes. The interests of pedestrians and bicyclists might also be addressed by establishing a trail along the toll road or by expanding the sidewalk along Sunrise Valley to accommodate both bikes and pedestrians

Deleted: <#>The existing tree canopy in these areas is an attractive asset worth preserving to the extent feasible. There is sentiment for trying to preserve the association buildings and surrounding trees in H-1. ¶

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