

OUTLINE OF WIEHLE SUBCOMMITTEE REPORT

(Italics for Open Issues—discussed but not yet resolved)

A. Broad Recommendations

i. Areas and distribution of Development

- i. Areas in the Wiehle Study Area within 1/2 mile of the station (up to Sunrise Valley Drive on the South side) should be developed as mixed-use, transit oriented development with higher densities than are permitted by the current Comprehensive Plan.
- ii. Higher density, mixed-use development may extend slightly beyond the 1/2 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 1/2 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.)
- iii. In general, the highest densities should be closest to the station.
- iv. *[Beyond the 1/2 mile area, rezoning applications to include mixed-use development may be considered on a case-by-case basis but, absent unusually beneficial proffers, consideration of additional densities should await a re-examination of the Comprehensive Plan after the desired TOD has occurred and new traffic patterns have become clear.] OR [Beyond the 1/2 mile range development should be mixed use with a higher residential concentration, lower total density, and an obligation to support a circulator/shuttle bus system.]*
- v. More detailed discussion by landbays can be found below.

ii. Types of Development

- i. Mixed-use development near the Wiehle station should include residences, offices, hotels, retail, restaurants, educational, cultural, medical and civic uses.
- ii. Amenities, such as shops, restaurants, plazas, parks, paths, art, and quality architecture are critical to attracting businesses and residents to the area.
- iii. The vision is a viable pedestrian and transit oriented place in which residents and workers can live, work, shop and play with minimal need to drive a car.
- iv. 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.
- v. The character of the Wiehle Area should specifically contemplate efforts to attract educational and cultural institutions.

iii. To maximize transit station usage and minimize traffic burdens:

- i. 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.

- ii. Parking requirements *[and parking availability]* should be reduced for new buildings.
- iii. Maximum permitted Office:Residential ratios contemplate less office construction beyond 1/4 mile from the station.
- iv. 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.
- v. Development in the area must be pedestrian and bicycle friendly and include grids of streets, including “complete streets” and pedestrian/bicycle trails. [A map of streets and trails was previously distributed.]
- vi. *[Circulator/shuttle buses are needed within the area and to bring people to the transit station from other parts of Reston.]*
- vii. *[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.]*
- viii. The W&OD should be utilized as a bicycle/pedestrian “highway” to get people to and from the Wiehle station.
- ix. Transportation Demand Management (TDM) plans must be developed and implemented.
- x. Area road improvements and safe pedestrian/bicycle road crossings, including those contemplated by the RMAG, are critical.
- xi. The Soapstone Extension crossing of the toll road should be built as soon as possible. An additional crossing east of Wiehle (possibly a South Lakes Dr. extension) should be built thereafter.
- xii. It is important to increase pedestrian and bicycle options for crossing the toll road in order to integrate TOD development on both sides.
- xiii. *[Metro parking should be should priced to encourage off-peak arrivals and departures.]*
- xiv. *[After stations are opened to the west, the Metro parking at Wiehle should be reprogrammed to support local demands (residential, office, hotel, etc.) rather than for commuters.]*

iv. Open Space

- i. 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.
- ii. *[The goal should be [25%] publicly accessible open space (including plazas) in the TOD area.]*
- iii. *[Publicly accessible open spaces should be well-located so no one has to walk more than a couple of blocks to find some respite from urban streets.]*
- iv. The attached map [previously distributed] illustrates possible locations of parks.
- v. The CP should promote use of existing open-space assets in and near the Wiehle Study Area, including the W&OD and Lake Fairfax Park.

- vi. *[A linear park should be developed along the W&OD trail combining some of the current parking area along Sunset Hills with the W&OD property.]*
- vii. *[Though outside the Wiehle Study Area, the Fannie Mae property has considerable open space which Fannie Mae has indicated is (or as part of development, would be) publicly accessible open space. The potential uses of and access to this open space should be explored.]*
- viii. *Trees and green landscaping are important throughout the area. [Existing large trees should be preserved to the extent possible.]*

v. [Comparison to Town Center Plans

- i. *[It is assumed that the Town Center Metro North Area will contemplate the highest overall levels of development in Reston.]*
- ii. *[Though less dense, Wiehle TOD area must be sufficiently dense and commercially diverse to be (a) economically viable for investors and (b) attractive to transit- and pedestrian-oriented residents who want to live, work, commute and play with minimal use of private automobiles.]*
- iii. *[To use Arlington analogies, if Town Center is conceived as resembling Ballston or Rosslyn in densities, Wiehle should be conceived as resembling the Court House station area (with more green and open spaces).]*
- iv. *[The Wiehle area should, in relative terms, have more residential development than is currently being discussed for the Town Center Metro Area.]*

vi. Office:Residential Ratios

- i. *[Overall, the Wiehle area should aim for an office:residential ratio of [__:__] counting [not counting] commercial and hotel development as part of “office”. (The ratio can be expressed in strictly GFA terms or office GFA to residential units.)]*
- ii. *The target ratios will vary by landbay, as discussed below.*
- iii. *[Some trading of “mixes” should be permitted as part of coordinated development plans, so long as (a) the residential is developed contemporaneously or sooner, (b) residential is not reduced, and (c) the locations reflect the general pedestrian patterns of workers and residents.]*
- iv. *[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.]*
- v. *[New office development should not proceed without concurrent residential development or, at least, an enforceable commitment to residential development by a date certain.]*

vii. Common Challenges

- i. *Many small parcels with different property owners*

- ii. Attention is needed to establishing a safe, signaled pedestrian crossing can be established to cross Wiehle Avenue and Reston Station Blvd.
- iii. The absence of current residential units requires particular attention to developing new residential units.
- iv. The toll road slices the area in half and needs to be bridged for vehicles and pedestrians.
- v. The existence of condominiums may retard redevelopment in several areas.

viii. Standard Development Requirements and Incentives

a. Standard requirements for rezoning should include:

- Non-degradation measures for traffic, including TDM measures
- Infrastructure improvements for interconnectivity (compatible streets, sidewalks, bike/pedestrian paths; southside transit access for buses and vehicles, as well as pedestrians and bicycles; safe crossings of major roads)
- *[other infrastructure contributions?]*
- Contributions to nearby, publicly-accessible open spaces, including nearby parks, plazas, bicycle/pedestrian trails, links to W&OD and Lake Fairfax Park, etc.
- High-quality building design and construction, including LEED standards and white or green roofs
- Public art
- *[Support for a Circulator/Shuttle bus system (at least for properties more than 1/4 (?) mile from station)]*
- Workforce housing per Fairfax standards
- *[Structured, screened parking and reduced overall parking]*
- *[Other?]*

b. Incentives in form of density bonuses (proffer discounts?) for additional contributions to area:

- "First Movers," *i.e.*, to each developer that contributes to early completion of the shared infrastructure for interconnectivity (e.g., within 2 years after the Wiehle Station opens) either as part of its own concurrent development or in advance of its own development.
- Unique infrastructure contributions, such as an indoor recreation center or the Soapstone toll road crossing (for vehicles, bicycles and pedestrians).
- Project incorporating a long-term (20+ years) arrangement for a substantial educational institution with particular consideration for graduate level educational programs that support high-tech business development in the area.
- Workforce Housing: 12% = required, and each additional 5% = additional density
- *[Additional [accelerated?] residential densities in early years]*
- *[Support for a Circulator/Shuttle bus system (at least for properties more than 1/4 (?) mile from station)]*

- Special consideration/incentives given to developers that file a beneficial joint development application with neighboring landowners
- Special consideration/incentives given to developer making a unique contribution to public art, extraordinary architecture or civic space
- Other?

B. Landbay recommendations

➤ North of the Toll Road (G-1 – G-7)

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.

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

- i. *These landbays would have the highest density of total development and of retail relative to other landbays in the Wiehle Study Area.*
- ii. *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, and outdoor eating).*
- iii. *Joint development with a plaza (or plazas) tying the areas together for retail/restaurant activity would be highly beneficial*
- iv. *The overall desired ratio for office to residential is [50:50? 40:60? Other?], with density incentives for additional residential in this landbay. Beyond 1/4 mile, the ratio should be [__:__].*
- v. *Hotel and retail development should be encouraged particularly along or near a central east-west street. (One hotel has already been approved for the Comstock property. One or more other hotels may be viable in this area and should be encouraged.)*
- vi. *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”.*
- vii. *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 bicycle and running trails connecting the parcels.*
- viii. *There is particular emphasis on attracting and retaining higher education institutions, athletic/recreational spaces (either indoor or outdoor) and cultural venues/civic spaces.*
- ix. *[Development beyond the 1/2 mile circle should be left to individual applications with unusually beneficial proffers, increased levels of residential, and enforceable commitments to supporting a circulator/shuttle bus] OR [Development in the small area in G-7south of Sunset Hills and up to the W&OD should be treated like G-6 even though it is beyond the 1/2 mile radius, at least if the developer*

provides a circulator/shuttle bus and increased residential.] OR [Development in G-7 within Landbay 4 should be treated like G-6 even though it is beyond the 1/2 mile radius, at least if the developer provides a circulator/shuttle bus and increased residential.]

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

- i. The vision is for a residentially dominated area with a large centralized public green space supporting the community, like a public park and/or athletic field.*
- ii. The overall desired ratio for office to residential is [20:80].*
- iii. Amenity retail at the street level, which would service the residential community but not duplicate the denser retail in Landbays 3-4.*
- iv. Isaac Newton Square would have the potential for taller residential buildings than anticipated by its distance to metro (in part to facilitate the desired open space), with appropriate tapering to the golf course on the north.*
- v. 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 are wide enough for restaurants/café’s to have outside seating. There are also bicycle and running trails connecting landbay 5 across Wiehle Avenue and Sunset Hills Road.*

c. Landbay 6 within 1/2 mile of the station (G-2 and the adjacent edge of G-7 to Michael Farraday at the 1/2-mile ring)

- i. This portion of Landbay 6 is a relatively small area from the standpoint of development potential.*
- ii. A residential emphasis is appropriate given the distance (1/4 – 1/2 mile from the station area) and the proximity to Lake Fairfax Park and the W&OD. Offices could appropriately concentrate more along Wiehle Avenue with a higher residential concentration away from Wiehle.*
- iii. The overall desired ratio for office to residential is [50:50][40:60][other].*
- iv. This landbay would reasonably have some street-level, amenity retail, but it would be a short walk to the nearby landbays for most retail.*
- v. The tallest buildings and greatest densities would be closest to the Wiehle*
- vi. 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 the Lake Fairfax Park through G-7 along Michael Farraday.*
- vii. Safe methods for crossing Wiehle and Sunset Hills are critical to achieving pedestrian use of the transit station. In particular, a grade-separated crossing of Wiehle for use by bicyclists and pedestrians on the W&OD will help them and reduce traffic congestion at Wiehle and Sunset Hills. It should be incentivized.*

d. Landbay 6 beyond 1/2 mile from the station (in G-7 north of Sunset Hills)

- i. *This area is more than 1/2 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.*
- ii. *Significant development in G-7 more than 1/2 mile from the station could require another bridge crossing the toll road (e.g., as an extension of South Lakes Drive) and a grade-separated crossing by the W&OD over (or under) Wiehle.*
- iii. *While mixed uses should be considered upon application, the CP should leave this portion of G-7 at current densities absent a proposal that is unusually beneficial to the community, guarantees a circulator bus service to the station, and otherwise meets all the expectations for projects in Landbays 3 and 4.*

➤ *South of the Toll Road (Landbay 1 (H-1, H-2), Landbay 2 (I-1, I-2) and Landbay 7 (I-3)*

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, buffers or appropriate screening should be provided along Sunrise Valley.

a. *Landbay 1 (H-1, H-2) & Landbay 2 (I-1, I-2)*

- i. *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 grade difference between Wiehle and I-1 calls for a below-grade crossing of Wiehle from I-1. On the other hand, the south side entrance to the transit station is located in H-2 and should be utilized to the maximum extent possible.*
- ii. *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.*
- iii. *Existing setbacks and buffers should be maintained along Sunrise Valley Road to create a transition from denser development to Sunrise Valley Road.*
- iv. *These landbays would have some amenity retail, but less extensive retail than to the north of the toll road.*
- v. *The overall mixed use balance should be balanced [a __: __ mix] but the distribution should have (a) the bulk of the office space closest to the toll road and Wiehle and within 1/4 mile of the station and (b) mostly residential mix from 1/4 – 1/2 mile from the station and close to Sunrise Valley.*
- vi. *There should be a network of interconnected streets and pedestrian/bicycle paths running east/west in both landbays;*
- vii. *The Soapstone extension and toll road crossing is vital and should provide for both vehicular and an additional pedestrian/bicycle crossing of the toll road. It*

- would also be helpful to widening the Wiehle bridge sidewalk or add a dedicated bicycle lane on the bridge.
- viii. *It is critical to establish permanent access for busses and other vehicles to the south side of the transit station.*
 - ix. *Developers should provide open space, including parks and a plaza, for the workers and residents.*
 - x. *A hotel may be appropriate due to the proximity to the transit station.*
 - xi. *Development in I-1 and I-2 is contingent on a satisfactory below-grade means to cross.*
 - xii. *Residential units are most appropriate along Sunrise Valley in consideration of the single-family residential communities to the south of Sunrise Valley.*

b. Landbay 7 (I-3)

i. [This area is more than 1/2 mile from the transit station. Adding significant new development here would not be TOD and, while adding traffic, might detract from potential TOD closer to the station. While mixed uses should be considered upon application, I-3 should remain at current densities absent a proposal that is unusually beneficial to the community, guarantees a circulator bus service to the station, and otherwise meets all the expectations for projects in Landbays 1 and 2.]

OR

[The CP should be amended to permit mixed use development with a higher residential concentration, lower total density, and an obligation to support a circulator/shuttle bus system. Taller development should be closer to the toll road with lower residential providing a transition to Sunrise Valley Drive. Existing setbacks and buffers should be maintained along Sunrise Valley Road to create a transition from denser development to Sunrise Valley Road.]

ii. Significant development here could require another bridge crossing the toll road (e.g., as an extension of South Lakes Drive)

iii. A continuous pedestrian/bicycle path should be established from the station to the W&OD. This could be accomplished by linking private roads and sidewalks now in I-3, by establishing a trail along the toll road or by expanding the sidewalk along Sunrise Valley to accommodate both bikes and pedestrians

iv. Other requirements for additional development need to be explored.