

WIEHLE SUBCOMMITTEE REPORT

I. Introduction and Summary

A. Vision

The Wiehle Avenue [“Reston East”¹] station area will consist of Transit Oriented Development (TOD) that includes a well-balanced, urban, mixed-use area with residents, offices, hotels, restaurants, shops, outdoor activities, educational institutions, cultural and other attractions. It is envisioned to be an attractive and active place to live, work and play both day and night. The area should be designed with an urban form, first class architecture and amenities. The greatest overall density and the retail core should be north of the toll road to the east and west of the Metro station. Greater development density shall be concentrated closest to the metro station and taper to existing densities past ½ mile from the station. No increased development is envisioned south of Sunrise Valley Drive. It is envisioned that, over time, the TOD area should evolve to include more residential than office space. The area should be interconnected, both internally and to neighboring areas, through a network of streets, walkways and bike paths that facilitate safe and convenient access to and from the metro station.

B. Timing

The Wiehle Station will be the first to open in Reston. It will be up and running by the end of 2013, only three years from now. It is critical 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 or soon after it opens. An expedited review process should apply to rezoning applications proposing early development of properties near the station. This TOD example should be a positive one for both developers and the larger community of Reston.

C. Summary

Coherent, high-quality development is needed throughout the Wiehle TOD area. The TOD area between the north side of the Dulles toll road and Sunset Hills Road (sub-units G3, G4, G5 and G6) should have high-quality mixed-use development with an urban feel consisting of residential, office, retail, hotel and restaurants with plazas and a cohesive urban form streetscape tying the areas together. An east-west central street should serve as the “Main Street” of the area and as the spine for a grid of “complete streets”. Sub-unit G-1 (primarily Isaac Newton Square) should be a residentially dominated area with amenity retail and a signature, centralized public space (including a park area) that anchors a link to Metro and the community. The area east of Isaac Newton Square (G2) should also have a residential emphasis.

¹ The Task Force is recommending that WMATA change the station name to the “Reston East Station”. The Subcommittee supports this decision but has not changed the references in the document at this time.

The vision for the TOD area south of the toll road (H1, H2, I1 and I2) is for mixed use development with the tallest buildings and greatest density developments closest to the station and the toll road tapering down further from the station. Lower rise residential should be located along Sunrise Valley Drive. Sunrise Valley Drive should be established as a grand green boulevard. There should be appropriate accommodations and amenities for pedestrians, bicycles, and vehicles. Sunrise Valley should establish a clear limit for new high density development. Measures (such as parking restrictions, lighting, etc.) are needed to protect established residential areas south of Sunrise Valley from adverse impacts attributable to transit related development.

Significant development east of Wiehle and outside the TOD core (G7 and I3) could detract from TOD goals. These areas should remain as currently planned until the TOD area is substantially developed.

Restaurants, other retail amenities, and attractive open-spaces are needed to attract people to live, work, walk, shop and play in the transit area, transforming the RCIG from suburban office parks into viable TOD. In this area, new residential units should be incorporated into the Reston Association, allowing the integration of new open spaces, pathways and recreational facilities and activities with those already existing in the community. In addition, the Sub-Committee recommends that strong efforts be made to encourage developers to attract not-for-profit higher education institutions, including R&D facilities, particularly ones that will tend to support (and attract) high-tech employers in the region.

The Sub-Committee's density recommendations are generally consistent with demographic forecasts, but are not intended to deter more residential development or to preclude higher densities when particular well-conceived projects offer especially valuable benefits to the area and the infrastructure can support them. Permitted densities need to be sufficient to encourage urban-form streetscapes rather than suburban-style individual buildings. A variety of specific development expectations and incentives are recommended in order to assure high-quality development worthy of Reston. The Comprehensive Plan must recognize that the Dulles corridor is not a "greenfield" area; it includes established businesses and buildings of widely varying ages and near-term redevelopment likelihood. Incentives and standards are needed to promote beneficial development in this context.

The limitations of key roads in the Wiehle area (Wiehle Avenue, Sunset Hills Road and Sunrise Valley Drive) constitute the major infrastructure challenge. Attention is needed, from the beginning, to ameliorating future traffic impacts from additional development. The RMAG recommendations should be used as an initial guide for improvements, especially the creation of the Soapstone extension over or under the toll road. In addition, infrastructure must include an interconnected grid of streets, sidewalks and bike paths within the TOD and linking the TOD area to other parts of Reston.

II. 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 A.
2. In general, the highest densities and greatest commercial concentrations should be closest to the station.
3. 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, demonstrates a substantial site-specific need and/or makes unusually beneficial proffers (such as an educational or civic facility, a bus service to the Metro station, etc.), and otherwise meets all the expectations (cohesive streetscapes, connected pathways, residential mix, preservation of trees, setbacks, etc.) for projects in the nearest sub-units 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 Dr.
4. 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. Strong efforts should be made to attract educational and cultural institutions, in urban-type campuses, to the Wiehle area. Creating an educational identity for the area can build upon the current presence of two higher-education institutions near the station. It would benefit Reston's residents, businesses and economy.
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. The urban commercial core envisioned for the area, with first floor, street-facing retail is illustrated in Appendix B.
7. Buildings and streets should have an urban form, including tall buildings, particularly near the station and in the urban-commercial core on the north side of the toll road. Construction of taller buildings will help to distinguish this from a suburban office park and will free up space for parks, plazas, and other attractions. The Subcommittee has not recommended specific height limits. Building height proposals should be judged on the basis of factors including the quality of the project, effect on surrounding buildings and compatibility with the overall architecture of the area. Tall buildings are appropriate along the south side of the toll road and throughout most of the area north of the toll road where they would not impinge on established residential areas. Building should be shorter along Sunrise Valley. Visually attractive buildings are important as this will be the first view of Reston for people driving west.

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. The proposed mixes of office and residential development contemplate less office construction beyond ¼ mile from the station.
4. Proposed Office:Residential ratios are not intended 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 is attached as Appendix C. Development should expand from the station as interconnectivity to the station is demonstrated.
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. Given the speed of much of the bicycle usage, the W&OD should be widened or a separate paved path should be added in this area to create a distinct pedestrian path, which will facilitate safe 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. Ideally, the crossing would connect Sunrise Valley Drive to Reston Station Blvd., as well as Sunset Hills, thereby supporting (not splitting) the urban-commercial core north of the toll road. Prompt study is needed to determine the appropriate alignment and whether a bridge or tunnel is more appropriate, and prompt steps are needed to secure the needed funding and right of way before rezoning or new construction occurs in the needed right-of-way. The Soapstone crossing should be given a very high priority by VDOT, the County and developers.
12. An additional crossing east of Wiehle (possibly a South Lakes Dr. extension to Sunset Hills and other streets in G-7) should be built thereafter. Improving the toll road underpass at Hunters Mill is also needed to manage growing traffic pressures in the area. The area would also benefit from a pedestrian and bicycle bridge from Reston Heights to Plaza America.
13. It is important to increase pedestrian and bicycle options for crossing the toll road in order to integrate TOD development on both sides. This should include improving the ability of pedestrians and bicyclists to cross

the Wiehle bridge (sidewalks and bike lanes) and adding a pedestrian/bike crossing at another location in the area as has been discussed from Reston Heights to near Plaza America.

14. Wiehle transit station parking should be managed to encourage off-peak arrivals and departures and HOV users.
15. 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 subunits 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 as part of its development 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 TOD 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 map attached as Appendix D 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. A hedge or other landscaping could keep some

separation between the park and the W&OD, which, as noted above, should be widened 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 the area, for example in Sub-units G-1, G-3, G-6 or D-7. Space for an athletic field might be found in G-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.

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 eventually 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. Regional shopping attractors, such as "big box" stores, are not envisioned for the Wiehle TOD area.
6. Attracting non-profit higher educational institutions, including graduate institutions and R&D centers, should be a particular, distinguishing goal for the Wiehle area

7. Just as the Town Center Subcommittee envisions new residents participating in the Reston Town Center Association as the umbrella POA, it is recommended that new residents in the Wiehle TOD participate in the Reston Association as the umbrella POA. The Reston Association governing documents have recently been modified to recognize that both the design review approach and the pricing of RA services might need to be tailored to areas of mixed use development. RA should begin immediately to determine the approach to be taken with respect to these issues for the Wiehle TOD area. New pedestrian and bicycle trails should be incorporated into Reston Association system of trails.

F. Mixes of Residential and Other Development

1. Overall, the Wiehle study area should aim for more residential than office 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 recommended by the Subcommittee vary by sub-unit, as discussed below, in order to achieve TOD goals.
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. In-fill development also should be designed and oriented in anticipation of redevelopment of existing buildings within the same sub-unit.

G. Common Challenges

1. Mitigating future traffic conditions 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 Subcommittee in the time available.

H. Standard Development Requirements and Incentives

1. Standard Requirements for rezoning shall include:
 - a. Measures to mitigate future traffic increases, 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. Screening above-ground parking with retail or other occupied space would help create an engaging space for pedestrians and other passers-by.
 - j. A developer proposing an intermediate level of development that may be inconsistent with the long-term vision for the area should demonstrate that its development will not impede eventually reaching the full vision. (Among other things, it should address concerns that an intermediate form of development may be locked-in absent a commitment not to divide its building(s) into condominiums 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. Rental units are needed to attract a diverse population, including young workers and families.
 - f. Special consideration/incentives given to developers that file a beneficial joint development application with neighboring landowners, particularly large-scale, consolidated projects.

from the station. Reducing the maximum permitted densities could also require changing the proposed mixes.

- e. The density/mix combination in Appendix E would add more than twice as much residential as office GFA in the TOD area and result in significantly more residential than office GFA in that area despite starting from zero residential today..

III. 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 approximately ½ mile from 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 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.

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. Amenity retail at the street level would service the residential community but not duplicate the denser retail in Landbays 3-4.
3. 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).
4. 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 this area to points east and south across Wiehle Avenue and Sunset Hills Road.

5. 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.
6. 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.
7. 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. Construction of such a street should be a condition of the higher densities suggested in Appendix E.
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.

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, demonstrates a significant site-specific need, and/or makes unusually beneficial proffers (*e.g.*, a significant educational institution, a circulator/shuttle bus service to the Metro station, etc.) 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 well-situated between ½ and ¾ mile of each of those transit stations and not far from Town Center and Plaza America. However, pedestrian links are not currently well established to commercial areas or the station areas.
 - 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.) By a September 2, 2010 letter, Fannie Mae 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); a shuttle bus connection to the Wiehle station; TDM; a lower parking ratio to reduce automobile dependence; encouragement for vehicle pooling, flexible hours and telecommuting; ADU/workforce housing; publicly accessible plazas and a park with ponds and fountains, walkways and other amenities; and improved pedestrian/bicycle links to North Shore Drive, Plaza America and the W&OD trail.

- 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 in its September 2, 2010 letter, which address those concerns and offer enhanced, publicly-accessible open-spaces, are constructive steps and should be required for increased density. In addition, the Subcommittee recommends that any increased density be concentrated in tall buildings so the property's current open space can be preserved and converted to a substantial, contiguous park with water features and other amenities (paths, picnicking, etc.) for use by the community. Subject to those understandings and any additional proffers worked out with the County, Sub-committee submits that a FAR up to 1.5 and a non-residential:residential mix of 40:60 (consistent with G-3) would be appropriate for this property. It is noted that this would also be a good, central location for an indoor recreation facility, which could justify additional density.

IV. 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. As an incentive, H-2 entities controlling access to the south side of the Metro station should be afforded a FAR/mix bonus if they promptly redevelop so that convenient bus and kiss-and-ride access to the station is provided as close to the station opening as possible. It is suggested that up to a .5 FAR of additional commercial development could be offered if such access is ready within 1-2 years of the station's opening with the density and/or mix incentive tapering off thereafter.
2. The vision is for mixed-use development with the tallest buildings and greatest intensity 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.
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.)
4. The mixed use and FAR recommendations are in Appendix E. 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. Density above current zoning in H-1 should be conditioned on proffers of rights-of-way needed to complete the extension.
7. Consideration of the future character of the area is important. For example, in order to enhance pedestrians' and bicyclists' ability to cross the Wiehle bridge, consideration should be given to narrowing the vehicular lanes, 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. While mixed uses or density increases may be considered, on a case-by-case basis, 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, demonstrates a site-specific need, 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.

D. Other – F-3 within ½ Mile of the Station

1. There is a portion of Sub-unit F-3 which is within ½ mile of the Wiehle station and immediately adjacent to Sub-unit H-1. It falls between the Wiehle and Reston Parkway Station Study Areas. The Task Force Chair asked the Wiehle Subcommittee to consider this area.
2. It is proposed that the portion of F-3 within ½ mile of the station should be given a potential density of 1.5 with an office: residential mix of 40:60, subject to the other requirements and incentives described in this report. The water feature in this area should become the basis for a publicly-accessible park benefiting residents and workers in the area.

V. LIST OF APPENDICES

Appendix A - Map showing the study area, sub-units, the Metro station and ¼ and ½ mile circles from the station is attached.

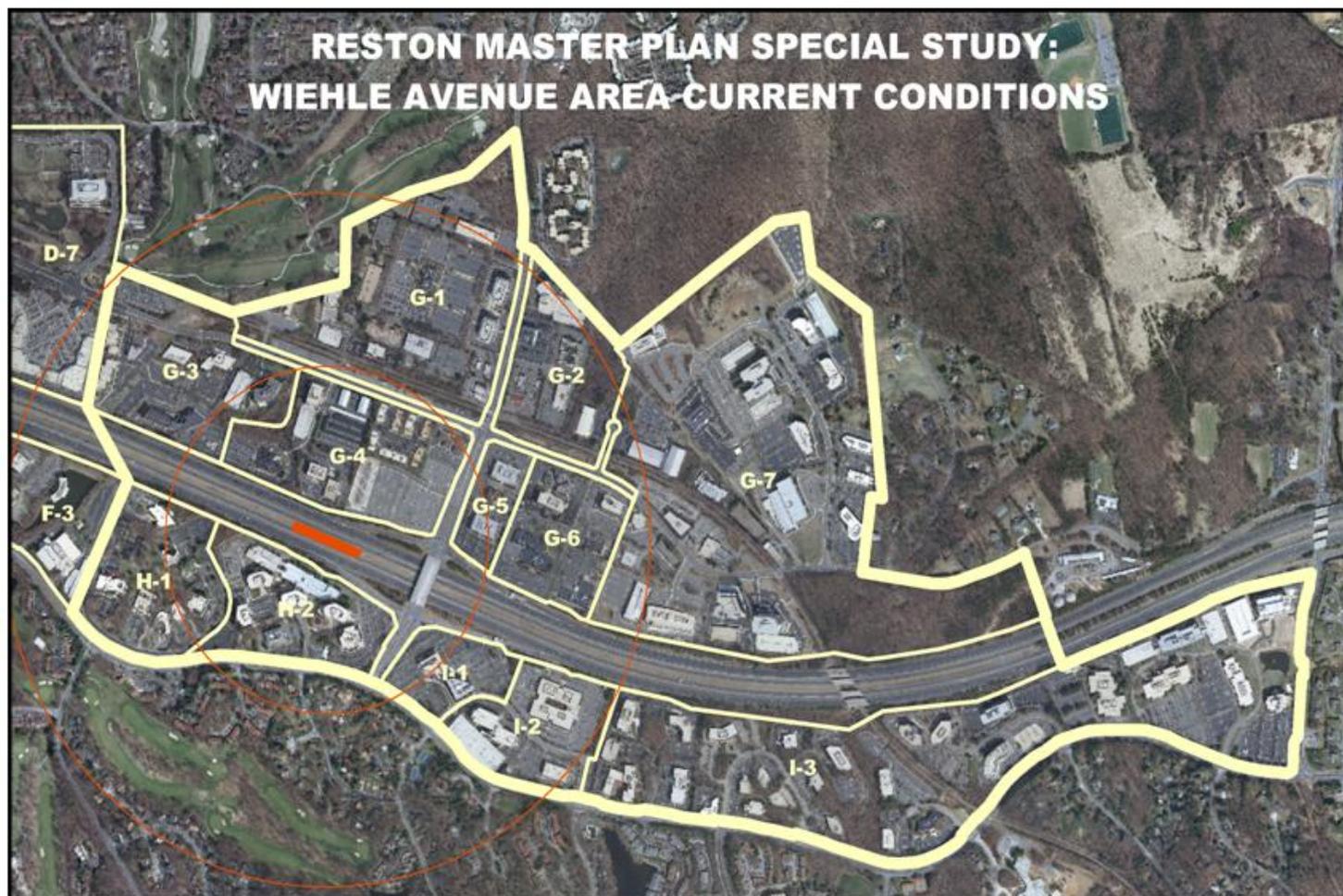
Appendix B – The urban commercial core envisioned for the area.

Appendix C – A conceptual map of suggested streets and trails.

Appendix D – A map illustrating possible locations of larger, new parks.

Appendix E - Recommendations for maximum densities and mixes of uses for different sub-units.

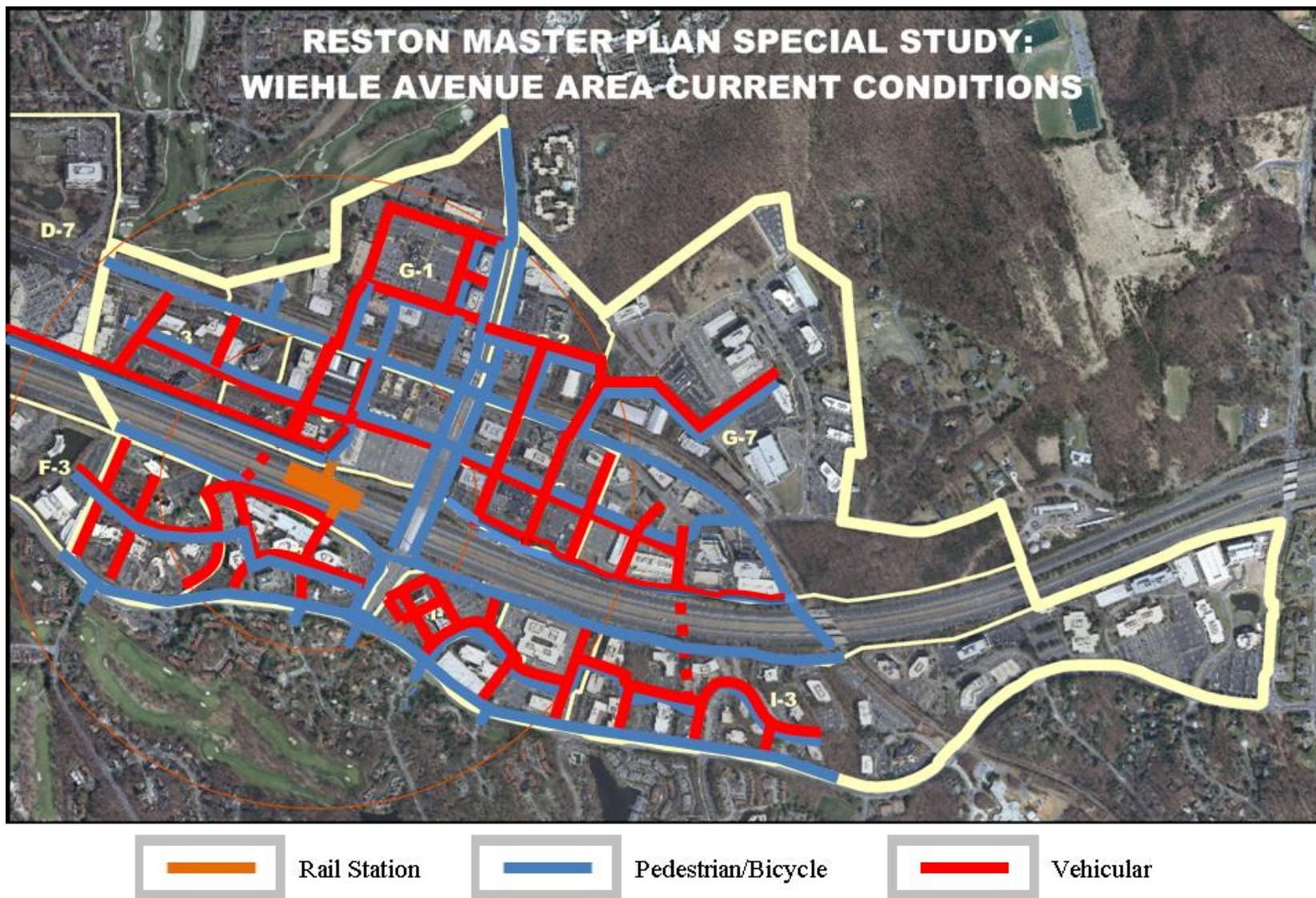
Appendix A





Appendix B - Conceptual Retail/Commercial Core

WIEHLE AVENUE



Appendix C - Conceptual Road/Trail Network Map
WIEHLE AVENUE

Appendix D - Existing and Possible New Park Spaces (Does not include pocket parks)(11-10)



Appendix E - Density/Mix

Land Unit	Acres	Percentage of Area			Square Footage	
		Office	Resid'l	FAR	Office	Resid'l
G-1	57.06	25	75	2.00	1,242,767	3,728,300
G-2	21.95	40	60	1.50	573,685	860,528
G-3	32.76	40	60	2.00	1,141,620	1,712,431
G-4	33.94	60	40	3.00	2,661,168	1,774,112
G-5	8.34	55	45	2.50	499,524	408,702
G-6	20.14	40	60	2.00	701,839	1,052,758
G-7						
<1/2	14.23	45	55	1.00	278,838	340,803
G-						
7>1/2	128.03	100	0	0.42	2,342,243	0
H-1	27.38	40	60	2.00	954,138	1,431,207
H-2	25.60	60	40	2.50	1,672,704	1,115,136
I-1	11.63	45	55	2.50	569,928	696,579
I-2	21.51	40	60	1.50	562,185	843,278
I-3	119.50	100	0	0.45	2,342,439	0
Totals	522.06	53%	47%	1.30	15,543,079	13,963,833
Fannie Plaza Amer.		40	60	1.5	747,120	1,120,680 [400 DU] [5-600,000]
F-3 w/in 1/2 mile		40	60	1.5		