

Group Discussion of Possible Land Use Concepts

Route 28 Station – South Study
Working Group Meeting
Wednesday, March 16, 2011

Discussion Points

- Goal of this meeting
- Summary of last meeting discussion on February 2
- Development Potential and GMU Forecast
- Concepts A & “B”
- Update on Reston Master Plan Task Force
- Comparison of Silver Line TSAs
- Suggested Alternatives based on Working Group comments received
- New name for the Route 28 Station

Goal of this Meeting

- To give staff direction on an expanded Concept A and/or additional concept.
 - To test the proposed land use mix and development levels for impacts to transportation, parks and open space, schools and other public facilities
 - The impact analyses will look at the mix and quantity and only the general location of the proposed mix and development levels.

Comments from the Last Working Group Meeting re: Staff Concept A

- Need more development potential to encourage parcel consolidation and connectivity, particularly in the Dulles Technology Center
- Need Plan flexibility in allocation of density
- Limit new residential uses to multi-family housing to minimize impacts on schools and recreational facilities
- Increase development potential for Dulles Center apts (located within ½ mile radius of station)
- Preserve existing affordable housing
- Okay with testing a proposed mix of uses that increases residential use resulting in a 60%/40% Non-residential/Residential mix
- Okay with keeping majority of study area outside of transit station area at same intensity recommendations in the current Plan: mixed use at 0.5 to 1.0 FAR

Development Potential and GMU Forecast

Route 28 Station South Study Area AND CIT Area (North Side) Development Potential									
	Planned		Concept A		Concept B		GMU 2030	GMU 2040	GMU 2050
	Study Area	Study + CIT Areas	Study Area	Study + CIT Areas	Study Area	Study + CIT Areas	Study + CIT Areas		
Residential Units	6,560	7,900	7,410	8,750	The development potential by use has not been determined. The total square footage includes FARs within a 1/2 mile of the metro station equivalent to the CIT Area Plan recommendations, and the same development potential for the area beyond 1/2 mile of the station that is in Concept A.		5,000	7,200	8,700
Residential	9,840,000	11,442,780	11,115,000	12,717,780			7,500,000	10,800,000	13,050,000
Office	10,351,390	12,058,750	10,680,190	12,387,550			7,538,000	10,320,000	13,451,000
Retail	685,580	765,150	748,690	828,260			699,000	944,000	1,221,000
Industrial	0	0	0	0			1,882,000	2,273,000	2,713,000
Institutional	149,170	149,170	137,630	137,630					
Hotel	1,918,140	2,079,850	1,867,280	2,028,990					
Non-Residential									
TOTAL:	13,104,280	15,052,920	13,433,790	15,382,430	10,119,000	13,537,000	17,385,000		
TOTAL:	22,944,280	26,495,700	24,548,790	28,100,210	30,328,230	33,879,650	17,619,000	24,337,000	30,435,000

1. Residential unit size assumed to be 1,000 sq ft/unit for existing and zoning approvals, while Plan and GMU forecasts assume average unit size of 1,500 sq ft.
2. GMU intermediate forecasts.
3. Route 28 Station South's area covers 643.10 acres.
4. GMU Forecast failed to split out industrial, institutional and hotel uses.
5. GMU Forecast includes the CIT area north of the DAAR.

Concepts A and “B”

Route 28 Station South Development Potential							
	<i>Distance from Station Platform</i>				<i>Total for Study Area Square Feet</i>	<i>Increase w/in 1/2 Mile Over Planned</i>	<i>Total Increase Over Planned</i>
	<i>0 - 1/4 Mile</i>		<i>1/4 - 1/2 Mile</i>				
	FAR	Square Feet	FAR	Square Feet			
Planned	0.99 - 1.5	2,337,970	0.51 - 1.25	6,576,600	22,944,280	n/a	n/a
Concept A	0.99 - 3.0	3,072,580	0.51 - 3.0	7,786,270	24,548,790	22%	7%
Concept B	2.8	5,386,720	1.6	11,251,540	30,328,230	87%	32%

Concept B applies the same FARs to the 1/4 and 1/2 mile radii from the station platform as is recommended in the Comprehensive Plan for the north side of the Dulles Toll Road (CIT area). The study area beyond the 1/2 mile distance from the station is unchanged from Concept A.

Route 28 Station Land Areas		
	<i>Distance from Station Platform</i>	
	0 - 1/4 Mile	1/4 - 1/2 Mile
Acres		
CIT Area	11	30
Rt 28 Station - South Study Area	44	161.5

Discussion at the Reston Master Plan Study Task Force

- Three transit station areas:
 - Reston Town Center- highest densities here and stepping down to the other 2 stations
 - Discussion of up to 5.0 FAR for some areas
 - Must meet 4 principles: 1. urban character with inter-parcel connectivity 2. 1:1 sq. ft. of residential:office (residential use higher than 1:1 may be considered) 3. robust and diverse open space 4. Excellence in urban design and architecture
 - Wiehle Ave.
 - 44% office/55% residential (residential use can be higher)
 - Intensities between GMU 2050 intermediate and high forecasts
 - Could exclude hotel and retail uses from FAR limitations
 - Incentivize educational uses
 - Herndon-Monroe
 - Majority of additional development as residential and support retail
 - Intensities similar to Wiehle Ave. station area

Population Comparison for Silver Line TOD (or TSA) Areas

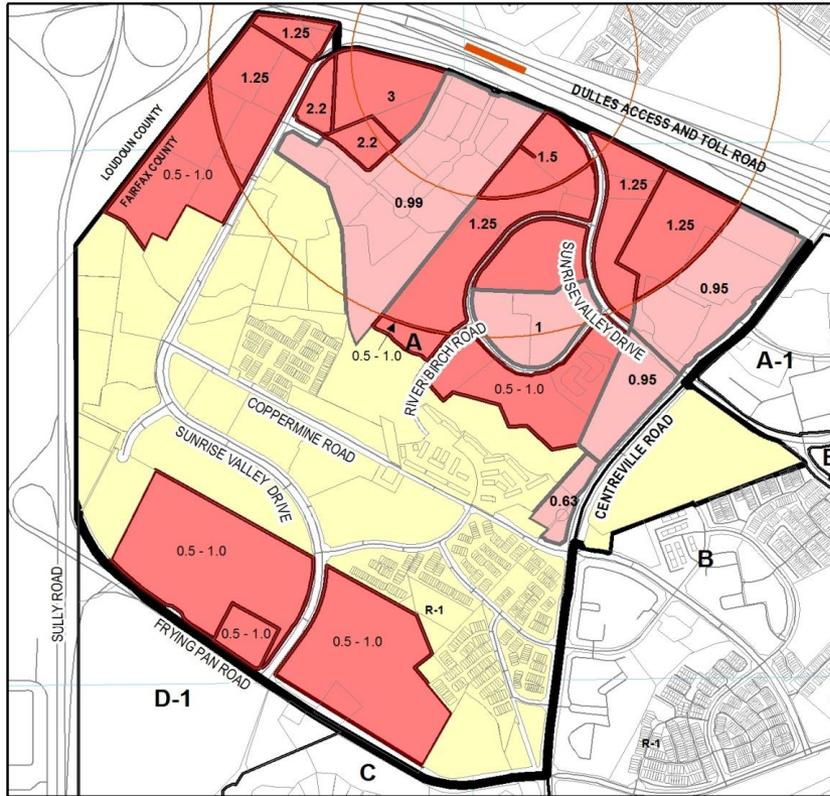
Comparison of Populations in Silver Line Transit Station Areas

<u><i>Transit Station Area</i></u>	<u><i>Total Employees</i></u>	<u><i>Total Residents</i></u>
Tysons East	51,744	24,270
Tysons Central 123	58,142	27,304
Tysons Central 7	56,789	27,536
Tysons West	54,432	20,902
Reston East - Scenerio A	39,244	10,246
Reston Town Center - Scenerio A	71,294	23,400
Reston West - Scenerio A	20,761	10,118
Route 28/CIT - Ex. Plan	45,166	15,800
Route 28/CIT - Concept A	46,297	17,500

Suggested Alternatives to Concept A based on Working Group comments received

- Focus redevelopment incentives in the Dulles Technology Center
 - 50% bump from existing Plan in 1/4 – 1/2 mile ring with trip neutrality and design excellence
 - 2.0 FAR in 0 – 1/4 mile ring
- Additional incentives to west of Sunrise Valley Dr. and Arrowbrook within 1/4 - 1/2 mile ring – 25% bump with similar Plan recommendations

Concept A Map



Legend



General Location of
Transit Station Platforms
Circles denote 1/4 and 1/2 mile distances
from center of station platform

Development Potential

- Existing
- Plan
- Zoning