

# Compilation of Feedback from Community Break-Out Groups

## Reston Parkway Station Area Community Workshop

### Reston Master Plan Special Study

Saturday, April 20, 2010

Langston Hughes Middle School  
11401 Ridge Heights Road  
Reston, VA 20191-1309

**Reston Parkway Station Area Community Workshop**  
**Reston Master Plan Special Study**  
**Break Out Group - Orange**

Facilitator: Bernie Suchicital (DPZ Staff)  
Group Reporter: Jennifer Bonnette (DPZ Staff)  
Presenter: Judith Pew (TF)

**Vision**

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Reston's Downtown

**3 Top Opportunities**

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1. Create urban, mixed use community with cultural center (in D-4) adjacent to metro station on North side
2. Create additional north/south vehicular and pedestrian connections linking to a grid (east and west of Reston Parkway)
3. Mixed use development south of metro station

**3 Issues of Greatest Concern**

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1. Funding for infrastructure
2. Additional north/south vehicular route between Sunset Hills & Sunrise Valley before metro arrives
3. Multi-modal connectivity across Dulles Toll Road within study area for new and existing streets

**Feedback from Small Group Discussion**

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1. Build upon Town Center and build toward Town Center metro station
2. Proper infrastructure in place at the time of redevelopment, not after
3. Should have located to north of Toll Road
4. More diversity of housing and retail is needed in Town Center like throughout the rest of Reston (grocery stores, affordable housing, etc.)
5. Land sub-unit E-2 needs a Wall Mart. USGS property should be an option for redevelopment
6. Tired of driving to Loudon County and Fair Lakes for retail
7. Need road connection across Toll Road and sub-unit E-4 to sub-units D-3/D-4.
8. Create a platform with a plaza and other development within D-4 so grade level between the Town Center and station are the same
9. Upgrade Fairfax Parkway to a freeway
10. Pedestrian bridge from Reston Heights to Plaza America
11. Bridge to sub-unit D-4 and develop a big entry way for pedestrians, busses, and taxis. Consider parking
12. The current station, as planned, is too small
13. Separate pedestrian connection across Sunset Hills Road
14. More north/south routes needed due to the intense traffic – concerned that the metro will have negative impacts on neighborhood traffic congestion
15. Create street grid (in sub-units D-4, E-4/E-3, F-1, etc) like in town center core
16. Round-about on Reston Parkway between sub-units E-5 and F-1

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17. Need residential uses in E-3, E-4, E-5
18. Need complete street system that is safe for bikes and pedestrians
19. No Wal-Mart
20. Use E-2 for open space
21. Urban park opportunities
22. Enhance bus system
23. Safety: Additional lighting, etc
24. Concern about residential buildings that are too tall
25. How many people are estimated to use metro for work?

**Reston Parkway Station Area Community Workshop**  
**Reston Master Plan Special Study**  
**Break Out Group - Blue**

Facilitator: Faheem Darab (DPZ Staff)  
Group Reporter: Leanna O'Donnell (DPZ Staff)  
Presenter: Nick Bauer (TF)

**Vision**

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Urban mixed-use downtown for Reston (integrating north-south-east-west)

**3 Top Opportunities**

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1. Station:
  - Distinctive design/architecture (including art)
  - Name should be Town Center aka reflective of urban character and not suburban character (not Parkway)
  - No parking
  - Air rights opportunity
2. Connectivity:
  - Incorporate RMAG
  - Integrate 3 areas adjacent to station (area S of station, area N or station, urban core area) as well as the areas east of Reston Pkwy
  - Above/below grade connections
  - Moving/covered walkway to TC and USGS
  - Pedestrian/Bike connections are critical including the W&OD and trails within USGS property
  - Bus transfer point and station connectivity as well as a robust circulator (including connecting TC to Lake Anne to help Lake Anne business)
3. Destination:
  - Mixed-use
  - Signature shopping
  - Nightlife
  - Cultural-library/theater/science center/exhibits
  - Attractive, quality open space

**3 Issues of Greatest Concern**

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1. Transportation:
  - Control of commuter parking (parking management in TC and nearby neighborhoods/street parking)
  - Lack of transportation analysis – mobility (concern that it won't be done)
2. Connectivity:
  - Between 3 areas (N, S of station, urban core)
  - compatibility/proportionality of development between core and station areas
  - NVRPA limits on at-grade trail crossings
3. Attention to diverse needs of full demographic:
  - Young-mature

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**Break Out Group - Blue**

- economic spectrum
- mobility spectrum

**Feedback from Small Group Discussion**

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Vision:

1. Urban mixed-use downtown
2. Neighborhood mixed-use
3. Urban downtown focused on live/play/work
4. Name – Reston Parkway is suburban. Should be Reston Town Center or Reston Downtown
5. Signature shopping area (Specialty like Neiman Marcus, etc) with variety
6. Cultural – art, theater, nightclubs, bars, nightlife
7. Reston Town Center
8. 3 stations – Wiehle is cultural/civic, Reston Parkway is downtown, everything doesn't have to happen with this station
9. Urban mixed-use downtown for Reston

Concerns:

1. Commuter parking: and enlargement of bus terminal
2. Parking: protect surrounding TC area and garages and neighborhoods and on-street parking from commuter parking related to new station
3. TC garages – maintain free parking(ticket stamps, etc) and carefully manage private parking
4. Grade-separated pedestrian connections from station to urban core (NVRPA does not allow at-grade trail crossings)
5. Sunrise Valley/Reston Parkway improvements, the use as kiss and ride will be difficult
6. Access to areas on east side of Reston Parkway
7. Congestion – free flow in urban core itself
8. Fear of “disconnectedness” from south to north (or lack of seamless TC)
  - Metro
  - Urban core
  - Beyond New Dominion Pkwy
9. Bus station disconnected from metro station—pull together somehow with shuttle and pedestrian links
10. Police station needs redevelopment. Police plans not consistent with urban design. More concerned with security than design? Integrate with surrounding area.
11. Mobility impaired need options for access to station during inclement weather. Covered walkways from station to TC. Some wheelchairs/scooters can't operate in rain
12. RIBS/local Reston buses should ALL be wheelchair accessible like Metro buses.
13. RMAG recommendations should be incorporated into Plan
14. Feeder bus and shuttles must be major element of Plan

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15. adequate transportation analysis is needed (staff needs to provide this). This trans. Analysis was inadequate for Tysons and they had \$. Now for Reston there is no \$ so seems like it'll be even more inadequate
16. Traffic on Sunrise Valley, Sunset Hills, Reston and FFX County Pkwys
17. South side of station how to connect east-west from Sheraton to station over/under Reston Parkway
18. Safety considerations
19. Impacts on adjacent residential communities – demarcation line.

Opportunities:

1. Live/work/play w/o car
2. TC proximity to station
3. S side offices are potential new residential development
4. W&OD trail's proximity to station – bicycle access
5. Station itself is the critical gateway to Reston
  - Unique design of station
  - Center of community
6. Critical connectivity/circulator to TC
7. Critical bike/pedestrian connections with no parking at stations
8. Expand on TC at destination point – cultural opportunities (science center), Shirlington example
9. Incorporate TC as part of community with connectedness(ex: Hyatt gift shop has DC items and not Reston ones)
10. Public art at station (ex: piano notes, signs, etc)
11. Open air concerts (seasonal and free)
12. Pedestrian experience between ice rink and new open space should be replicated from TC core to station
13. Opportunity for full spectrum of population – cultural, bars, etc for young people (destination) like Arlington
14. Dance hall
15. Potential for air rights development is greatest at this station (market forces).
  - Allow for this by building initial physical station infrastructure that could accommodate air rights development in future.
  - It'll allow for N-S connections.
  - When property values are significantly high, it can be done.
  - Preliminary analysis – is feasible
  - Links to north and south side
  - At airport authority meeting it was the only location they considered air rights development.
  - County should coordinate this with MWAA sooner rather than later. Maybe get speaker at future TF meeting on this subject.
  - This is a opportunity because of the grade/topo of this area. Can separate elevation levels
16. Should study above/below ground connection of Town Center Parkway.

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17. Moving walkway from station through D-4 to TC and also SW through E-4 to USGS site
18. More open space/urban parks – lunch walks, etc. Current new open space is useful as an amphitheater but that's all
19. Transit links: Metro to TC to Lake Anne (help LA restaurants, businesses)
20. Walkability on southside (through USGS site)
21. Opportunity for USGS site to upgrade paths to include sculpture park.

**Reston Parkway Station Area Community Workshop**  
**Reston Master Plan Special Study**  
**Break Out Group - Green**

Facilitator: Sandi Smith (DPZ Staff)

Group Reporter: Paul Thomas (TF)

Presenter: Dick Kennedy (TF)

**Vision**

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**The Reston (undecided) Center Station is a pedestrian-centric world-class mixed-use cultural destination.**

**3 Top Opportunities**

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1. Multi-modal transportation with emphasis on bike/pedestrian access
2. Destination station including great architecture and public art
3. Innovative, sustainable development including open spaces, LEED, storm water management etc.

**3 Issues of Greatest Concern**

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1. Manage parking
2. Pedestrian connections especially to Reston Town Center and across Reston Parkway
3. Traffic impacts on peripheral neighborhoods such as north-south access

**Feedback from Small Group Discussion (\* for number of times mentioned)**

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1. Destination station \*\*\*\*
  - Work, dine, etc. but also a place to learn about Reston
  - RTC Map at station
  - Interactive wayfinding like Paris Metro
  - Identity as Center of Reston
2. Weekend stuff
  - Reston Historic Trust location/annex
3. Extension of RTC downtown and more residential w/ open space \*
4. Other uses
  - Churches
  - Amusement park
  - Zoo
5. Transportation \*
  - Egress from all directions
  - Pedestrian connections on north side \*
  - Grid on south side
  - Enable great pedestrian connections \*\*\*\*\*

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- Moving sidewalks
  - Plan to connect the TCP to Sunrise Valley: this is the time to do so
  - Pedestrian bridges
  - Traffic
    - i. North-south connections
    - ii. Impact on neighboring areas
    - iii. Density = tax revenue = traffic
  - Parking issue with new station – manage and minimize new parking
6. Air rights \*
- Knit north and south Reston together
7. Continue urban mixed-use development as in RTC \*\*\*\*\*
- Multi-modal transportation is a success story \*
  - Address the limited development opportunities (new development)
  - Adjacent to the Government Complex to the north
  - Continue what is on the north side
  - Offer regional facilities
  - Keep density at station: some higher on spine to village centers
  - Relevant retail to support residents
  - LEED designs
8. Cultural focus (public art, museum, performance, theater) \*\*
- Keep art/beauty going
  - Don't pull Reston museum from Lake Anne
9. Set aside small park areas
- Address the recreational needs of the future
  - Urban parks
  - Greenhouse or urban gardens

**Reston Parkway Station Area Community Workshop**  
**Reston Master Plan Special Study**  
**Break Out Group - Red**

Facilitator: Richard Lambert (DPZ Staff)

Group Reporter: Rae Noritake (TF)

Presenter: Dick Stillson (TF)

**Vision**

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To make the Town Center Reston's True 24hr Downtown with a vibrant arts and nightlife set of experiences.

**3 Top Opportunities**

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1. To make this an arts and entertainment cultural center with public art and a conference center hotel
2. To add vibrant mixed uses, especially residential and retail uses
3. To create better connectivity to the Town Center from all surrounding neighborhoods (north-south, east-west)

**3 Issues of Greatest Concern**

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1. Lack of connectivity to the Town Center from surrounding neighborhoods
2. Accessibility to/from the proposed metro trail station (pedestrians, bike, bus, taxi, etc.)
3. Lack of open space and parks

**Feedback from Small Group Discussion**

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1. Reston Parkway station is the only rail without a metro parking structure, which could hinder accessibility from car travelers, but can also provide more opportunity for transit-oriented development since we are not as focused on the automobile
2. Make Reston Town Center profitable by providing incentives to encourage more people to shop
3. Extend Town Center entertainment, residential, and commercial activities/development to the Toll Road
4. Establish a conference center with hotel in land unit E-4
5. Town Center area needs more attractive, inviting, and interesting public open space
6. Town Center area needs more activity to attract more people
7. Town Center area needs better connectivity
8. Town Center area needs a civic center type auditorium
9. Town Center area needs museums and a sports arena
10. Town Center needs uses that will create a night life: performance venues, night clubs with live entertainment, live theatre, comedy clubs, etc
11. Find a performance venue that will fill a need rather than create conflict with existing centers (Wolf Trap, etc)
12. Attract performance arts and entertainment companies by creating incentives.
13. More development closer to the station area
14. Connection from Reston Heights to transit station
15. Too much traffic along soapstone and Wiehle Avenue
16. Add overpass over the toll road at Town Center Parkway

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17. Create pedestrian pathway to the south connecting US Geological Survey to Town Center
18. Separate pedestrian pathway across Sunset Hills from transit station touch downs using different grades
19. Realign Sunset Hills Road to provide larger land bay between the Sunset Hills Road and the Dulles Toll Road
20. Encourage advanced technology industries to locate within office space to increase advanced technology job opportunities
21. Pedestrian walkways need to be well lit, safe, and connected to Town Center to allow foot traffic to Town Center's night life activities
22. Pedestrian/bike pathways from subunit E-4 to subunit F-1. (also surrounding residential neighborhoods, specifically to the north east)
23. Currently a long walk from the future station to any activity or use
24. Create visually interesting walkways to reduce the monotony of long walks and possible hurdles of walking to and fro Town Center area. Use public art, landscape, streetscape, etc.)
25. Extend or add east/west pedestrian/bike pathways on north and south side of Dulles Toll Road.
26. The site plan of the Reston Parkway station illustrates a lack of rail transit drop-off as opposed to parking. It does not acknowledge the urban character of the Town Center
27. Add a feeder or circulator bus system throughout transit center area
28. Trolley service throughout Reston Corridor to Town Center
29. Add dedicated bus lanes to Fairfax County Parkway – from Ft. Belvoir to Cascades
30. Develop land south of the Toll Way (near USGS) as mixed use residential and retail