

Compilation of Feedback from Community Break-Out Groups

Wiehle Avenue Area Community Workshop

Reston Master Plan Special Study

Saturday, March 20, 2010

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

Break Out Group 1 (Green)

Facilitator: Jennifer Lai (DPZ staff)

Group Reporter: John Lovaas

Vision

Wiehle Avenue as a monumental gateway to Reston, anchored by signature architecture to LEED standards. A living community with day and evening activity.

Top 3 Opportunities

1. Excellence in design assured by a local design review authority
2. Encourage a cultural and/or education center
3. Cohesive and connected – all modes of transportation, higher density closer to station, and tapering down of density

3 Issues of Greatest Concern

1. Development guaranteed by funded, identified, and required infrastructure
2. Retail appropriate to users, local supported retail
3. Analysis and transportation on plan for whole transit station area, focus on safety

Feedback from Small Group Discussion

1. A gateway that is Pedestrian Friendly Cultural center plaza, etc
2. Metro positive
3. Gardens, beauty
4. Attractive place to go – a balance of uses
5. Understand community needs
6. Maintain existing community
7. Different function for each stop – cultural/education/unique identify
8. Cohesiveness to the design/connecting development
9. Park of some form
10. Architectural review district
11. High level of design
12. Alive during the day, night, and weekends
13. Concentrate intensity of uses within 1/4 mile
14. IPAR – Improve toll station
15. LEED certification/environmental friendly
16. Make the station a landmark
17. Taller buildings / Intensifying
18. Dominion Virginia Power lines
19. Infrastructure overlay – funding identified, support
20. Mixed use parking – will it be free for patrons
21. Reduce impacts on existing community
22. Access/discrete/noise
23. Transportation/pedestrian friendly
24. Sunrise Valley/access over Sunset Hills
25. Gridlock

Wiehle Avenue Area Community Workshop
Reston Master Plan Special Study
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26. Security concerns with new metro
27. Sprinkling retail/village center
28. Protecting low density
29. Traffic analysis
30. Traffic caused by too much coming into one place

Break Out Group 2 (Orange)

Facilitator: Bernie Suchicital (DPZ Staff)

Group Reporter: Stephanie Cortelyou (TF)

Vision

Wiehle Avenue station will be a sustainable neighborhood destination that has a focus on culture, advanced education, housing, place-makers, and design.

3 Top Opportunities

1. Core of ¼ mile radius that is both a cultural and education destination, has a grid of streets, housing for all, public space, and art
2. Isaac Newtown Square: Mixed use with a focus on residential, higher education, active recreational activities, and attention to environment
3. Low density office area beyond ½ mile radius with neighborhood serving retail

3 Issues of Greatest Concern

1. Traffic/Parking (current over capacity of long term parking can be reduced later)
2. Sustainability (economic, environmental, quality of life)
3. Place making and good design

Feedback from Small Group Discussion

1. Sustainable
2. Live through community freely
3. Live/Work/Play – Mix Use
4. Long term sustainability in regards to health & wellbeing
5. Economically sustainable
6. Gridded network of streets
7. Plan for traffic mitigation
8. Village centers with higher density residential near train station
9. Concentrated residential development
10. Less dependent on cars
11. Lower parking requirements
12. Connectivity
13. “Special Place” with innovative architecture, open space, multimodal transportation, and sense of place (place making).
14. Cultural & social destination with advanced educational uses/facilities
15. Open space
16. Network of roads
17. Residential focus
18. Utility right of ways – opportunity for pedestrian traffic
19. Balance of housing & office
20. Attention to design
21. LEED neighborhood certification
22. Neighborhood

**Wiehle Avenue Area Community Workshop
Reston Master Plan Special Study
Break Out Group 2 (Orange)**

23. Community
24. Main street
25. Preserve suburban aspect of community

Break Out Group 3 (Blue)

Facilitator: Noel Kaplan (DPZ Staff)

Group Reporter: John Thoburn

Vision

A mixed use, environmentally-friendly, safe, fiscally beneficial gateway to Reston that integrates park and non-motorized transportation facilities, provides a signature for Reston, and mitigates traffic to reduce congestion, particularly relating to neighboring communities.

3 Top Opportunities

1. Improve mix of uses in areas (with a particular emphasis on educational facilities and restaurants) and establish a theme for the development of the area
2. Environmentally friendly design
3. Integration and connecting of non-motorized transportation facilities with parks

3 Issues of Greatest Concern

1. Traffic issues with Wiehle and other roads (example Hunter Mill & Reston Parkway). Need transit options with ADA friendly design.
2. Safety and security
3. Noise generation by traffic and uses

Feedback from Small Group Discussion

1. Transit-Oriented Development with mixed use (including food retail) with education institutional actives (example, NoVa Community College)
2. Safety and security with mitigation of pedestrian and noise impacts
3. Access is a challenge when accessing station from the South
4. Design considers local and required needs/users
5. Signature development
6. Environmental improvements with bus (an effective bus network will have environmental benefits)
7. Street trees and street lighting
8. Soapstone Drive extension is a problem
9. Tie trail system into broader recreational/community opportunities (example, running events)
10. Underground power lines along W&OD trail will help create a green central area
11. Stormwater management
12. Concern for fire station function (ability of vehicles to exit the station and proceed quickly to emergencies)
13. Limited parking at station and access to wiehle station
14. Wiehle is too congested
15. Air rights and heights
16. Pedestrian access to station area and street
17. Mix and high rise residential
18. Workforce housing

Wiehle Avenue Area Community Workshop
Reston Master Plan Special Study
Break Out Group 3 (Blue)

19. Transform existing office to TOD
20. Better traffic and pedestrian circulation as grid of streets
21. Increased traffic on Soapstone Drive will generate noise
22. Pedestrian friendly design of platform
23. Extend Soapstone Drive north over Toll Road to Sunset Hills Rd
24. Keep green theme in Wiehle Ave station
25. Traffic at Hunter Mill rd is a problem
26. Add density north of sunset hills near Hunter Mill with work force housing
27. Crossing at Wiehle/Soapstone Rd
28. Common theme for office at Wiehle Ave
29. Add air-rights over Wiehle Ave
30. Environmentally sound development
31. Helicopter pad needed
32. Opportunity for pedestrian/bike linkages
33. Fiscal opportunities – Increase tax base while reducing taxes/fees

Break Out Group 4 (Purple)

Facilitator: Faheem Darab (DPZ staff)

Group Reporter: Patrick Shopp

Vision

Pedestrian friendly urban core with mix of uses and a focus on educational/cultural activities - integrates a with Reston

3 Top Opportunities

1. Satellite Parking
2. Reston specific TOD (ensure excellence in architecture)
3. Bike and pedestrian connections with access to the W&OD Trail.

3 Issues of Greatest Concern

1. Mitigation of Wiehle Ave congestion (limit parking and expand bus system)
2. Pedestrian Access & safety
3. Protect existing neighborhoods

Feedback from Small Group Discussion

1. Office space is overpowering
2. Already have balance on toll road. No need for extensive change
3. W&OD trail crossing at Wiehle Ave is a dangerous area
4. Limit parking spaces at station – No Parking
5. Service Reston, not Loudon, etc
6. Opportunity to have influence with WMATA
7. Temporary terminal parking – Phased out with phase II
8. Replace school bus with us of RIBS, etc.
9. Mixed use Town Center as example
10. Medium density – not high rise
11. Economics/prices: rental expenses are too high for small retail on 1st floor and, thus, discourages local business
12. Focus on serving students & medical practices
13. Buses – circulator system
14. Transportation needs to be addressed NOW
15. Planning is important
16. Trail is a great asset
17. Density provides opportunity for urban district, funding for busses, etc (see Bethesda)
18. Delineated trails and pedestrian/bike paths
19. Environmentally friendly and energy conservation
20. High density – concentration at station and less at edges
21. Concern – traffic mitigation, access from 267
22. Mixed use
23. Looking forward to rail

Wiehle Avenue Area Community Workshop
Reston Master Plan Special Study
Break Out Group 4 (Purple)

24. Discouraged about bus service
25. Distributed density along corridor (see Ballston)
26. Mitigate traffic. Concern that individuals will not change habits
27. Pedestrian access/safety
28. Town-like development
29. Density equals traffic choke points
30. High density area
31. Protect established neighborhoods
32. Green space buffer
33. Trail access
34. Excellence in architectural design that reflects and is integrated into the Reston community (not an island)
35. Distinctive character
36. No solution that relies on car
37. Dedicated bus lanes for circulator system
38. Add dedicated bus lanes at sunrise valley and Sunrise Hills
39. Satellite parking-bus centers in all 4 quadrants
40. Not a wall of tall buildings
41. Financing mechanisms needed for transportation improvements
42. Consistent, continuous ribbons of pedestrian/bike access on both sides of 267
43. Toll road crossing at Soapstone Rd for bus, bike, and pedestrians only.
44. Pedestrian crossings at Sunrise Valley Dr

Break Out Group 5 (Yellow)

Facilitator: Heidi Merkel (DPZ Staff)

Group Reporter: Genevieve Schechter

Vision

An urban village with a dense core within a beautiful and environmentally sustainable setting.

3 Top Opportunities

1. Well thought-out multi-modal transportation plan in both directions to move people and protect the environment
2. Transition from smaller to larger green spaces and linkage to W&OD trail
3. Set a high standard for transit-oriented development and design

3 Issues of Greatest Concern

1. Safety of pedestrians and bicycles
2. Traffic impact on surrounding communities
3. Environmental impact of development

Feedback from Small Group Discussion

1. Widen Wiehle Avenue and Sunset Hills (is this an option?)
2. Traffic plan to relieve congestion
3. Pedestrian overpass from W&OD trail over Wiehle Ave
4. Sustainable trees/green spaces
5. Look at how Arlington (Courthouse) and Tacoma Park treated stations
6. Taller buildings with more open space is O.K. but not like Rosslyn
7. Green space equals native plants, not lawns
8. Sustainable sites can be a combination of smaller and larger open spaces
9. Tie into existing open spaces (organically tied)
10. Stormwater management
11. Have local input into design like Reston Association DRB-tie new development into existing
12. Higher density concentrated closest to metro stop
13. Put affordable housing in more affordable areas rather than in high-cost areas closest to Metro (which requires deep subsidy)
14. Create off-site/satellite parking north of Wiehle Avenue (e.g. along Rt. 7) instead of expanding Wiehle to reduce non-Reston residents having to drive along Wiehle (collaborate with Loudon County)
15. O.K. with higher density here, but keep highest density at Reston Town Center
16. Keep medium density
17. Shuttle buses to bring people to metro instead of large parking garage
18. Protect residential neighborhoods from metro parking
19. Need traffic lights to get out onto Sunrise Valley from residential neighborhoods
20. Use shuttle buses to metro (e.g. Portland, Oregon) with park and ride

Wiehle Avenue Area Community Workshop
Reston Master Plan Special Study
Break Out Group 5 (Yellow)

21. Parking needed on south side of station
22. Create walkable corridors with lighting and safety
23. Create a linear park along Sunrise Valley Drive
24. Dense suburbs (both north and south sides)
25. Incorporate Public art
26. Look for opportunities for creative architecture
27. Understand that TOD will occur over span of years – look for ways to make each phase beautiful
28. Impose daytime parking restrictions but allow more flexibility at night
29. Issues with parking restrictions on private streets (question re: resid. parking permit districts on private streets and enforcement)
30. VDOT limitations on traffic lights creating a problem for neighborhoods on south side of area
31. Need more sidewalks (especially along Sunrise Valley)
32. Provide free parking at Herndon-Monroe parking structure during construction of Phase 2 stations with free shuttles to Wiehle station.
33. Currently a buses-only exit/entrance ramp planned onto Toll Road – should be expanded to cars
34. Encourage permeable surfaces in open spaces
35. To encourage walking should have grocery store at metro station