

Reston Master Plan Special Study Herndon-Monroe Area Community Meeting

Compilation of Comments from Small Group Discussions

Introduction

On Saturday February 27, 2010, the Department of Planning and Zoning hosted a community meeting at Langston Hughes Middle School. The purpose was to gather citizen comments regarding the Herndon-Monroe area of the Reston Master Plan Special Study.

Approximately 70 people attended, including 22 members of the Reston Master Plan Special Study Task Force, and offered a range of opinions about the opportunities and limitations that exist in this area for achieving transit-oriented development.

As a part of the meeting, attendees were randomly divided into four smaller groups. Below is a compilation of the comments recorded during the small group discussions.

Jan-Mar Birthday Group –

Group facilitator - Richard Lambert, Department of Planning and Zoning

Group reporter - Task Force member Jerry Volloy

Overall Vision

The Herndon Metro Area will be transformed into a vibrant and unique multi-modal transit-oriented place with wetland inspired design that will showcase the environment and green building technology while promoting community and encouraging transit.

Current Issues and Questions

1. Cut through traffic in neighborhoods a problem
2. Traffic a problem near sprint already
3. With higher density, won't traffic increase?
4. Need to improve traffic
5. Do we necessarily need more commuter parking? Maybe we shouldn't build more parking.

Future Desires Expressed by Community Break-out Group

1. Wetlands should be protected to extent possible
2. More green (natural) than plazas (impervious surfaces)
3. Preserve wilderness areas
4. Wetlands should be a major iconic feature of this station
5. Don't enhance the wetlands area with paved pathways and other types of built structures. Keep "as is" as a natural area.
6. Green buildings...LEED standards, green rooftops
7. Green neighborhood standards

8. Sunrise Valley as really green street with significant buffering from the North
9. Important to transform area as a vibrant, transit-oriented “place and not just a commuter node
10. Mitigate negative traffic impacts to residential communities
11. Protect residential areas from spillover parking
12. Multiple access points to north side of station area
13. Establish street grids within any redeveloped area
14. Improve North/South connectivity over Toll Road
15. Frequent local bus transportation from neighborhood to transit station
16. Lights along pedestrian areas
17. No Super high-rises
18. 4 to 5 story buildings
19. Keep it a little less dense than other stations
20. Maintain similar design features to the new nature center
21. Reinforce universal design, accessibility and visibility (remember those with disabilities)
22. Step down development as it moves further from the train station. The intensity at the edges of study area should be dramatically different than at the focal point at the station.
23. Emphasis on residential uses
24. Bike Lanes on sunrise avenue an across the Toll Road along Monroe Street
25. Distinguish between bike and pedestrian areas along trails and paths (safety)
26. Access to rental bikes at station
27. Improve sidewalk connections
28. Village center with small grocery store
29. Discourage big box and national chain retail tenants
30. Encourage independent businesses
31. Better connections to Washington and Old Dominion Trail
32. Protect senior citizens from detrimental increases in real estate taxes.

Apr-Jun Birthday Group –

Group facilitator – Sandi Smith, Department of Planning and Zoning

Group reporter - Task Force member John Carter

Future Desires Expressed by Community Break-out Group

1. Want an area with less congestion
2. Pedestrian friendly area
3. Restrictive parking/Permits
4. Safety for children
5. Crossover/Flyover for pedestrians across Sunrise Valley
6. Preserve the habitat around the station-Open Space
7. Affordable housing within station area
8. Further coordination with Herndon to share the burden of parking garage
9. Density close to metro/walkability index/ provide connection
10. Wetland: More boardwalks. Make a destination.

11. Make this a destination that is exciting to visit
12. Create public plazas
13. Win/win for property owners, community, developers...etc
14. Strike a balance between a variety of interests and achieve a variety of goals
15. Keep storm water on site (no waivers)
16. No net loss of tree canopy cover
17. Preservation
18. Residential above retail within a mix of uses
19. Better pedestrian/bicycle access
20. Air rights to connect north/south
21. Multi-modal
22. Give up the automobile
23. Create a comfort in using bus system
24. Be creative with the development around wetlands and county owned space.
Proper design adds value
25. Develop C-3/C-4 to meet changes in market / livable space / proper balance
between not-residential and residential
26. Natural area transferred to RA or county
27. World class Urban Forestry
28. Mixture of companies – Fortune 500 and small business
29. Indoor recreation/fitness
30. Area to be alive!!
31. Open space: Do not count parking , cement plazas, or space within gates
communities as a portion of total open space
32. Increase parking levels on existing
33. Mitigate impacts on Polo Fields
34. Casey Trees/Soil Report
35. Parking garage with good tree canopy
36. Look at the whole corridor in order to strike a balance – include all station areas
37. Sound barriers
38. Feeder system in/out to properly handle Reston’s traffic as a “destination”
39. Charge for parking
40. Follow the Cool Counties method and require LEED Silver certification

Jul-Sept Birthday Group –

Group facilitator – Heidi Merkel, Department of Planning and Zoning

Group reporter - Task Force member Patty Nicoson

Concerns

1. How to access station
2. How will parking demands and cut through impact Polo Fields?
3. How will traffic backups from accidents on Dulles Toll Road impact Polo Fields?
4. Any consideration of air-rights

Future Desires Expressed by Community Break-out Group

5. Move station from current location (project under design, thus too late to move)
6. Increase densities
7. Provide access across Toll Road
8. Provide parallel access to station thru Sprint property to east of garage
9. Improve access from east to station
10. Encourage TOD mixed use characteristics (50/50 office and residential)
11. Town of Herndon interested in creating a mix of entertainment and tourism venues (i.e. clubs, hotel)
12. Don't restrict heights if you want to get open space, sunlight in TOD area
13. Sprint site offers best opportunity for redevelopment, more urban open space, office/residential mix, and a good tie into station
14. Incentivize the development of the Sub-Unit A-2 site in order to encourage mix use
15. Tier the heights of buildings around the station. Step down heights as development approaches Sunrise Valley Drive
16. Make it possible to use transit for transportation to work and doing errands (including shopping)
17. Concern re: need for design review/overview; need for design standards
18. Create links to surrounding areas using bridges
19. Include Toll Road crossing for pedestrians !!!
20. Focus the identity of the station around a wetlands theme. Link future open space design to the natural area of the wetlands
21. Access to Fairfax County Parkway can benefit office use along with a planned interchange/transit way
22. Herndon-Monroe is a collector station
23. Enhance bus service to station
24. Link to the surrounding areas (especially Circulator to Herndon)
25. Create transit incentives for employees
26. Create and Enforce parking districts
27. Create buffer along Sunrise Valley with setbacks, landscaping and wider sidewalk
28. Joint development on county owned site (near and long term opportunities)
29. Charge for parking
30. Don't over develop
31. Don't build a large garage
32. Town of Herndon has already conducted a trolley study with route through town and into Reston/Herndon
33. Diversity of use and building design
34. Improve connectivity with the use of shuttles and pedestrian friendly way finding designs
35. Station area should be identified with Wetlands & open space character
36. Need design control
37. Sustainable design

Oct-Dec Birthday Group –

Group facilitator – Faheem Darab, Department of Planning and Zoning

Group reporter - Task Force member Paul Thomas

*Most agreed-upon or emphasized points shown in **BOLD**

Future Desires Expressed by Community Break-out Group

1. Pedestrian/Bike access across Monroe and SV to Station
2. **Bus System –frequent and useable**
3. Improved SOV ingress/egress to station, including access ramps from Toll Road to H-M garage
4. **Minimize traffic impact in adjacent neighborhoods**
 - a. **Slow down traffic cutting through Polo fields on Colts Brook and Thunderchase**
 - b. **Permit Parking districts**
 - c. **Noise/sound attenuation from Toll Road/new rail and Fairfax County Parkway**
5. Thunderchase intersection improvements
 - a. walls/buildings/landscape
6. Put density on county land to help preserve open space elsewhere (office/residential/mixed uses) above additional parking at H/M garage
7. Mixed use
8. Convenience retail
9. Underground parking
10. Design Standards
11. **Preserve Wetlands**
 - a. **Protect/preserve existing wetlands mitigation area**
 - b. **Use adjacent county-owned woodlands to north for East-West pedestrian and bicycle egress/ingress to the station platform from Monroe Avenue**
 - c. Trails/environment-sensitive/sensible
12. Air rights – Herndon access
13. **N/S Connections**
 - a. **Improve bicycle & pedestrian connections N/S across Toll Road on existing bridges (Monroe stree especially)**
 - b. **Create new N/S connections across Toll Road**
14. Work with town
15. C-2 – Put new parking east of garage not west
16. Continuity of pedestrian walk/pathways thru adjacent development all the way to HM Road.
17. Transition in density from high (near DAAR) to lower near adjacent residential
18. Access to WO&D
19. C-2 preserve wooded area, including suggestion to NOT build additional garage west of existing one
20. Make the station a destination – not just a garage. This requires transit riders exiting station into an attractive area with activities/people.

21. Put parkway west of garage to wetlands and/or plaza
22. Multiple crossings of DAAR
23. Don't enlarge garage
24. Collector (Attractive) station verse a destination station
25. Public art
- 26. C3/C4 focal point for development/mixed use. Sprint campus represents best opportunity for focusing attractive development while preserving woods/open space/wetlands in C-1 and C-2.**
27. Storm water management –key issue
28. Green/LEED development