

Public Comment
Wiehle Avenue Community Workshop
March 20, 2010

Lloyd Bartoszek

1. Sidewalks and lighting – To get people to use the Metro Feeder buses, sidewalks need to be built leading to the bus stops all throughout Reston. The sidewalks need lighting for safety. An example of good path lighting is in front of Plaza America. i.e. low posts with a wide beam along the path.
2. Retail within ¼ mile must be focused primarily to metro users and residents. It must not detract from other retail centers such as Plaza America and Tall Oaks. Any retail should not rely on people driving to the business. If people are expected to drive, they will need parking and that parking should be free. I don't think there is enough land available to accommodate this additional free parking and it wouldn't be good use of any available land.

Gil Blankespoor

1. Suggest significant density near metro stops, which will reduce traffic congestion and air pollution, and maximize the benefits of mixed use
2. If not already in the plans, ensure that there is extensive landscaping in the Dulles traffic corridor, including screening of the trains.
3. Affordable housing is a worthwhile goal, but using some of the most expensive land in the county is not cost-effective. The same implicit or actual "subsidy" will result in far more housing units located in more appropriate and less costly areas.
4. Suggest creative transportation solutions – e.g. a bus or minibus shuttle which goes only up and down Sunset Hills or Sunset Valley Drives to let off and pick up people going to Wiehle metro.
5. It's unfair to award Comstock most or all of the 17 acres designated for 2.5 FAR zoning.

Disclosure: I own an office condo in Sunset Hills Professional Center, and am a commercial real estate broker. Based on even a 2.5 FAR, it is my assessment that many or most of our condo owners would choose NOT to sell since as-is value will probably exceed ground value associated with a 2.5 FAR.

Lillian Christman

1. Need an integrated Reston local bus system to keep people of their cars. Need to provide an effective alternative to the convenience of the car. Buses must run frequently and reach all of the neighborhoods. A first step is to restore the buses that will be eliminated, but they are not enough.
2. Final plan needs to be approved by the citizens of Reston.

Michele N Cornwell

1. Very good and concise background briefing by staff
2. Good Breakout sessions
 - a. Wanted to add that mix of uses helps to mitigate peak hour traffic

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- b. Bethesda employees: 38% take metro to work
 - c. Density will provide ability to underwrite infrastructure
 - d. Expansion of Circulator
 - e. Parking lot district concept should be considered so money stays in Wiehle District
3. Economic Sustainability = mixed use

Bob Dain

- 1. Need pedestrian sidewalk on Southside near Wiehle bridge each direction on Sunrise Valley Drive.
- 2. Need pedestrian connection from Wiehle Bridge to Metro Station

Teresa Enix

- 1. High density throughout entire ½ mile corridor to facilitate and encourage living and working in area. This will cut down drastically on anticipated traffic woes.
- 2. High-rise residential should be integrated to facilitate #1.

Shirley Finkelstein

- 1. Since I live off Sunrise Valley Drive by the Wiehle Avenue Bridges, I am concerned with additional traffic on Sunrise Valley and ease of Pedestrian friendly access to the Wiehle Avenue Metro stop. I also have concerns about traffic on and over the bridge. Congestion by the Fire Station and fast food eateries along with W&O Trail.

Joe Kelley

- 1. Need for monumental gateway station.
- 2. We need high density; first class designed facilities.

Elliot Levy

- 1. Suggestions for Helicopter Pad
 - a. Future changes from car pools to copter pools.
 - b. Potential high rise buildings can have these helicopter pad structure on the roof or along the terraces.
 - c. In case medivac is needed for emergencies.

Diane M. Lewis

- 1. The station area needs more green space parks and preserves. I strongly oppose a parking lot for commuters. My neighborhood is already adversely impacted by commuters avoiding the toll road.

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2. I myself would bike to work if there were bike lanes and a safe way to cross the Wiehle Avenue Bridge. I am very tired of watching bikers and pedestrians risk their lives.

Andy McManus

1. I live in a residential area immediately across from H-2; my concern is a lack of planning to ensure that grid lock does not prevent the residents from efficiently exiting their neighborhoods. I see the development of several retail stores in the area allowing homeowners to exit only when someone is courteous. Traffic lights will not help with the current layout. Cars will not have room to exit onto the roadway.
2. Concern that paid parking will push people to seek free parking in the residential area. We already have a pleasant neighborhood parking experience, the paid parking at the metro will destroy this.

Davood Sedaghatfar

1. Transportation plan that includes MAXIMUM use of buses and satellite parking lots with funding to make it happen
2. Affordable housing for workers of the high density area so that they can live, work, and play in Reston.

Marion Stillson

1. Fire Station is problem! Relocate it?!
2. Air rights over Wiehle
3. Protect golf course from being sub-divided

Gerald R. Volloy

1. An overlay of the infrastructure requirements to support the development at Wiehle (as a minimum RMAG defined infrastructure improvements) should be overlaid within a half-mile of the Wiehle TSA and a determination made by the County, about how and who will fund those infrastructure requirements.
2. With the dissolution of the RCIG covenants, the ABR will be dissolved. What future entity will have authority over future Architectural design and review?

Thomas Wolfe

1. I think it's important to take this opportunity to show others who Reston is and our values.
 - a. We give to others in our community events, runs, walks, ect. It would be great to incorporate this into the design, so that we can do these events without a disruption to our normal day-to-day operation. It should be normal.
 - b. We should accommodate the workers who provide the necessary services to the area by allowing affordable housing.

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- c. We were given long before it was (SOMETHING) and we should continue to lead this in the development.
- d. Keep the village community aspect of Reston when making change. One all agree that traffic will be a main concern, Smart cars vs. buses would reflect this Village feel.
- e. The parks and trails should be enhanced and integrated into design which also reflects what and who we are.