

Reston Master Plan Special Study Task Force
Wiehle Avenue Sub-Committee
Meeting Summary for July 14, 2010

Bill Penniman handed out a map prepared by Alex San Andres (JBG) showing a possible grid layout for the Wiehle station area.

The July 7th minutes were approved

Public Comments

Dick Rogers talked about parks and recreation issues and stressed that we should be specific in choosing park sites.

Mr Jalla went over possibilities and plans for the western section of the G7 site.

There was a continuation of the vision discussion. Many issues were covered. Following is a brief synopsis of the comments.

Bill Penniman mentioned that Andy Van Horn suggested we not only look at blocks one at a time but at groupings of blocks.

Paul Thomas felt it makes sense to group quadrants together especially those within the ¼ mile radius with the highest density in the 4 quadrants closest to the station, less in I1 and I2 and even less in the G5 G6 sectors. It is critical to have effective pedestrian connectivity from I1 to h1. That is a key connection point with a mix of uses within those areas. The G1 sector is a unique spot for residential because it is close to recreational and village centers already in place. Grid and connectivity are the most important issues.

Judith Pew mentioned that planning for the movement of traffic on Wiehle and other main roads is important. Whatever we plan, we should consider the traffic impact. G1 and G2 would be optimum areas for mixed use, focusing on residential, because of traffic impact and views of the golf course and woods. In this vein, the fast food restaurants could be relocated to locations along Sunset Hills Road in a trade of land.

Rob Walker stated that the grid needs to be expanded to areas east of Wiehle. We need to consider why people want to come here. An educational destination for Wiehle station is a possibility. Retail would struggle here so while might have some retail we should have no destination retail. G1 is logical spot to redevelop. On the south of Dulles it is not going to be redeveloped soon because the buildings are new. The possibilities are on the north side. We need a green band along the WO&D trail to take away from utility line. He emphasized the importance of flexibility.

Richard Kennedy stated that the biggest issue is what kind of comprehensive plan incentives are we to include that deal with the allocation of densities. Higher densities, higher FARs and adding additional infrastructure near the metro make sense. We need to give thought to how to provide flexibility and provide incentives in the comprehensive plan. There are concerns about the south entrance to metro and that there be adequate bus service there. We need to make sure buses can get in from the south on a long term basis rather than forcing to go across toll road. As to a mix, destination retail would take away from the village centers.

David Gill said we need to consider black box theaters and uses that lend themselves to flexibility and change to educational uses. We need to make the south side metro entrance work right. I1 and I2 sectors have no plans for “kiss and ride”, for additional buses, and (effectively) for pedestrians. These are three big ways to get people to this metro. Making people go through three sets of lights to get to the metro from the south doesn’t make sense. Flexibility in plans makes sense. Committing to specific use percentages may hinder planning in the future.

Mark Looney stressed that we need an appropriate mix in each quadrant. G1 might be 60% residential with additional offices in the mix because it backs to a golf course. By contrast G4 might be a different mix of 40% residential. G1 is also ideal for active recreation because it is flat. By contrast G4 has a grade drop off. Forcing a certain mix could be problematic but could provide incentives. We need to consider shadows which extend from south to the north. On the south of Dulles high building heights are appropriate along the toll road. There needs to be connection to Lake Fairfax Business Park through G2. Incentives are needed to encourage owners to provide space for roads, including Soapstone extension.

Arthur Murphy mentioned that G1 could be a destination marketplace with residential along the golf course. G1 has land bay for a little town center. We need to have G1 ground parking but like Disneyland include another level. We could cross over Wiehle to G2 with nodes that get you on to a platform. We need a grid within superbays and connections going over or under Wiehle. It is critical to keep Sunrise Valley, Sunset Hills, Wiehle traffic freeflowing. The Dulles toll road is a knife that cuts through Reston.

Bill Penniman surmised that we may not want faster traffic on Wiehle, Sunrise, and Sunset because pedestrians would be safer. We need more crossings and if that slows traffic down it is not a bad thing. The sectors will never connect if people are afraid to cross the street. We want to maximize the use of transit area with interconnectivity within bays. We need to figure out ways to require linear parks. South side connections are important and we need to make that happen. We can have residential in G1. Think of eastern market for G3 to G6. We need to serve the needs of the people living and working here.

Members Attending:

Bill Penniman co-chair

David Gill

Richard Kennedy

Mark Looney

Arthur Murphy

Judith Pew

Paul Thomas