

## Reston Master Plan Special Study Task Force Draft Meeting Summary

April 27, 2010, 7:00 PM.

Task Force Chair opened at 7:08

### Public Comment

Limited to 2 minutes/person

- Joe Stowers informed the Task Force that Metro Washington Airports Authority (MWAA) plans to move forward with study of the potential for air rights development at the Reston Parkway Metro Station.
- Dick Stillson emphasized that the Reston 2020 Committee of the Reston Citizens Association has formed a transportation work group and is preparing position papers for submission to the Task Force.
- In response to Joe Stowers's comment regarding MWAA, Rob Whitfield noted that full funding for a study of air rights development will not come until an MWAA meeting on May 5th. He also said the air rights development study will take approximately six months rather than six weeks.

### Administrative Items

Task Force Chair Patty Nicoson made the following announcements:

- A seminar with Robert Brosnan of Arlington County and John Carter of Montgomery County will be on May 15th at South Lakes High School at 9 am.
- A representative of Robert Charles Lesser Company will brief the Task Force on the economics and market dynamics of development in Northern Virginia.
- County Staff is planning a bus tour of Reston for the Task Force members.
- A draft planning principles document will be distributed to the Task Force shortly.

### Sub-Committee Update

- Robert Goudie gave a briefing of the Reston Town Center Sub-Committee
  - The sub-committee is putting together maps for the north Town Center area and the rest of the Town Center.
  - It is working with Inova and Fairfax County to understand their plans for their properties in the north Town Center area.
  - It is working on creating a street grid and then will proceed to discussions about land uses and densities.

### Environmental Policy Briefing

Noel Kaplan from the Fairfax Department of Planning and Zoning presented on Fairfax County Comprehensive Plan policies pertaining to Water Quality/Stormwater Management, Noise, and Green Building.

- A copy of Noel Kaplan's presentation can be found at Reston Master Plan Special Study website on the [Meeting Presentations page](#). Go directly to the document here: [http://www.fairfaxcounty.gov/dpz/projects/reston/presentations/envir\\_briefing\\_4-27-10.pdf](http://www.fairfaxcounty.gov/dpz/projects/reston/presentations/envir_briefing_4-27-10.pdf)
- Questions asked:
  - *Are there environmental constraints for Reston and suggestions for environmental considerations the Task Force should focus on during its review?* Noel Kaplan answered

that the county does not have an overall environmental constraints map. He suggested the Task Force consider stormwater management goals, potential highway noise conflicts, and other areas where the general policies could be changed for specific objectives for Reston.

- *Will the extension of the Metrorail adversely effect the \$70 million stream restoration project by Weltand Studies and Solutions, Inc?* Noel Kaplan responded that the Metrorail project team is following the approved Final Environmental Impact Statement, but will check with Rick Stevens about any specific impacts to the ongoing stream restoration.
- *How does the Cool Counties initiative relate to the Policy Plan's environmental recommendations?* Noel Kaplan said Fairfax County's environmental policies generally support the Cool Counties effort even though the Comprehensive Plan does not contain any target reductions for greenhouse gas emissions.
- *A concern was expressed that the development community is reluctant to make LEED commitments early in the development process because of continually rising standards.* Noel Kaplan acknowledged the concern. He said the Fairfax County Planning Commission's environmental committee is currently engaged in a two-year review of the County's green building policies.

#### Comments from Property Owners and Residents

##### **Pete Otteni, Boston Properties**

- Boston Properties is considering the construction of a pedestrian bridge directly from the Metro station across Sunset Hill Road onto a public plaza on Sub-Unit D-4 that would include green space and a community/civic area in the center surrounded by residential, office, hotel, and retail uses.
- Potential layout includes more office space to the south along the Dulles Toll Road and more residential uses to the north closer to the Town Center.
- Boston Properties anticipates lower-rise buildings on east side adjacent to the public plaza with limited vehicle access and parking garages below the green space/plaza area and taller buildings to the west.
- Boston Properties believes the space will need its own identity and may need some destination retail. It will be connected with the Town Center Urban Core, but will feel like a distinct place.
- They do not anticipate adding bus bays to the Metro station.

##### **Robert Goudie, Working Alliance of Town Center Homeowners**

- Town Center residents would like the Reston Parkway Metro Station and the Reston Town Center to be an integrated whole with connectivity through a dedicated circulator service in and around the Town Center.
- Residents want to be able to walk from the north Town Center area to the Metro station.
- He encouraged the Task Force to consider both north-south and east-west access improvements.
- He emphasized that people think of Reston Town Center as a critical gateway into Reston and the design of the Metro station ought to be unique and world class.

##### **Brian Berry, Tishman Speyer**

- Tishman Speyer owns the Sprint Nextel property on the south side of the Reston Parkway Metro Station in Sub-Unit E-4.
- The property's configuration and proximity to metro station lend itself more to commercial development rather than residential development.
- He suggested that the Task Force reconsider the building heights in their Comprehensive Plan recommendations because the current building height of 140 feet in the Plan is much lower than the Town Center's building heights of 230 or 240 feet.

- He commented that without sufficient building heights, TOD is not as successful because it cannot provide the desired level of public plazas, open space, and amenities.

#### **Andy Van Horn, JBG Companies**

- JBG has an approved PRC Plan for its Reston Heights property in the southeast quadrant of the station area, but will likely be seeking Metrorail-related densities in the future.

#### **Daniel Perrington, Brookfield Properties**

- Brookfield Properties owns 36 acres in Sub-Unit E-5 at Reston Parkway and Sunrise Valley Drive.
- His view is that redevelopment on both sides of the Dulles Toll Road can create positive outcomes.
- Brookfield will likely seek up to 2.0 FAR or a higher density after the County completes the special study. The higher density option would include residential development.

#### Question and Answer with Developers:

- *Are Tishman Speyer and Brookfield Properties working with JBG Companies to create a grid of streets for the area south of the Metro station?* Andy Van Horn said there are meetings among these property owners to discuss this issue.
- *What do developers think of the potential for air rights development?* Brian Berry said creating greater connectivity between the north and south side of the Dulles Toll Road would be great, but he does not think that is within the Metrorail project plans. Another member of the audience noted that development on a platform over the Dulles Toll Road would be a similar proposal to Washington, DC's effort to build across I-395 and that has never turned out to be feasible.
- *What is the current level of development approvals and activity?* Arthur Hill referenced the number of projects that already have approvals for more intense development. Heidi Merkel of the Fairfax County Department of Planning & Zoning said that while there are projects with approvals, most of those are not in the process of pursuing those plans and conjectured that, given the current market situation, many projects are on hold. County staff believes it is an opportune time to discuss changes to the Comprehensive Plan while those projects are on hold.
- *Is it necessary for developers to plan for the possibility of future air rights development now in order to have sufficient foundations and structures in place to accommodate air rights development later?* Pete Otteni said although a lot of planning is required and theoretically it could be done, the economic viability of air rights development is so far into the future that it's not likely developers would commit money to that type of planning effort in the near term.

#### Task Force Brainstorming Activity on the Reston Parkway Metro Station Area:

The Task Force members then broke into four sub-groups with maps and tracing paper to brainstorm ideas and concepts for the Reston Parkway Metro Station area. County Staff will provide the full set of ideas from the Task Force members at a later meeting.

#### Announcements

- The next Task Force meeting will be May 11th and will include briefings on the County's park and recreation policies and its affordable housing policy, an overview of the north Reston Town Center area, and discussion of concepts for the Wiehle Avenue and Reston Parkway Metro station areas.

Meeting Adjourned

## Members Present

Bauer, Nicholas  
Carter, John Anderson  
Corrigan, Mike  
Cortelyou, Stephanie  
Costello, Frederick  
de la Fe, Frank (EX  
OFFICIO)  
Foster, Van  
Goudie, Robert  
Hill, Arthur  
Keefe, William  
Kennedy, Richard  
Looney, Mark  
Murphy, Arthur  
Nicoson, Patricia (CHAIR)  
Ottenti, Peter  
Pew, Judith  
Riegle, Greg  
Seidenstricker, Jay  
Simon, Robert  
Thomas, Paul  
Tobey, Phil  
Volloy, Gerald  
Walker, Robert  
Bowman, John  
Fairfield, Jeffrey  
Matthews, Milton  
Noritake, Rae  
Penniman, William  
Stowers, Joe  
Strange, Anne  
Vanhon, Andrew