

HERNDON-MONROE COMMITTEE

06/28/10

Meeting Notes

Attendees:

Nick Bauer, TF
John Bowman, TF
Fred Costello, TF
Paul Darmory
Dave Edwards
Lewis Grimm
Rick Hamilton
Arthur Hill, TF
Robert Huebner, CB Richard Ellis (contractor for Sprint)
Kathy Kaplan
Richard A. Lambert, Jr., Fairfax County Department of Planning & Zoning
John Lovaas
Patty Nicoson, TF
Guy Rando
Greg Riegle, TF
Keith Thompson, Sprint
Joe Stowers
Gerald Volloy, TF

Open Forum

Joe Stowers—The preliminary engineering study of air rights development at the Reston Parkway station that is being conducted by Parsons will be available the end of July 2010.

Paul Darmory—Polo Fields met with Supervisor Hudgins, who stated that she believes the stated parking requirements at the H-M station might be changed. There is some uncertainty regarding the commitments for the Phase II part of the rail development.

Jerry Volloy—It would be useful for a small group to synthesize the results of the task force discussions to date to provide a starting point for the full committee to discuss.

Patty Nicoson—The Town Center committee will present to the Task Force during the meeting on July 27, 2010. The Wiehle and Herndon-Monroe committees will present to the Task Force on August 31, 2010. A written summary of the H-M committee recommendations should be completed by August 16, 2010. A list of items that should be covered will be provided to the committee. The Visions committee is continuing to meet, and is considering planning principles as well as the relationship among the station areas. The next Visions committee meeting will be held on July 14, 2010.

Kathy Kaplan—Open space adds tangible value to the neighboring property, benefitting the property owners and generating increased revenue for the County.

Administrative

- Minutes from the meeting on 6/22/10 were approved.
- Additional meetings:
 - Tuesday, 7/6/10: 8:00 – 9:30 AM, Reston Community Center, Lake Anne
 - Tuesday, 7/13/10: 6:00 – 7:30 PM, Reston Community Center, Hunters Woods

Discussions with Stakeholders

Polo Fields (Paul Darmory)

- Vision: Redevelop C-3 and C-4 (Sprint Campus) to provide an attractive easily-accessible suburban neighborhood destination of high end mixed-use development that is environmentally-friendly while protecting and enhancing the established residential community of single-family homes in the adjacent Polo Fields neighborhood.
- Goal 1: Easy Accessibility
 - Vehicular access via multiple routes (including Fairfax County Parkway) to relieve traffic from Sunrise Valley
 - Safe pedestrian/bicycle access to/from Polo Fields
- Goal 2: Locally Oriented, High End Mixed-Use Development
 - Residential: High end, low density, moderate height multi-family with lowest profile closest to Polo Fields
 - Commercial: Including HQ for an Eco-business
 - Retail: Dining and specialty shopping and services (e.g., dry cleaner, spa, day care, corner grocery/bakery, ice cream/yogurt shop)
 - Family/pet friendly open space
 - Recreational facilities (e.g., indoor tennis, amphitheatre/picnic area)
- Goal 3: Environmentally and Neighborhood-Friendly Development
 - Building setbacks from Sunrise Valley
 - Parking facility shared with Metro
 - Residential friendly hours of retail operation
 - Careful placement of lighting
 - Extensive landscaping including Sunrise Valley median to aid in reducing noise and light pollution
 - Green construction
 - Architecture consistent with Reston Master Plan values
 - Easy pedestrian/bicycle access to wetlands

Committee discussion

- Need to look at all three stations and consider how goals (e.g., ridership, tax revenue, owner returns) will be met overall.
- The development of recommendations will be an iterative process involving the entire Task Force.
- More density may be necessary to make retail successful in this development.
- The wetlands area, presuming it remains undeveloped, is a substantial open area, and may reduce somewhat the demand for open space in the surrounding developments.

Sprint Nextel (Keith Thompson and Bob Huebner)

- Sprint has been a Reston resident for 14 years.
- Sprint places a high priority on sustainability, and is ranked as the 15th greenest company in the U.S.
- The property (C-2 and C-3) comprises ~37.5 acres and is developed with four buildings totaling 589,000 ft² of commercial space that includes offices, data centers, laboratories, and other expensive, specialized facilities for communications.
- The site is developed to 0.36 FAR, with 0.5 FAR allowed under current zoning. Under the current Comprehensive Plan, zoning could be changed that would allow up to 1.5 FAR.
- About 2,000 Sprint employees work at the site.
- Sprint recently invested about \$10 million in infrastructure for the site, as well as aesthetic upgrades.
- The property is strategically located to facilitate connection to the fiber optic network; relocation would entail significant expense in development of new infrastructure and installation of new fiber optic cable to connect with the network.
- Sprint intends to continue to use the site as the primary hub of Sprint operations in the area, relocating about 150 – 200 employees to this site.
- Sprint provides subsidies to employees for carpool and mass transit use.
- Sprint is not a real estate developer. While Sprint supports the concept of mixed-use, transit oriented development, security concerns would make it extremely difficult for Sprint to share the site with other uses.
- Sprint has significant investment in the site and would incur significant expense to relocate the operations (e.g., ~\$250,000/mile for installing new fiber optic cable). However, sale of the property for redevelopment would be considered if the sales price were adequate to offset the cost of relocation.
- Significant increases in allowable density would most likely be required for a prospective developer to have sufficient incentive to acquire and re-develop the site. Such density could be concentrated to mitigate potential adverse impact to the surrounding community. Sprint sees opportunities (for another developer) on the site for mixed-use development (office, hotel, residential, and retail), given adequate allowed densities.
- Sprint has not previously seen the concepts for access to the H-M station area through the C-2 and C-3 parcels. Any additional or expanded vehicular or pedestrian/bike access through the Sprint campus would have to comply with existing contract requirements, including security provisions.

Committee Discussion

- Need to define access limitations on the Sprint campus that would affect the ability to create connections between Fairfax County Parkway and the future station.
- Need to assess how new access alternatives from Sunrise Valley Drive and Monroe street might affect the Sunrise Valley wetlands park.
- Need to explore opportunities and incentives to encourage Sprint employees to commute via public transit.