5/25/2011 RMPSSTF Steering Committee
Wednesday, May 25, 2011
7:06 PM

Steering Committee Attendees: John Carter, Van Foster, Robert Goudie, Mark Looney, Patty Nicoson, Pete Otteni, Bill Penniman, Paul Thomas

Staff: Heidi Merkel, Fred Selden

Administrative Items

- Dulles Rail
  - Counties and Commonwealth are opposed to the underground alignment for the station at the airport because of the significantly increased cost. They have written a joint letter to MWAA Chairman Charles Snelling expressing their concerns.
  - Construction of Phase 1 of the rail project is 40 percent complete.
- Tysons implementation
  - The first applicants are coming in with plans for redevelopment according to the new TOD area vision. This will show how some aspects of how the Comprehensive Plan (results of the Tysons Task Force) will play out. For instance, the grid system is a gating issue for the first applicants. Transportation people want to test the effectiveness of the full grid up front (even parts that don't impact the first applicants' developments).
- Herndon
  - Focused on transportation impacts. Will rely on parking on the South side. Want a kiss & ride on the North.
  - 4.5 FAR is their current target, but they are also performing an economic/fiscal impact study to see if what they want to do is feasible.
- Hunter Mill Transportation Advisory Committee
  - Nicoson mentioned the need to get an engineering concept plan prepared for the Soapstone crossing as soon as possible.

Public Comment

- Fred Costello
  - Concerned about the loss of local control.
  - FAR limits need to be in the Comprehensive Plan (not left to the approval process).
  - Seems like we are recommending high jobs to households ratios (he suggests 1.6:1 in the corridor). Need a transportation analysis.
- Dick Kennedy
  - National Low Income Housing Coalition report: NOVA has seen 61% increase in rent since 2000. We need to be able to house our workforce.
- Andrew Painter (from Walsh Colucci)
  - Simple FARs are their preference, but if not, tie performance measures to specific FAR increases.

- Need resolution as soon as possible.

Steering Committee Discussion

- Staff's Conceptual Land Use Map (DRAFT) by Heidi Merkel
  - Shows mix of uses graphically. Does not currently show intensities.
    - Residential Mixed Use: at least 50% residential
    - Transit Station Mixed Use: could be slightly more non-residential, but could vary from station area to station area
  - John: Should change legend to indicate not just "Office," but rather a more complete commercial emphasis such as a mix of office, light industrial, research, and other uses.
  - Heidi: We need to develop examples of what each of the categories would look like. Also could make changes to subunit boundaries
  - Mark: The narrow width of sites is a challenge for areas that are close to the Toll Road and are marked as being Residential Mixed Use.
  - Should the 1:1 Square foot ration at Town Center be overall or on a lot-by-lot basis? Should it just apply to the increase in development?
- Development levels (GMU 2030 + 20%)
  - Planning for 2030 seems too shortsighted for some (Robert, Bill, Mark), but that is the horizon of the planning. The County's infrastructure departments are pushing it to even plan as far as 20 years out.
  - State code was changed to allow 40-year horizon for Tysons Corner as an Urban Development Area. Could Reston be one? Problem in reasonably accommodating transportation, water, waste water, etc. facilities over 40 years. The agencies would need to figure out how to upgrade their facilities.
  - How often can we reset targets for development? Could they be automatic? GMU model based on growth of jobs in the region. If there was a BRAC like decision in the Dulles Corridor, the job numbers could increase.
  - When do you reset? Selden. Did the GMU numbers change? Did the property owners change the expected mix and densities of uses? You could consider resetting the target on a case-by-case basis or could continue to zone beyond the current level of development.
  - We would have to answer whether we were comfortable with the infrastructure being there to serve the development. Does the proposed development advance the goals of the plan?
  - Goudie. A longer term would give us a better chance of achieving our goals.
  - Total projected for entire study area (assuming GMU 2030+20%)
    - 46.5M s.f. non-residential
    - 24M s.f. residential
  - Currently built
    - 25.9M s.f. non-residential
    - 5.8M s.f. residential
  - Need to determine how we will allocate the forecast intensities across the stations.

- One approach – channel all development within ½ mile of the station. Some properties are zoned for higher densities but are not yet built to it.
- How can we adjust the Subcommittee recommendations which were for a 2050 or longer time frame?
- The County will test the 2030 High (instead of previous idea to test 2030 Medium), so they are testing numbers that are closer to the 2030+20%, which recognizes that not all properties will develop/redevelop within the 20-year plan horizon.
- Carter. GMU numbers appear to be too low on housing and too high on commercial
- Selden. Try to give property owners some certainty while at the same time providing for flexibility. How will we divide up the density? May need to add more residential. Tysons plan has a list of specific transportation improvements that are required by time period. Need to reduce parking supply, encourage use of transit. The grid of streets will help disperse traffic once it gets to Reston but it does not address the need for additional capacity to help in getting to Reston.

- Next steps
  - Develop a view of what we have and what the recommendations mean in terms of increments by station area.

Next Meetings

- Steering Committee: Wednesday, 1 June at 8 a.m. and Tuesday, 7 June at 7 p.m.
- Full Task Force: June 14