

6/07/2011 RMPSTF Steering Committee

Meeting Summary

Tuesday, June 07, 2011

7:07 PM

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

Staff Present: Heidi Merkel, Fahim Darab, and Richard Lambert

Administrative Items

- Dulles Rail
 - US Transportation Secretary Ray LaHood has had two meetings with MWAA, local governmental officials, and other stakeholders.
 - Trying to reduce costs, do "value engineering", get independent cost estimates, do a revenue study, address the station location at Dulles Airport
 - Will meet again on Tuesday
- DCRA
 - Spring Meeting Monday, June 6 honoring MWAA President and CEO Lynn Hampton was well attended with a number of elected officials and other dignitaries
 - Phase I project update: construction is 40% complete and they are "on schedule"
- Herndon Planning Commission
 - Fiscal Impact Analysis meeting on Monday the 13th, with other meetings scheduled for the Summer (July 18 and August 22)

Public Comment

- None

Steering Committee Discussion

- Adjusting the Sub-Committees' recommendations (horizon/levels of intensity/mix of uses)
 - Review of revised "blue map" that has ranges for FARs for TOD areas.

- Staff has looked at a number of scenarios. 5.0 FAR produced very high numbers.
- Staff assumed some properties would not develop to the maximum and others not at all during the 20-year time period.
- Tables show development potential by use and Jobs, Households, and Jobs /Household ratios for: Existing Condition, Zoning Approval, Current Plan, Subcommittee Reports scaled to 2030 timeframe, GMU 2030 (high), GMU 2040 (intermediate), GMU 2050 (intermediate) The subcommittee numbers reflect midpoints of the ranges indicated on the drawing for the land units. The low numbers are minimums required for redevelopment.
- Some sites might have to be consolidated to get to the higher end of the ranges because the current site might not permit achievement of the plan objectives
- Achieving high end of ranges requires implementing more of the goals, which in some cases could mean consolidation.
- The intent is to move away from surface parking, to have a more urban form with street walls and good pedestrian amenities.
- Development mixes/levels reflect cumulative levels, not new build. But the use mixes pulled from the sub-committees are reflected in the dark blue regions. The total values include light blue as well.
- A few of the trade-offs/decisions that are under discussion:
 - Tie decrease at D-3 to increase at East end of D-4?
 - Should density be pulled out of Herndon-Monroe (C-2 and C-3) and distributed to other areas? These two areas have low possibility of re-development in the 20-year time frame
 - What is likely and should be encouraged at A-2?
 - Tie decrease at Town Center North (part of D-1) to increase at TC Metro South E-4/5?
 - Discussion of ability to develop a concept plan that provides for increased densities over a longer term and its relationship to a development plan. Staff is working on this issue. An example is the Macerich plan, which provides a general plan that was the basis for getting entitlements. The Final Development Plan approval was for only the first four buildings. Is the proffer package set at the concept plan stage? Reston Town Center had transportation

improvements proffered to be implemented over time when certain development thresholds were achieved.

- There could be triggers requiring transportation studies and additional improvements including more transit and increased use of TDMs to reduce vehicle trips.
- What to model for the transportation analysis?
 - We could test GMU2030 High, but GMU's use mixes are different than the sub-committees' recommendations.
 - One approach for reconciling the different mixes: Start with 2030 High non-residential, then use the sub-committee mixes to get the residential.
 - Testing idea:
 - Baseline: Use GMU 2030 High + 20% for residential and use GMU2030 High for non-residential. Staff will look to allocate intensities based on committee guidance.
 - John' Carter thought the job numbers should come down. He made suggestions for tweaking the transportation model. We need to include transportation improvements, aggressive non-vehicle mode splits, TDM measures, put in grids, reduce parking, etc. in the transportation modeling
- Next steps
 - Staff will prepare assumptions for infrastructure tests based on the committee discussion.

Next Meetings

- Steering Committee: Wednesday, June 22, 7 PM
- Full Task Force: Tuesday, June 14, 7 PM