

**TOWN CENTER COMMITTEE
AGENDA - 5/11/10**

Interlineations in blue reflect discussion at meeting

Open Forum (15 minutes)

Dick Rogers: Talked with School Board officials yesterday. Dick says he was told schools near term filled, few school sites left. Board open to thinking about an urban school that perhaps could be part of a multiple use building; adjacent a park site would be interesting. He added that the yield factor is @ 90 students for every 1,000 high-rise units which, for the Spectrum concept plan, would yield about 90 students. Mark Looney suggested that the schools ought to be part of the ongoing County inter-agency discussions.

Rob Whitfield offered a series of thoughts:

- NYC uses air rights for some of its schools;
- Feels we need to understand triggers and proffers in TC and a survey of the origins of folks who work here;

Joe Stowers in response noted that RMAG did some projections that may be applicable to certain of these issues.

Mark Looney noted the proffers within TC have all been completed save: (1) a widening of Reston Parkway between ND and BC (triggered when there is at least 6.3M sq. ft. of office space; Spectrum agreed to modify some turn lanes); and (2) the ped bridge at Discovery Sq. will be replaced with a two-lane vehicular bridge crossing when office space exceeds 7.1M sq. ft. (there is 4.3M now).

Rob Hanna raised the question of whether Explorer might be a better n-s connection with the Metro Station than Library, noting that outdoor seating and street parking along Library are or may create ped access issues.

Bruce Wright agreed that outdoor restaurant seating is crowding folks onto the streets and this must be fixed. Also wanted to clarify the record that bikes share the streets with motorists. At the last meeting the point he was trying to make (inaccurately captured in the meeting summary) is that there must be bike/ped separation, not bike/vehicular separation.

Guy Rando: Made a 20-minute presentation on an alternative vision for TCN. His vision (attached) would utilize a climate-controlled n-s pedestrian connector from the Metro Station through TCN (referencing the Prudential Center in Boston by way of analogy). He feels this is important, especially given the 1 mile distance from BC to the Station. There would be mixed use along the pedestrian gallery, with parking below ground or above street level; retail at street level and/or around or fronting the promenade. He would utilize the existing FCPA parcel and augment it directly to the west. Key points of agreement with current Committee vision: grid concept and concentrating a pedestrian-friendly space. Key differences: different park concept; Fountain not as animated commercially; and of course the climate-controlled gallery. The latter overall received more negative than positive comment among the Committee – comments included this is very expensive; more appropriate to zones experiencing extreme temperature changes (colder northern areas – like Minneapolis -- or extremely hot southern areas – like Houston). A number felt the cost could not be justified in a more temperate zone like NOVA and/or that separating people from the outdoors was not desired. But a good deal of positive dialogue that focused on the commonality between the two visions and wide appreciation for Guy taking the time and effort to put together such an interesting concept for the Committee to consider.

Administrative – reinforce remaining schedule: 5/11 revise graphical layout of TC vision from station to Baron Cameron and from FCP to across Reston Parkway; 5/18 and 5/25 to discuss incentives and finalize comprehensive presentation to TF on 5/25 – objective is to create visuals that will allow for text additions to Comp Plan

- I. **Vornado Presentation** (15 minutes, Lisa Marier presenting) – Overview of Vornado's current thinking concerning redevelopment of D3 lot
Lisa suggested that Vornado intends to leave the existing buildings in place for some time to come. Broader vision is to move to more mixed use, but they would need sufficient density to allow tearing those buildings down. Today 630,000 sq. ft. of rentable space; I zoning at 0.5 non-res FAR. They would like to see some connectivity between the BP and Vornado lots (across TCP). Pete Otteni emphasized that an important focus for BP will be the western edge to ensure compatibility with its neighbor to the west.
- II. **Committee Discussion** (60 minutes, using the revised overview map)
 - a. Further discussion land adjacent the Metro station
Time truncated due to above presentations. Pete indicated the lots near the Metro Station to the north are currently zoned for @ 50-50 res-non-res. BP feels that is OK, but would like greater flexibility to do more commercial. They feel the site can handle more commercial than what it is zoned for today, but as an "approximation" the current zoning is "OK." An unanswered question was raised: as to civic uses, how does one guaranty or make this happen? There was talk of being attentive to the western edge and perhaps avoiding a high-rise garage there that would create a visual and physical barrier to the Vornado lot to the west. An additional opportunity for community input was then allowed: (1) needs to be some kind of traffic analysis for TC; (2) possible air rights development opportunity over Sunset Hills?; and (3) all these capital improvements – we will need County \$\$ and where is it?
 - b. Further Discussion on NTC
 - c. Finalize graphic