

TOWN CENTER COMMITTEE
AGENDA - 7/6/10
Interlineations in blue summarize discussion

Open Forum (5 minutes)

Dick Rogers: Met with the FCFD last week. New firehouse near Rt. 7 that will support Reston. Herndon not moving and expanding. Other local stations are considered underutilized. Not worried about equipment; can be bought as needed. Independently, Dick raised the continuing concern that it has not yet been explained how the buses will travel between the terminal and Metro station.

Rob Whitfield: No sidewalks on RP going south; needed between Wiehle and TC Metro as well as separation between bikes and ped.

Rob Hanna: Handed out a map of the TC District noting TCN is not a part. Urged it be made part. Note was made of the discussion on this topic the previous meeting and proposed language.

Administrative (0 minutes) – next two meetings try to focus on text content

I. **Metro South West Side** (20 minutes)

Bernstein representatives presented. Have a successful park on E3. One building is GSA and they are leased through 2024. Other is Raytheon. Separate parking. Stormwater pond shared with neighbor. Zoned I4 at 0.7; have proposed going to 1.9.

Very difficult to get access to the lot from the east given steep grade. The neighboring Carlisle data site also presents issues in terms of extending a grid.

Not opposed to being residential. Probably hard to be mixed use; likely either one or the other (res or comm.).

Fredric Rothmeier added that he thinks an e-w “main street” is the key, with a n-s using Edmund Halley. Defining these main portals would be key contribution of the committee.

II. **Metro North (BP/Vornado)** (55 minutes)

Pete Otteni presented a revised straw man. The key lot is the BP lot, essentially from TCP to RP e-w and WOD to the Dulles Toll Road n-s. Existing buildings (Discovery and Overlook) not likely to be redeveloped any time soon, but additional buildings could be added to the sites without redeveloping the existing buildings. On the more open part of the lot, the two low-rise buildings are worth something and leased through 2014 (leases may be extended beyond that but likely extension will not occur).

N-S connectivity is key. Planned right of way through Discovery Sq. once trigger met.

Very rudimentary planning at this point. Sasaki retained. 30' drop in grade in the middle of the parcel complicates things. Also, about a 100' easement along the WOD that cannot be encroached.

Key features currently being discussed:

- utilize existing curb cut and light along Sunset Hills to allow additional e-w access to the site.
- create a platform (at a single or perhaps 2 separate elevation(s)) with parking below and mixed use buildings beginning from the platform; very expensive to develop;
- proposing a 5.0 FAR (combined res and comm.) and anticipate higher building

heights than currently allowed in TC urban core (350' versus 275');
- ¼ the size of the urban core (@ 22 acres) so can't recreate the urban core here;
- building in additional ped connectivity from Metro bridge across Sunset Hills;
- will likely phase this from west to east;
- anticipate leaving the existing parking structure in place, which admittedly could hinder a Library St. extension as does the grade issue;
- expect commercial primarily along south edge, residential in north;
- a vehicular road running n-s through the lot not likely (other than the planned Discovery Street connection once the proffer is triggered) but definitely ped access.

At a 5.0 combined FAR, that would be @ 4.8MM - 5.0MM sq. ft. of total development; assuming a 60:40 comm:res. mix, this could be approximately 2.9MM – 3.0MM sf of commercial and +/- 2,000 residential units, depending on unit size.

Creating enough retail to make this a destination station will be challenging and will take time. Could see a grocery store and maybe health facility as anchors – something to get people coming there.

What about a civic block? Have had very preliminary discussions with RCC which is interested in a world class performing arts center there. Would prefer to keep the plaza open but could potentially do something on the eastern end.

Stormwater? Pond at Discovery would stay and might get expanded. Could utilize this as a positive by turning it into an interesting section of open space.

Mix of uses? At 5.0, could see:

- strong residential; might like language that says something like no less than 40% nor more than 60%;
- a hotel with convention capability is possible (Hyatt would like that since it can't compete for certain convention opportunities right now);
- balance then being commercial, with retail preference likely strongest along the park/plaza.

No current discussions regarding developing over the kiss and ride. Possible that in the future the kiss and ride could move to under the platform? Very expensive. Possible, but a long way off.

Air rights at the station – if a platform is built, presumably BP would be interested since it might affect the development of this parcel. Thoughts? Nowhere near economic sense. Land values in DC are 5-10x Reston and air rights haven't happened. John Landry of Brookfield chimed in that he has an air rights project in NYC, no parking, and that makes sense at \$175/sq. ft. in rent. Reston now at +/- \$40/sq. ft. in the Urban Core, less elsewhere,

How much open space? Don't want the plaza to be too wide so retail on either side not too disconnected. No % in mind yet. Want to work with the County and its urban parks standard to make this an interesting place; in our interest to do so.

Assuming a n-s vehicular road through the middle of the site (essentially extending Library St.) is not feasible, do you agree there must be strong ped/bike connections to likely both Library and Explorer, even if that means figuring out ways across the WOD? Yes.

Mike Novotny from Vornado then presented. Their lot is at 0.9 FAR today; can go to 1.0 if there is rapid transit but no incentive to do that. The existing buildings were built in the late 80's and are profitable so no immediate plan to tear them down. They

have done some preliminary sketching and would like to create better n-s e-w grid, linking the e-w connector to the BP lot across TCP. Have an APR in for 2.5 FAR.