

**TOWN CENTER COMMITTEE**  
**AGENDA - 5/4/10**  
**Interlineations in blue reflect action taken**

Open Forum (15 minutes)

Rob Hanna: Must be emphasis on ped access, and anxious to hear how committee proposes getting from the Metro station to NTC.

Bruce Wright: Confirmed RMAG identified the key bike/ped needs in TC; emphasized need for bike parking and separation of bike ways from roads. In response to question he agreed to provide the committee with his list of top 5 bike needs in TC prior to next meeting. Additional resource: Reston on Foot (which can be found through reston.org).

John Lovaas: Hasn't heard much yet on how one will be able to get across the great divides (the main vehicular roads in TC).

Dick Rogers: Advised of talk in some circles about moving library to Wiehle, which some feel should be a cultural/art center.

Dave Edwards: Thinks having the library near a transit station is key; has had conversations with County school officials and they don't see a great influx to the schools with the expected new growth (not something he or others necessarily agree with).

Administrative (15 minutes) – discussion on goals for next four meetings (5/4 and 5/11 to create 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)

Consensus agreement that the above described use of the Committee's time over the next four meetings makes sense.

**I. BP Overview – Possibilities for Lot Immediately North of the TC Metro Station** (15 minutes, presentation by Pete Otteni of BP)

Using the attached County slides on the TC metro station as a reference, Pete Otteni began by noting BP owns lots D4 and D5 (latter is Discovery Sq.; not likely to be redeveloped) and significant pieces of D2 (the TC urban core). The southern piece of D4 is also developed a bit but there are @ 22 acres on D4 that are open for development. BP has done some preliminary planning for the site with Sasaki related to its pending APR submission. Very preliminary, but ideas include:

- no planned Metro parking on the site;
- D4 and D5 are divided by land that has @ a 30' slope to it;
- there is consideration being given to a grade-separated crossing over Sunset Hills to include a ped bridge;
- the open area would be dominated by a ped plaza with possibly a hotel and some residential, traffic and parking below deck with whatever circulator bus service is created
- loading docks also below. Plaza would be hardscape somewhat similar to Fountain Sq.; idea is to complement TC urban core and not compete with it.
- all very expensive to create, but if the incentives are appropriate this could be achieved
- BP currently does not think it makes sense to divide up D4 with a grid; more you do the less chance you have to create an urban plaza. There is a street currently envisioned in the Comp Plan to divide D5. BP wonders if it may make sense to move that street as a divider between D4 and D5. There was quick agreement among the Committee that such a change makes sense consistent with this overarching design.
- Density: not less than the urban core but at least as dense. 275' building height limitation in urban core should be adequate. Probably don't envision anything that high right now, but would want flexibility.
- Underscored that this concept is super expensive and Pete cautioned against thinking that the developer would/could pay for all of this.

There was wide embrace of the concepts within the Committee. Some key discussion points:

- CIA lease on the lot extends through 2014.
- Kiss and Ride planned for the site (as well on south side). Robert Goudie raised the question of why a Kiss and Ride is desired on the north side (will draw traffic), though the consensus seemed to be at least for some period of time a Kiss and Ride may make sense.
- There was mention made that during the community meeting support for a covered walkway (and even moving walkway) was expressed. There was little support among the Committee for either.
- There was talk that not only a bridge over Sunset Hills but one over the WOD ending at Bluemont is needed for the plan to succeed. There was a feeling that the WOD topography at that location could accommodate a bridge.
- Pete indicated a 50-50 commercial-residential split is provided in the current zoning. BP could be ok with that though it would like the flexibility to go a little more heavily commercial. BP feels this site can support higher commercial density.
- Mark Looney made the point that the D4 western edge would need to be "softened." Vornado owns the D3 lot and has redevelopment plans as well – 2.5 FAR and @ 40% residential. Looking east from that site into a high-rise garage would not be desirable.
- There was talk about incorporating civic uses into the plan, though not clear how that would happen.

Additional community comment was then allowed, and focus was on need for a traffic analysis, not losing the opportunity to consider air rights over Sunset Hills and the station; and the need for County money to make capital improvements.

There was agreement that at the next meeting we would try to incorporate some of these ideas into the attached overview map Rae Noritake has prepared (a revised version of the INOVA straw man that starts to think through a north-south link to the metro station). Goal would be to have a map in sufficiently presentable shape by end of next meeting that it could be presented at the Task Force meeting that night to help inform the TF's continuing discussion of the TC Metro station.

- II. **Committee Discussion** – creating an integrated footprint from Metro to Baron Cameron (45 minutes; mark up Noritake draft)  
See above.

**Summary of TC Community Input (prepared by Co-Chair Robert Goudie based on his recollection of the key discussion points coming out of the last TF meeting; intended as rough data point):**

**Vision:**

Destination station; Reston's down town

**Key Opportunities:**

1. Connectivity:
  - a. Incorporate RMAG
  - b. Add vital ped-friendly north-south connector from station to NTC (covered? moving? above-grade given WOD and other considerations?)
  - c. TC-focused bus circulator or trolley (query whether kiss and ride needed or appropriate; no parking)
2. Mixed use that integrates the station with TC (or extends TC to the station)
  - a. Develop night life opportunities across demographics
  - b. Signature shopping and restaurants
  - c. Top-tier office space

- d. What's the right residential-commercial mix?
- 3. Optimize destination
  - a. Children's Science Center
  - b. Hotel/conference enhancements
  - c. Maximize art and civic uses; performance theater
  - d. Innovative open space
- 4. Signature station
  - a. World-class architecture
  - b. Air rights?