

Route 28 Station – South Study

Working Group Meeting #8
L.L. Coates ES @ 7 PM, Monday 11-03-10

Meeting Notes

Vice Chair Intro

- Meeting #7 notes will be reviews at the next meeting.
- Discussed changing the dates of future meetings. New dates are November 22nd, December 8th and January 12th.

Working Group's Next Steps Presentation: Jennifer Bonnette – FFX County DPZ

- Working Group comments:
 - Many area developers would probably disagree with George Mason University's assumption that the Route 28 Station development would lag behind other station areas.
- Rock Hill Rd Bridge issue should be mentioned in the "Key Points" section.

Rocks Presentation: Bob Lawrence

- Rocks is working on coming to a shared agreement with the county to integrate the metro station facilities and a mixed use project. The proposal is for up to a 3.0 FAR.

Group Discussion on the Northern Portion of Land Unit

- The group was asked which land in the northern half of the study area do they think is most important and has the most potential?
 - There is not much undeveloped land left except for tear-down opportunities.
 - How do you get a viable building that is making money for the owner torn down? A possible solution that has worked elsewhere is to offer them enough FAR to offset the costs of construction and loss of rent.
- The study area is lacking retail amenities which hurts the potential of the neighborhood. Greenfield sites could provide the ability to balance the land uses, and the Plan should encourage that. The commercial/retail activity will receive a boost if residential presence is increased near the station. Noise mitigation policy will have to be in place, preferably without resorting to sound walls.
- An attempt should be made to create a Main Street corridor that leads a path to the Metro station, similar to what is offered on Market Street in Reston.
- One concern is the impact on the school system. The type of residential units, garden style vs. high-rise, will be a factor in the student population.
 - A comment was made that if more planned residential was converted to commercial office, the increase of traffic from the more intense use would devastate the local roads. Arlington uses 50/50 mix to keep traffic levels down.
 - Having high-rise residential close to the metro is not a concern as they typically generate few children. And there is a viable market for high-rise units with views that provide views of the airport and surrounding area.

- Schools and parks have to be part of the solution in a creative sense (public/private partnerships and mix-use facilities).
- This land bay will host the first transit stop after the metro departs from Dulles, therefore it creates the situation for an international gateway. Many local and international firms will seek to have a presence close by. It is because of this that the general assumption that Land Unit A will develop at the same time or faster than Reston and other station areas.
- The northern half should provide a quality walkable community without many barriers, without the need for auto-dependence, and provide all the amenities that area residents/workers could need. Additional density credits could be offered in exchange for the insurance of walkability.
- It was noted that there are a number of surface and structured parking facilities that could be reconfigured to better utilize future development plans without having to resort to tearing buildings down.
- It was discussed that the ¼ mile radius should be adjusted to be centered on the station landing and not the platform. Also, one suggestion was to expand the ½ radius out to include the majority of the northern portion of the study area.
 - Acting Planning Director Fred Selden pointed out that expanding the ½ mile radius would be against established County policy.
- Concern about 24/7 pedestrian access across the Toll Road via the metro station bridge was mentioned. Vienna station allows for free access across I-66, however it is subject to Metro operating hours. A bridge across the Toll Rd would accommodate both pedestrian and bicycle traffic.
- The eventual Plan text should strive to coordinate future development proposals. Reston allows for a consolidated site plan option to assist in tying projects with each other.
- Fred Selden mentioned that if too much commercially planned space were to convert to residential, it could undermine the special tax district's ability to fulfill its purpose.