

Route 28 Station – South Study Meeting Notes

Working Group Meeting #22

L.L. Coates ES library @ 7 PM, Wednesday 02-20-13

Administrative Items:

- Chairman Jeff Fairfield opens meeting with Working Group (WG) approval of the previous meeting's summary (01-17-13).
- Clara Johnson, Department of Planning & Zoning (DPZ), distributes Shane Murphy's (representing land owner JLB Realty, LLC) comments on the Land Unit A draft Plan text. See the following link for the comments:
http://www.fairfaxcounty.gov/dpz/projects/route28stationsouth/shane_murphy_comments_on_draft_plan_text.pdf
- Jeff explains the third agenda item, a public meeting on March 6th for affected land owners to discuss the proposed road network in Land Unit A:
 - WG member John Ulfelder comments that he believes soliciting input from these landowners at this point is unnecessary. But if the meeting is going to happen, it should also include landowners and major interests from the north side of the Toll Road, including CIT, Dulles World Center, Town of Herndon staff and Loudoun County staff.
 - WG member Sarah Newman requests the WG receive a link to the Plan guidance for Innovation Center station's north side, and the development approval for Loudoun's Dulles World Center property.
- Jeff suggests that tonight the WG discuss all draft Plan text except for transportation, which should be discussed after the March 6th meeting. WG agrees, and ends up discussing everything except for transportation and land use.

Draft Plan Text: Jeff leads the group in a thorough discussion of the draft Plan text emailed to the WG on 02-15-13. See the following link for draft Plan text:

http://www.fairfaxcounty.gov/dpz/projects/route28stationsouth/land_unit_a-draft_plan_text_2-15-2013.pdf

Jeff referenced the "Issues to be discussed" document, emailed to the WG on 02-15-13, to guide the discussion. See the following link for "Issues" document:

http://www.fairfaxcounty.gov/dpz/projects/route28stationsouth/issues_to_be_discussed_02_15_13.pdf

WG members also receive a copy of the Conceptual Street Grid:

http://www.fairfaxcounty.gov/dpz/projects/route28stationsouth/rt28streetgrid_2-12-13.pdf

Discussion:

Environmental Stewardship

- Post-Development Noise Studies (p.18): The final sentence in the Environmental Stewardship section raises several related questions among the WG. There is a special concern about airport noise, above and beyond highway noise.
 - Generally stated, there is a concern about requiring a post-development noise study. Noise pollution is an acknowledged concern, however, it is pointed out that during the rezoning process, noise studies are required and regularly incorporate mitigation measures into design features. It is suggested that an

appropriate solution is to require a post-construction noise study solely in response to complaints from tenants/residents.

- Jeff suggests the sentence be removed and replaced with text he provided to staff via email.

Urban Parks & Recreation

- Parks Accessibility by Bike & Pedestrian (p.18): Several WG members express sentiment that this requirement is already implied throughout the text. It is pointed out that, based upon past practice, this may be true within parks, but ped/bike access leading to parks has been lacking.
 - It is generally felt that language should briefly address this accessibility issue (for larger parks, excluding “pocket” parks) but that it would be more appropriately addressed within the Transportation section. If the text doesn’t already address the issue.

Public Facilities

- Facilities Located Within and Outside the Land Unit (p. 21): Several WG members agree with the comment since the provision of services generally conforms with geographies unrelated to the Land Unit. Jeff confirms with staff that there’s no explicit requirement for facilities to be located within the Land Unit.
 - There is discussion about whether the WG would want explicit language allowing facilities to be located outside of the Land Unit.
 - Several WG members are supportive of this.
 - Sarah is supportive, but wants language requiring some reasonable proximity to the Land Unit (people being provided the service).
 - Sterling Wheeler, DPZ, proposes staff add this language, but it should be in the preface section of Public Facilities.
- More Specific Guidance for Schools (p.21): There seems to be consensus that language addressing innovative urban solutions should be added for Schools.
 - Clara mentions that this is also what Schools wants, and they’ve provided us with text.
 - Sterling notes that in addition to this school-specific language, a few sentences regarding innovative solutions to the provision of public facilities should be added to the preface section of Public Facilities.

Urban Design

- Jeff expresses his general concern about the Urban Design (UD) guidance potentially creating too much rigidity which would preclude appropriate design solutions. The draft Plan text on UD expands significantly beyond the Land Unit’s current Plan guidance on UD.
 - Staff points out that there is language specifically addressing streetscape design flexibility (p. 25). Staff also indicates that the corridor’s three other (Reston) Metro stations are envisioned to have similarly detailed UD guidance, if not more so.
- Boulevard Streetscape Guidance (p. 25-26): Jeff explains his concern about this text and specifically Centreville Road. This road is on the periphery of the TOD area. The areas along it are already built or have approvals (i.e., land for the streetscape has already

been built/approved for another purpose). The road carries a lot of traffic and he is concerned that the Boulevard Streetscape requires a wide swath of land and this would result in a loss of travel lanes on Centreville Road, which would be unacceptable.

- He also points out that Centreville Road already has a sidewalk or shared use trail built or approved along its west side.
- He suggests Centreville Road's streetscape recommendations only include certain key intersection improvements to facilitate pedestrian and bicycle access into the Land Unit.
- Sarah, John and Tom Gilmore express support for the Boulevard Streetscape requirements along Centreville Road. It is pointed out that the current narrow grassy strip and sidewalk/trail fail to provide a feeling of safety for pedestrians and bicyclists.
- Tom points out that the length of the road should be improved rather than just intersections because the entire length of Centreville Road is lined with residential uses and so we want to encourage all of these residents to walk/bike up Centreville Road to the Metro station and Land Unit A's uses rather than drive.
- Greg Riegle suggests we specify that any streetscape improvements along Centreville Road should not remove travel lanes, and that any land for the improvements coming from property owners should count towards open space requirements.
- There are questions about the County's draft Bicycle Master Plan and how this fits into the discussion. Staff offers to bring in Charlie Strunk, the County's bicycle program coordinator, to explain.
- Staff acknowledges that much of the area along Centreville Road has been built or approved, but that doesn't preclude the possibility for resubmitting plans for approvals that haven't been built yet. It is also pointed out that this guidance is long term, and that Centreville Road is a critical facility for providing pedestrian and bicycle access to and along the Land Unit.
- Staff emphasizes that the Boulevard Streetscape guidance would have a minimal effect upon the current sidewalk zone. The substantive effect would be to widen the landscape amenity panel from the current 2 foot grassy strip to 8 feet and add trees, increasing a feeling of safety and comfort for pedestrians and bicyclists.
- Sterling suggests we remove the Boulevard Streetscapes text (p.25-27) and add to the Pedestrian Realm Recommendations (p. 23) that Centreville Road and Frying Pan Road are arterials and should provide for pedestrian and bicycle accessibility. We would then address these issues in the Transportation section.

Next Meeting Date: 03-14-13 (Thursday) @ 7:00 PM. Location to be determined. Discussion will address the draft Plan text's land use and transportation sections.