

Route 28 Station – South Study

Working Group Meeting #13
Hunter Mill Govt Center @ 7 PM, Monday, 05-02-11

Meeting Notes

Vice Chair Intro: Jeff Fairfield

- Introduction of Dranesville Planning Commissioner and staff to the Working Group. (A majority of the study area is located in Coates Precinct. The precinct was moved from the Hunter Mill District to the Dranesville District by the Fairfax County Board of Supervisors on April 26, 2011 as part of the redistricting process.)
- Meeting summary approved with caveat that extended discussions on the FAR range within the ¼ mile and ½ mile rings ought to be noted.

Liberty Property Trust presentation:

- Liberty Property Trust recently purchased several parcels in the Dulles Technology Center. The Trust plans 3.8 million square feet of infill and redevelopment on these parcels made up of approximately 50% residential; office and street level retail; and hotel uses.
- Development would provide an east-west street-grid connection within the first phase of the project from the Dulles Station development to Dulles Technology Drive.
- Existing parking ratios will be maintained for the first phase, and will be re-evaluated based on the effect of transit and commuting patterns.

Additional Working Group comments on the “Flexible Comprehensive Plan Framework”:

- Would development levels be the same as the “cap” in Tysons Corner, or would it be used just for the purpose of the study?
 - There are areas in Tysons that have limited and unlimited FAR.
 - The overall development level in the study area will be somewhat similar to the Comprehensive Plan for Annandale and Baileys Crossroads in that it would set a planning objective for the next X number of years.
 - If/when the development level reaches the cap, the following development applications will give the Board of Supervisors the opportunity to study and increase the cap. This will avoid the crystal ball method of predicting development trends, and will allow the County to re-evaluate the Plan when needed.
 - A Plan amendment would be required with any rezoning as part of proposed Flexible Framework, and this process would be built into the Plan.
- Where else in Fairfax County has this been done?
 - Staff has applied some aspects of the proposed framework in the Baileys and Annandale plans, but this framework would be new.
- Some concerns were expressed about having a concurrent plan amendment with each rezoning application. Some working group members were concerned that the proposed approach would be more beneficial for developers and less for the community. Others

were concerned that the process would negatively impact the length of the development review process and that the first applicants in would have greater flexibility.

- Staff indicated the flexibility to respond to a mix of development options will always be there with whatever development framework is ultimately recommended.
- There will be three other Metrorail station areas competing for business with Route 28 station; not all of them will develop to their full potential.
- Will transportation be figured into the flexible framework, with usage of alternative modes of transit? How will it fit into this framework?
 - Depending on the rezoning application or how the Plan is written, each application will re-evaluate the needs of the Plan to better provide the correct mode split for the community.
- If our objectives for alternative modes of transportation are not being met, then we can reevaluate with this flex plan approach.
- It is going to be very difficult to get the desired mode split initially until the critical mass of development is reached.
- The Working Group endorsed the flexible Plan framework and supported the “Overview of Proposed Density Recommendations for TOD Areas” document prepared by working group member Greg Riegle and the Development Potential table found in the staff powerpoint presentation.

Discussion of the Northern Area Vision:

- The Working Group continued to express strong concern regarding how the planned bridge could negatively impact the study area.
- There is no other location that the bridge can be built that will not hamper the community.
- Some believe that the bridge will benefit development in Loudoun County more so than in Fairfax County.
- The Working Group should be open to the bridge until further analysis is done. The Working Group, if it chooses to, can be silent on this issue until the appropriate time.
- Adopted revised language which can be found in the Northern Area Vision document revised on May 2, 2011.