

**FAIRFAX COUNTY PLANNING COMMISSION
TRANSPORTATION COMMITTEE MEETING
WEDNESDAY, DECEMBER 2, 2009**

COMMITTEE MEMBERS PRESENT:

Frank A. de la Fe, Chairman, Hunter Mill District
Jay P. Donahue, Dranesville District
James R. Hart, At-Large
Kenneth A. Lawrence, Providence District
Timothy J. Sargeant, At-Large

COMMITTEE MEMBER ABSENT:

Earl L. Flanagan, Mount Vernon District

OTHER COMMISSIONERS PRESENT:

Walter L. Alcorn, At-Large
Peter F. Murphy, Jr., Springfield District

STAFF PRESENT:

Michael A. Davis, Senior Transportation Planner, Fairfax County Department of Transportation
Regina C. Coyle, Director, Zoning Evaluation Division (ZED), Department of Planning and Zoning (DPZ)
William O'Donnell, Planner III, ZED, DPZ
Hossein Malayeri, Project Coordinator, Office of Capital Facilities, Utilities Planning and Design Division, Department of Public Works and Environmental Services
S. Robin Ransom, Assistant Director, Planning Commission Office
Kara A. DeArrastia, Deputy Clerk to the Planning Commission

OTHERS PRESENT:

Lawrence Bergner, Comstock Partners, LC
David Bryant, Comstock Partners, LC
Steven Schmitz, Comstock Partners, LC
Douglas Carter, Davis Carter Scott (DCS) Design, LC
Jan Makovnic, DCS Design, LC
Jeffrey Saxe, Kimley-Horn and Associates
Benjamin Tompkins, Esquire, Reed Smith LLP
Aaron Shriber, Land Use Planner, Hunton & Williams LLP
Elizabeth McKeeby, Land Use Planner, Walsh Colucci Lubeley Emrich & Walsh PC

ATTACHMENT:

A. Comstock Partners, Reed Smith LLP, Davis Carter Scott Ltd., Urban, Ltd., Gorove/Slade Associates, Inc. Presentation on Development at Wiehle Avenue Metrorail Station

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Chairman Frank A. de la Fe called the meeting to order at 7:31 p.m., in the Board Conference Room, 12000 Government Center Parkway, Fairfax, Virginia 22035.

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Commissioner Lawrence MOVED THAT THE TRANSPORTATION COMMITTEE MINUTES OF OCTOBER 22, 2009 BE APPROVED.

Commissioner Hart seconded the motion which carried unanimously.

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Chairman de la Fe stated that the Committee would be briefed on RZ/FDP 2009-HM-019, which reflected a joint venture between Comstock Partners, LC and Fairfax County, to develop office, hotel, residential, and support retail uses at the planned Wiehle Avenue Metro Station area. He noted that the mixed-use transit-oriented development project would also incorporate a multi-deck parking garage for the Metro station. Chairman de la Fe pointed out that this project represented the first Public-Private Education and Infrastructure Act partnership related to transit in Fairfax County. He said this development would be operational by the time Phase I of the Silver Line Metrorail extension to Dulles Airport opened in 2013.

Benjamin Tompkins, Esquire, with Reed Smith LLP, delivered a PowerPoint presentation on the proposed development at the Wiehle Avenue Metrorail Station, as shown in Attachment A. The slides covered the following topics:

- Project History
- Corridor Context: Reston-Herndon Suburban Center Planned Transit Station
- Comprehensive Plan Context: Land Unit G-4
- Plan Policy for Sub Unit G-4 with Transit Station
- Current Conditions:
 - Commuter Parking Lot
 - Comstock Partners, LC
 - Veatch Commercial Real Estate
 - MAXIMUS
- Currently Approved Parking Garage
- Community Goals: Wiehle Avenue Steering Committee Planning Principles
- Project Overview
- Development Program
- Bicycle, Pedestrian, and Transit Connectivity and Accessibility:
 - Connection to Trail Network
 - Transit Accessibility
- Off Site Improvements and Transportation Demand Management
- Transportation Improvements:
 - Record of Decision Improvements
 - Proposed Improvements

Mr. Tompkins asked Douglas Carter, with Davis Carter Scott (DCS) Design, LC, to continue the presentation.

Mr. Carter described the neighborhood context of the proposed development, parking space requirements, elevation of the site, and the below-grade parking garage. He next reviewed the following slides:

- Block 1 and Block 2 Site Plan
- Garage G2 Level
- Plaza Plan Phase 1
- Plaza Plan Phase 6
- Pedestrian Circulation Phase 6
- Dulles Toll Road Elevation
- Cross Section Final Phase (Schematic Section North-South)
- East West Section Final Phase (Schematic Section East-West)
- Above Grade Screening Examples for Parking
- Reston Station Boulevard Elevation

In response to a question from Chairman de la Fe, Mr. Carter explained that the intent was to screen the above-grade parking so that it looked like an occupied office building, but Comstock was willing to consider all comments received.

Continuing his presentation, Mr. Carter discussed the following slides:

- Wiehle Avenue Elevation
- West Elevation
- Block 2 Redevelopment Options
- Block 2 East Elevation

Concluding his presentation, Mr. Carter described the illustrative perspectives and the Bus Station Interior View illustration in the presentation. He briefly noted the multiple phases of the site plan.

Responding to a question from Chairman de la Fe, Mr. Carter explained how the parking garage would be constructed during Phase 1 of the Plaza Plan.

Chairman de la Fe pointed out that staff and Comstock had made progress toward addressing all outstanding issues.

In reply to a question from Commissioner Sargeant, Mr. Tompkins said the project included approximately 75,000 square feet of retail use, not 45,000 as indicated on the Development Program slide. He explained that the development was capped at a 2.0 floor area ratio (FAR) currently recommended in the Comprehensive Plan, but certain phases of the development might be deferred to obtain a higher FAR. Mr. Carter pointed out that when the request for proposal was released in 2005, there was greater density in the Plan for this area.

Chairman de la Fe noted that the Comprehensive Plan had been amended in 2001 based on recommendations from the Dulles Corridor Special Study. He said the proposed development would be built based on the transit options from that study. Chairman de la Fe reported that a community meeting had been held on Tuesday, December 1, 2009, to commence the Reston Master Plan Special Study, which would revise the Plan for the Reston area, beginning with the Dulles Corridor, where Metrorail would run down the middle of the Dulles Toll Road. He explained that properties in this area were subjected to the Reston Center for Industry and Government Declaration of Protective Covenants and Restrictions that prohibited hotel or residential uses, but the covenants were expected to be vacated this month.

Replying to a question from Chairman de la Fe, Mr. Tompkins noted that he would make a presentation on this project before the Reston Planning and Zoning Committee on Monday, December 7, 2009. He said he had also presented the plan at a Reston community meeting on Thursday, September 10, 2009, which was sponsored by Hunter Mill District Supervisor Catherine Hudgins. He indicated that the proposal would be heard by the Planning Commission in early March (currently scheduled for Thursday, February 25, 2010).

Chairman de la Fe thanked Mr. Tompkins and Mr. Carter for their informative presentation.

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The meeting was adjourned at 8:15 p.m.
Frank A. de la Fe, Chairman

An audio recording of this meeting is available in the Planning Commission Office, 12000 Government Center Parkway, Suite 330, Fairfax, Virginia 22035.

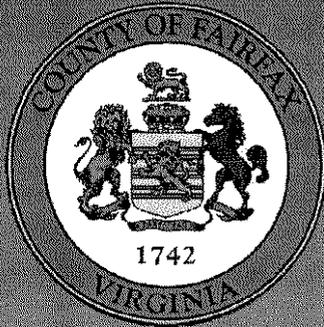
Minutes by: Kara A. DeArrastia

Administratively Approved: July 13, 2010

Linda B. Rodeffer, Clerk
Fairfax County Planning Commission

RESTON STATION

DECEMBER 02, 2009
PLANNING COMMISSION BRIEFING



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PARTNERS™

Reed Smith LLP | Davis Carter Scott Ltd
Urban, Ltd. | Gorove /Slade Associates, Inc.

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DEVELOPMENT AT METRORAIL STATION | WIEHLE AVENUE

RESTON STATION

DECEMBER 02, 2009 PRESENTATION



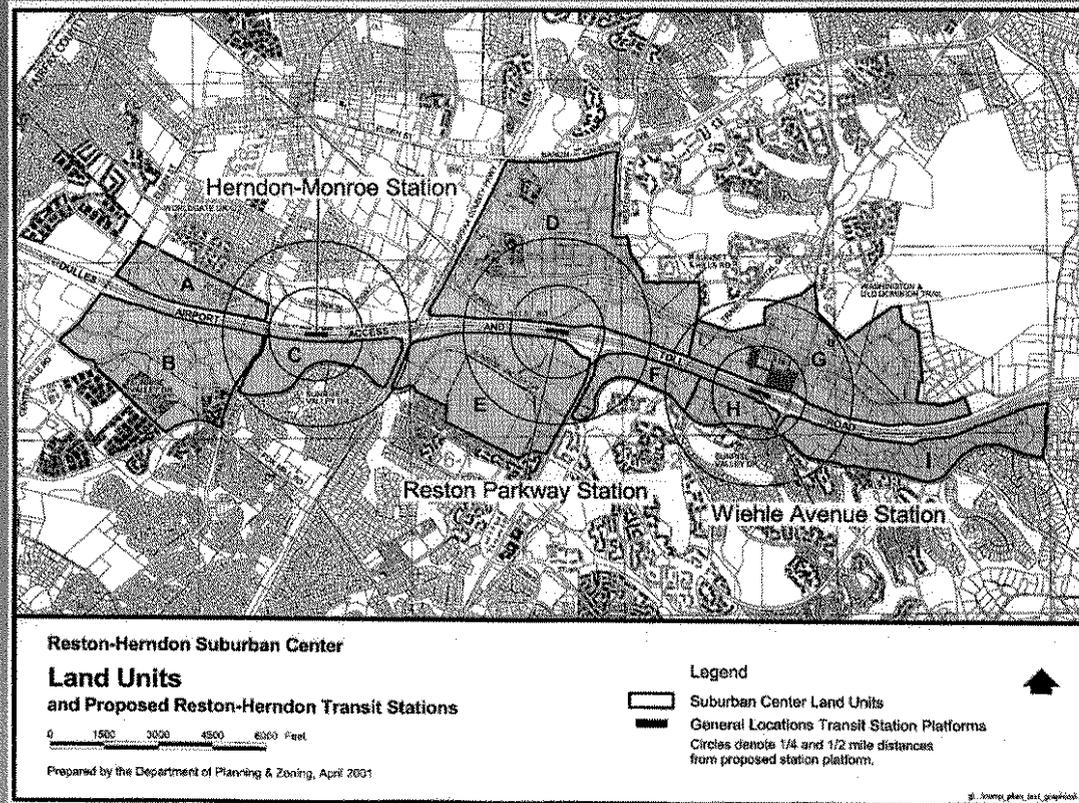
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DEVELOPMENT AT METRO RAIL STATION | WIEHLE AVENUE

- 1997 Formal study of rail extension begins.
- 2006 Record of Decision for Silver Line.
 - Identified a Joint Development goal for Wiehle Avenue Metro
- 2006 County issued RFP to identify a partner.
 - Comstock selected through competitive bidding process
- June, 2009 long term lease of County parcel to Comstock.
 - Development Agreement between County and Comstock for construction of Public Parking Garage
- June, 2009 County and Comstock jointly submit rezoning application for transit-oriented mixed use development.

RESTON STATION

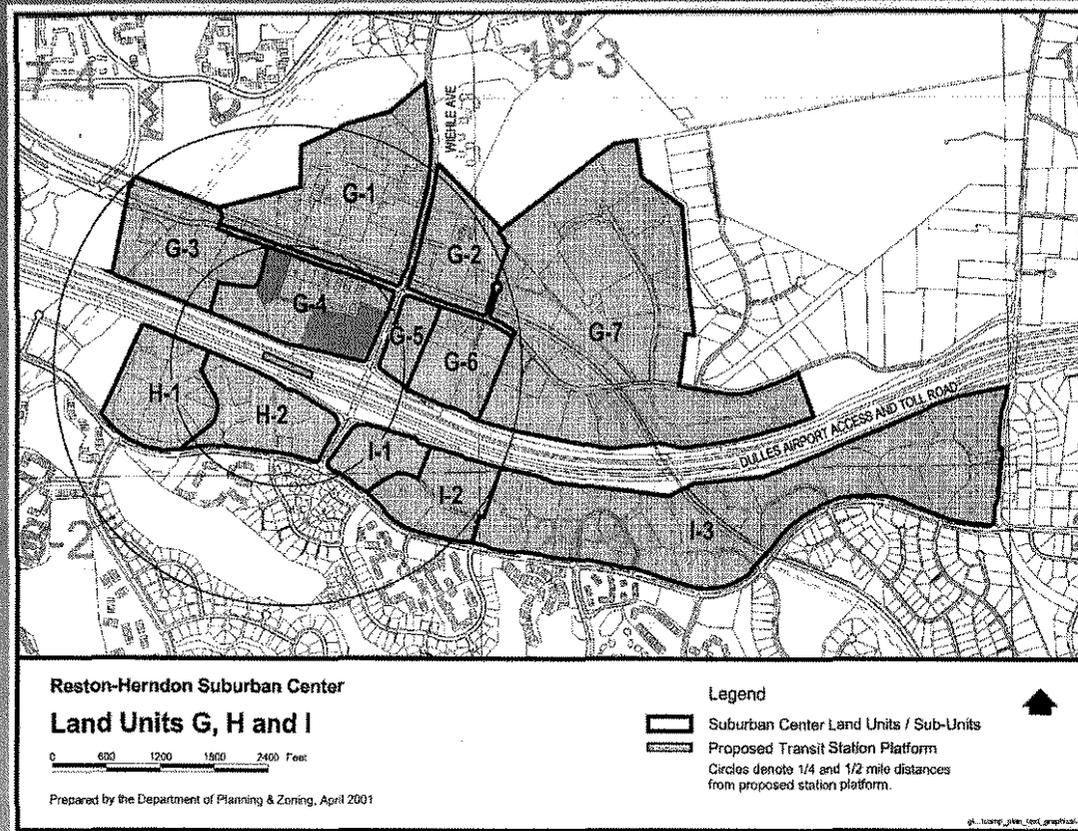
CORRIDOR CONTEXT RESTON-HERNDON SUBURBAN CENTER PLANNED TRANSIT STATION



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DEVELOPMENT AT METRORAIL STATION | WIEHLE AVENUE

COMPREHENSIVE PLAN CONTEXT LAND UNIT G-4



RESTON STATION

PLAN POLICY FOR SUB UNIT G-4 WITH TRANSIT STATION

DENSITY: PLAN POLICY: FAR UP TO 2.5

PROPOSED: BLOCK 1: FAR – 2.5
BLOCK 2: FAR – 2.0

LAND USE MIX: PLAN POLICY:
Residential: 40%-70%
Non-Residential: 25%-60%

PROPOSED:
Residential: 40%
Non-Residential: 60%



RESTON STATION

CURRENT CONDITIONS



DEVELOPMENT AT METRORAIL STATION | WIEHLE AVENUE

RESTON STATION

CURRENT CONDITIONS

COMMUTER PARKING LOT



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DEVELOPMENT AT METRORAIL STATION | WIEHLE AVENUE

RESTON STATION

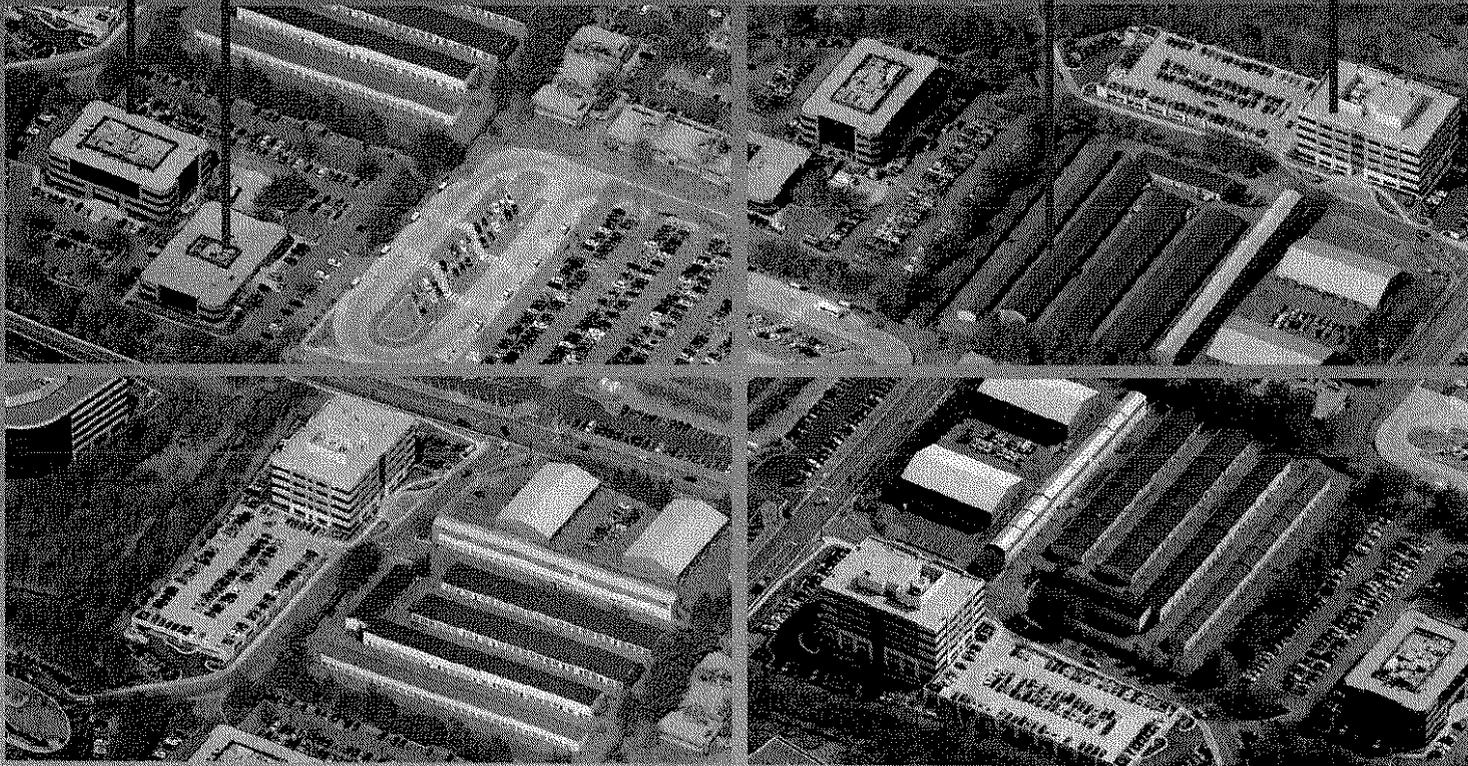
CURRENT CONDITIONS

MAXIMUS

COMSTOCK

VEATCH

VEATCH



DEVELOPMENT AT METRORAIL STATION | WIEHLE AVENUE

RESTON STATION

CURRENTLY APPROVED PARKING GARAGE

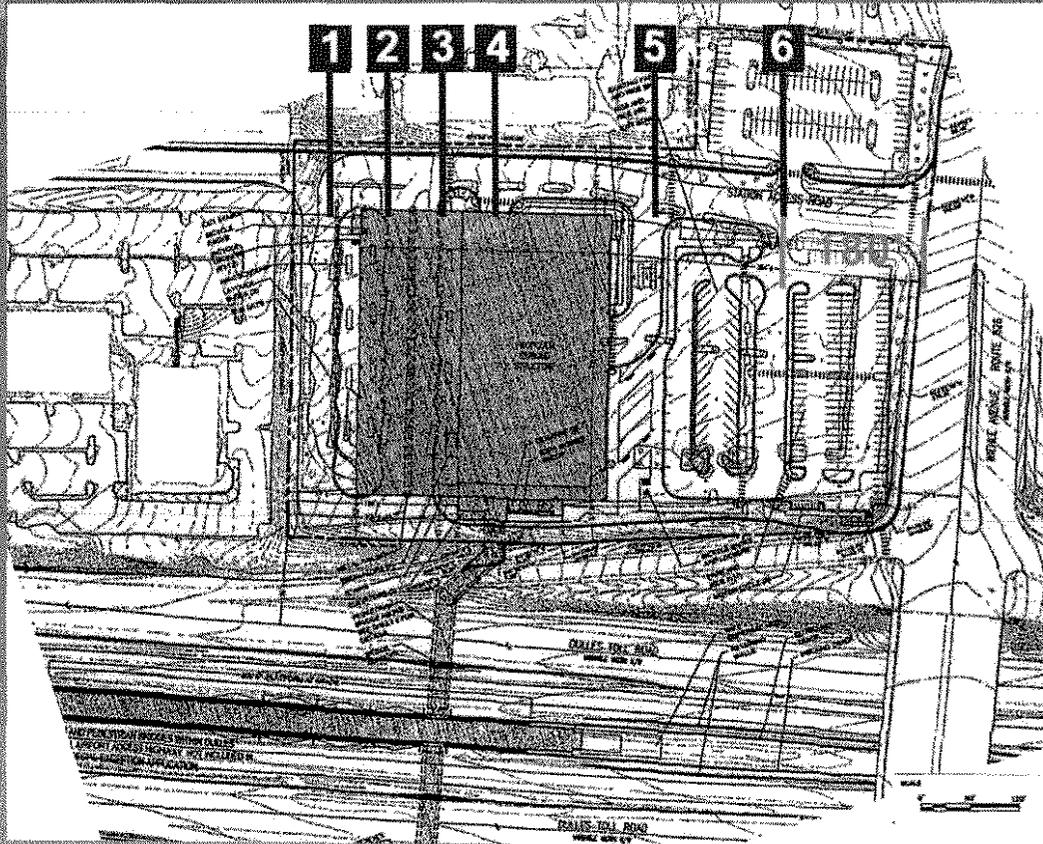
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DEVELOPMENT AT METRORAIL STATION | WIEHLE AVENUE

1

RESTON STATION

CURRENTLY APPROVED PARKING GARAGE



ENTRANCES

- 1- BUS
- 2- BUS
- 3- BUS
- 4- CARS
- 5- PAY PLAZA
- 6- CARS



DEVELOPMENT AT METRO RAIL STATION | WIEHLE AVENUE

COMMUNITY GOALS
WIEHLE AVENUE STEERING COMMITTEE
PLANNING PRINCIPLES

1. Maintain Reston Identity
2. Meet or Exceed Minimum Project Components for Transit Facilities
3. Positive Economic Impact for Reston and Fairfax County
4. Create Diverse Mixed-Use, Transit-Oriented Development to Attract and Retain Activity for at Least 18 Hours a Day
5. Retain and Expand Access for Pedestrian and Non-Motorized Traffic

WIEHLE AVENUE STEERING COMMITTEE PLANNING PRINCIPLES

6. Include Affordable Housing in the Residential Development
7. Explore and Consider Options for Air Rights Development
8. Address Traffic Patterns and Impact on Surrounding Routes
9. Joint Development Proposals Must Proceed Ahead of Public Plan Timetable

RESTON STATION

PROJECT OVERVIEW

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DEVELOPMENT AT METRORAIL STATION | WIEHLE AVENUE

- Located at intersection of Wiehle Avenue and the Toll Road
- 12.47 Acres: 2 parcels
- Zoned I-4 and proposed for Planned Development Commercial (PDC)
- Part of a Public Private Partnership designed to construct a required 2,300-vehicle parking garage (County goal) and mixed use development (developer goal) related to the Metro Station

- Office Approx. 630,134 sf
 - Hotel Approx. 126,000 sf
 - Retail Approx. **75,000** sf
 - Residential Approx. 513,000 sf
-
- 12% Workforce Housing
 - Public Garage with 2,300+ spaces, Kiss and Ride and bus loop

RESTON STATION

BICYCLE, PEDESTRIAN & TRANSIT CONNECTIVITY AND ACCESSIBILITY

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DEVELOPMENT AT METRO RAIL STATION | WIEHLE AVENUE

RESTON STATION

CONNECTION TO TRAIL NETWORK

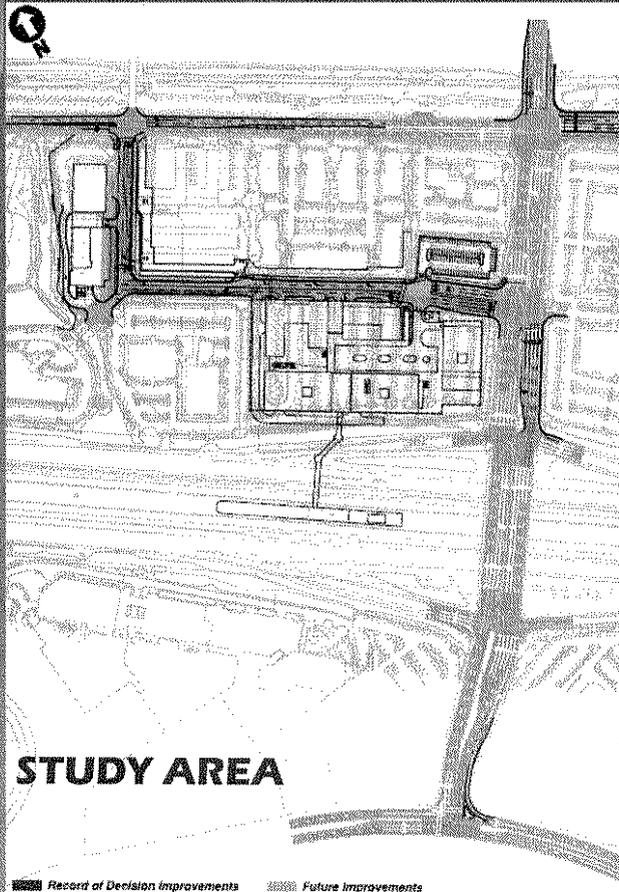


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DEVELOPMENT AT METRORAIL STATION / WIEHLE AVENUE

RESTON STATION

OFF SITE IMPROVEMENTS AND TDM



**Motorized
Vehicular
Transit
(Bus/Metrorail)**

**Non-motorized
Bicycle
Pedestrian**

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DEVELOPMENT AT METRORAIL STATION | WIEHLE AVENUE

RESTON STATION

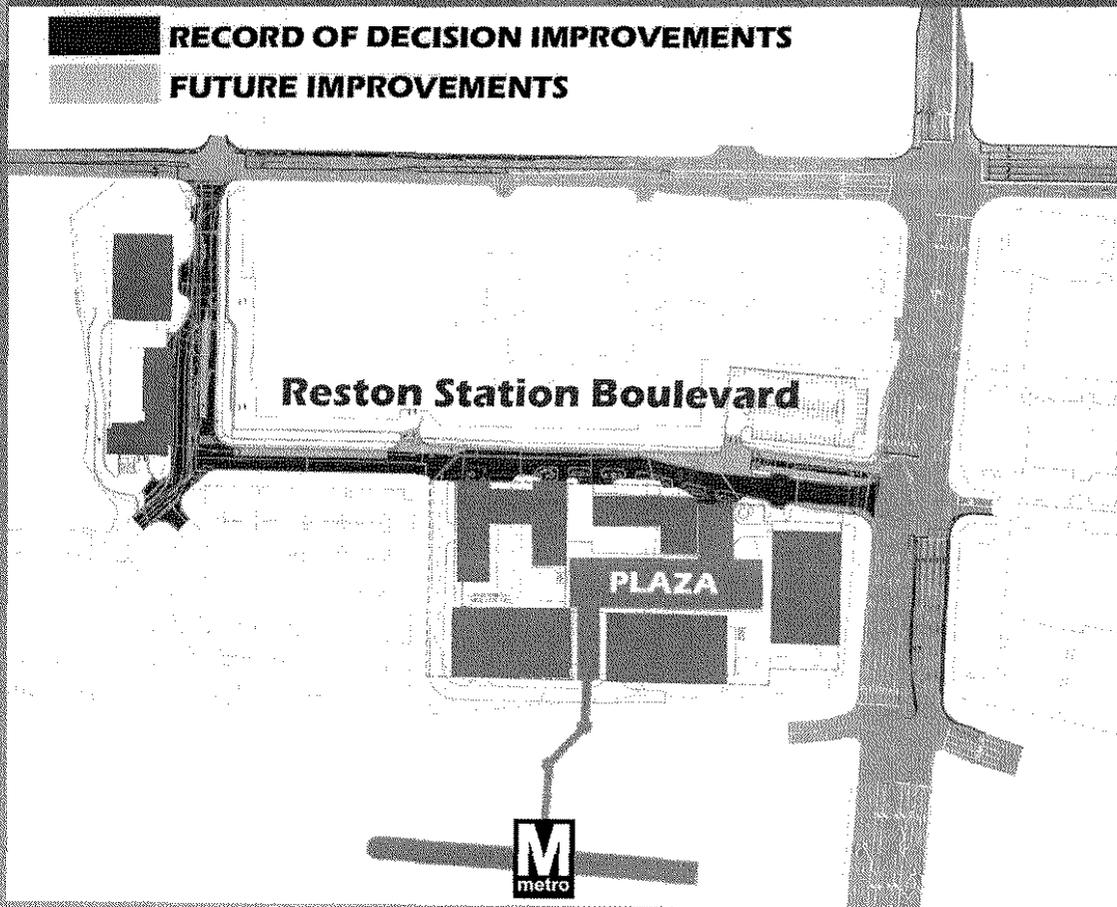
TRANSPORTATION IMPROVEMENTS



RECORD OF DECISION IMPROVEMENTS



FUTURE IMPROVEMENTS



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DEVELOPMENT AT METRO RAIL STATION | WIEHLE AVENUE

TRANSPORTATION IMPROVEMENTS

Record of Decision Improvements:

Wiehle Avenue:

- Add 2nd NB left turn bay at the Park and Ride

Dulles Toll Road (E) Off Ramp:

- Add 3rd EB left turn bay at Wiehle Avenue

Sunset Hills Road:

- Add WB left turn bay at Issac Newton Square

Issac Newton Square:

- Restripe NB approach from thru-left and right to thru-right and left at Sunset Hills Road

Construction of Primary Drive:

- Extend the existing Park and Ride Entrance from Wiehle Avenue to Issac Newton Square.

Proposed Improvements:

Wiehle Avenue:

- Add SB right turn bay at Sunset Hills Road
- Add 4th SB through lane at Park and Ride Entrance

Sunset Hills Road:

- Add 2nd WB left turn bay at Wiehle Avenue
- Add WB right turn bay at Wiehle Avenue

Park and Ride Entrance:

- Add 2nd EB left turn bay
- Add 2nd EB right turn bay

Sunrise Valley Drive:

- Allow WB free-flow right turn

Signalized Intersections:

- Adjust signal timing and/or phasing during peak periods

Improvements to Include Vehicular, Bicycle and Pedestrian Improvements

RESTON STATION

NEIGHBORHOOD CONTEXT



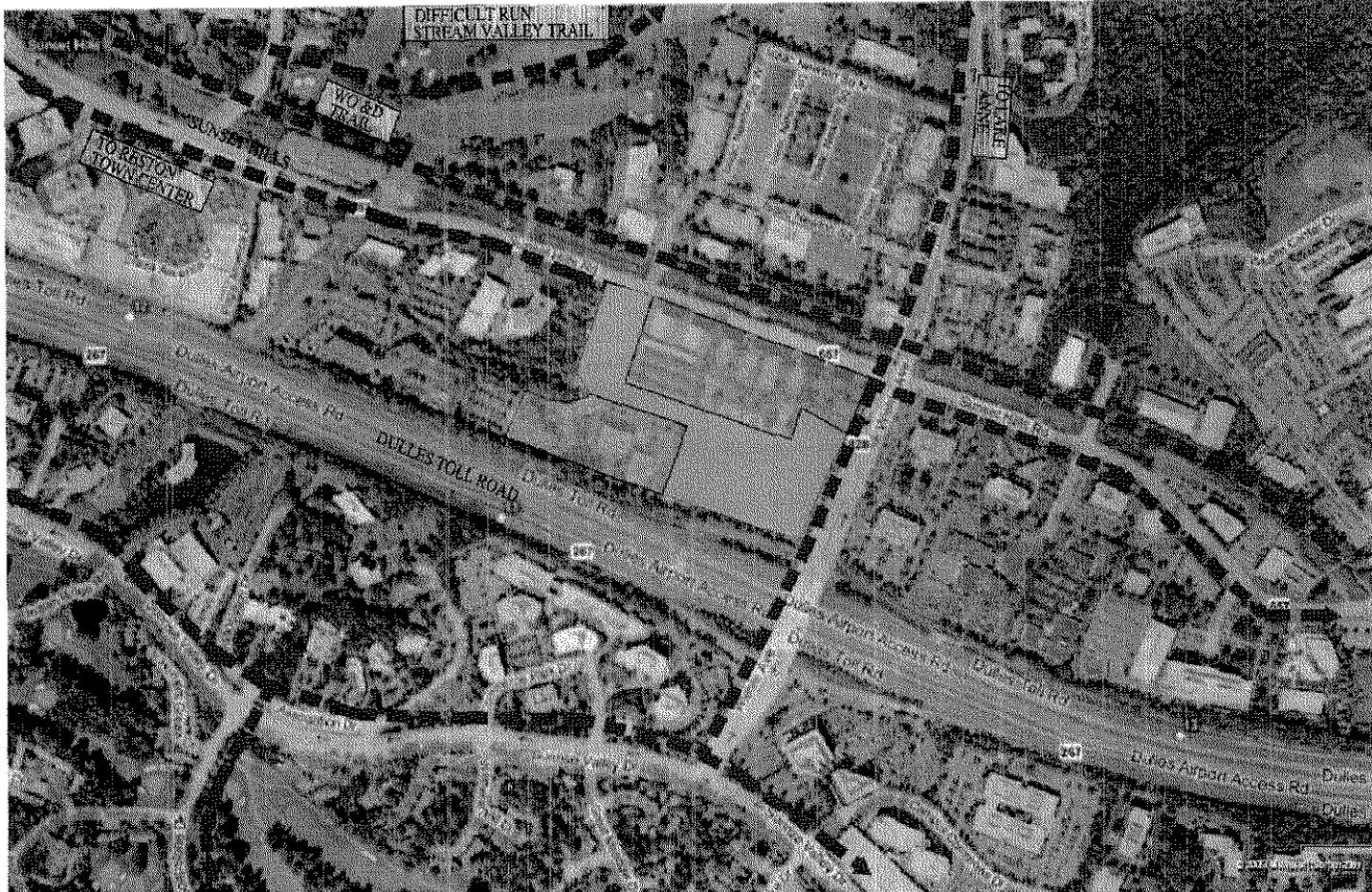
BLOCK II

BLOCK I

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DEVELOPMENT AT METRORAIL STATION | WIEHLE AVENUE

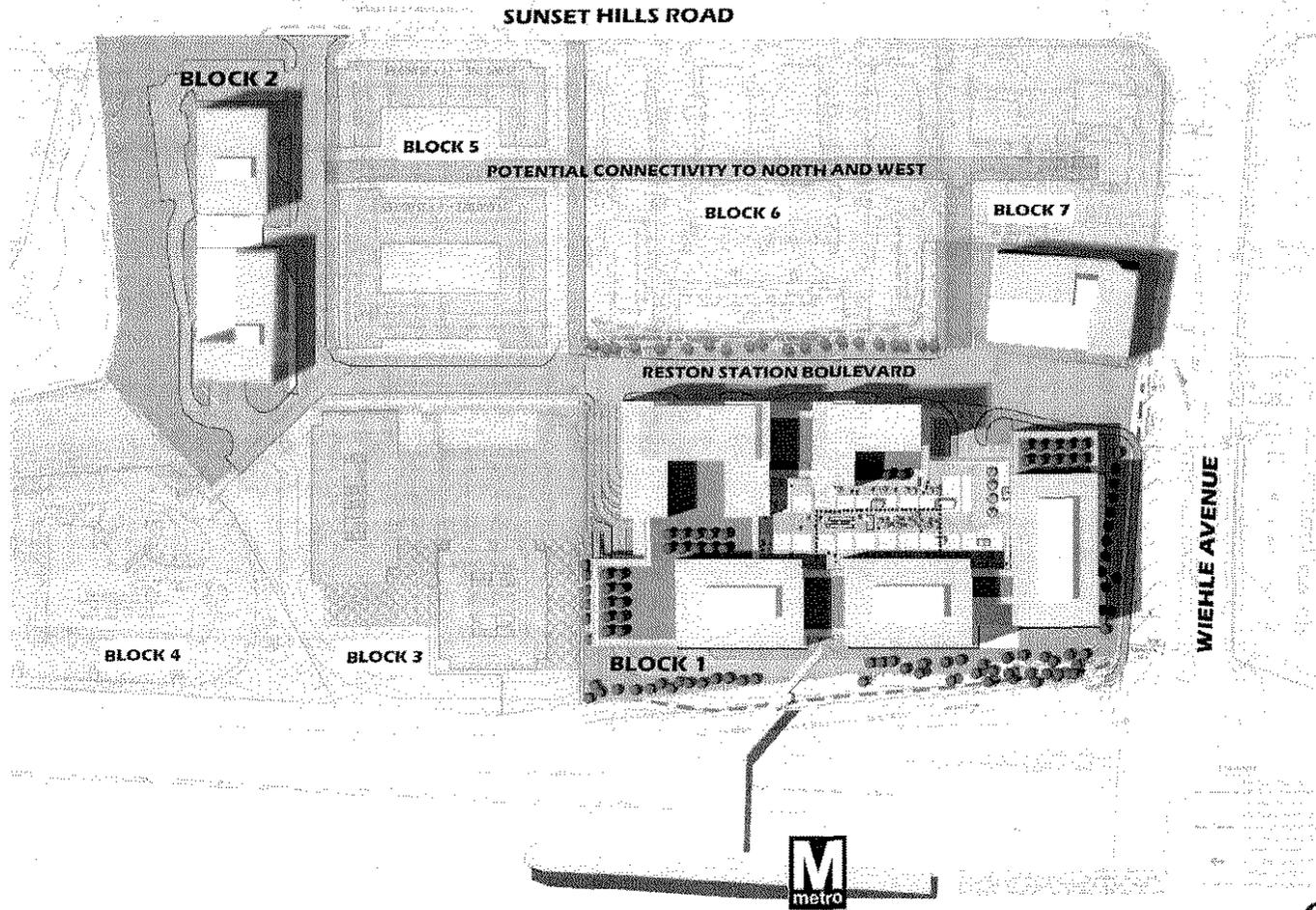
RESTON STATION



OFF SITE TRAIL ACCESS

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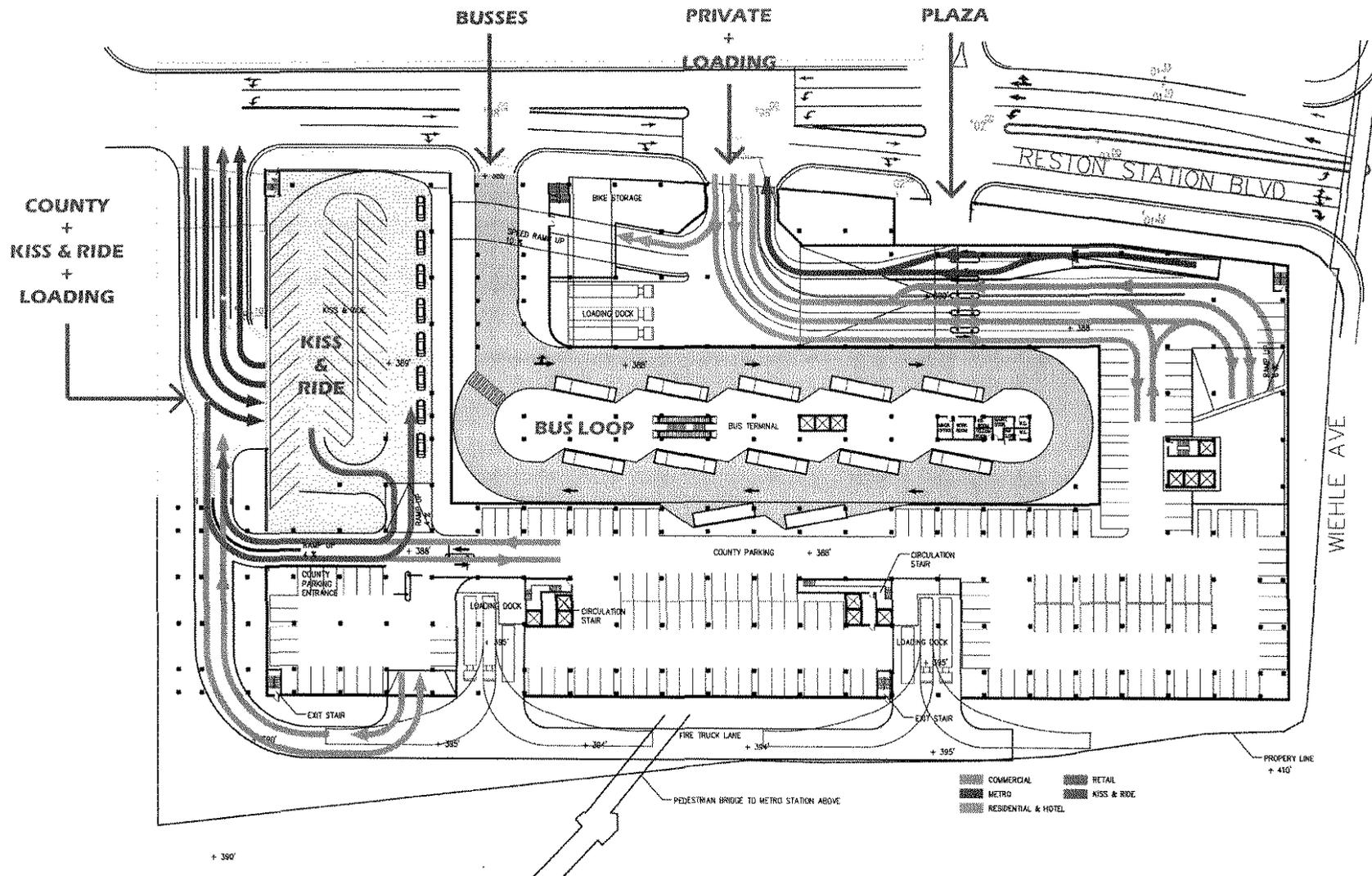




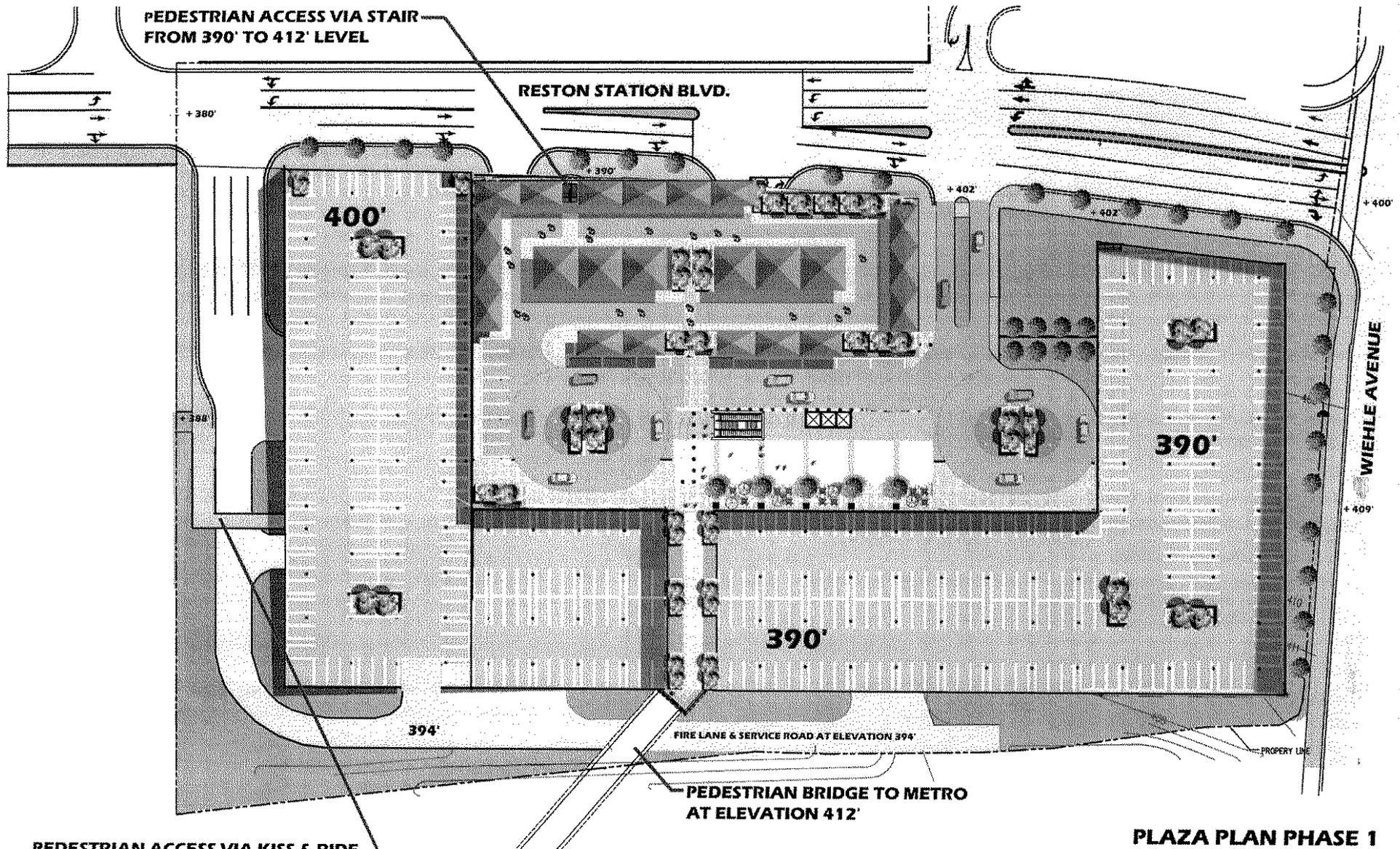
BLOCK 1 AND BLOCK 2 SITE PLAN

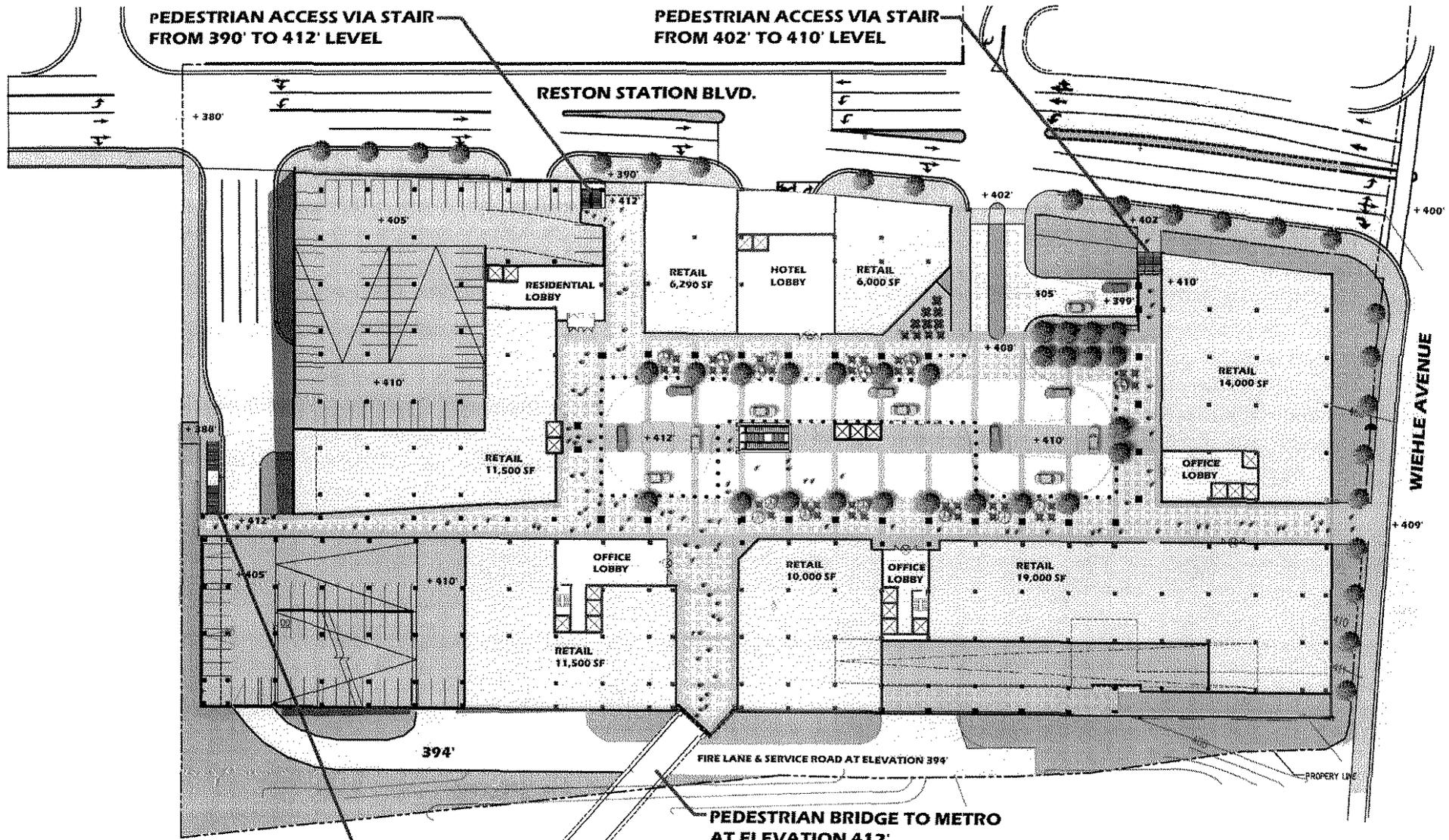
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September 10, 2009



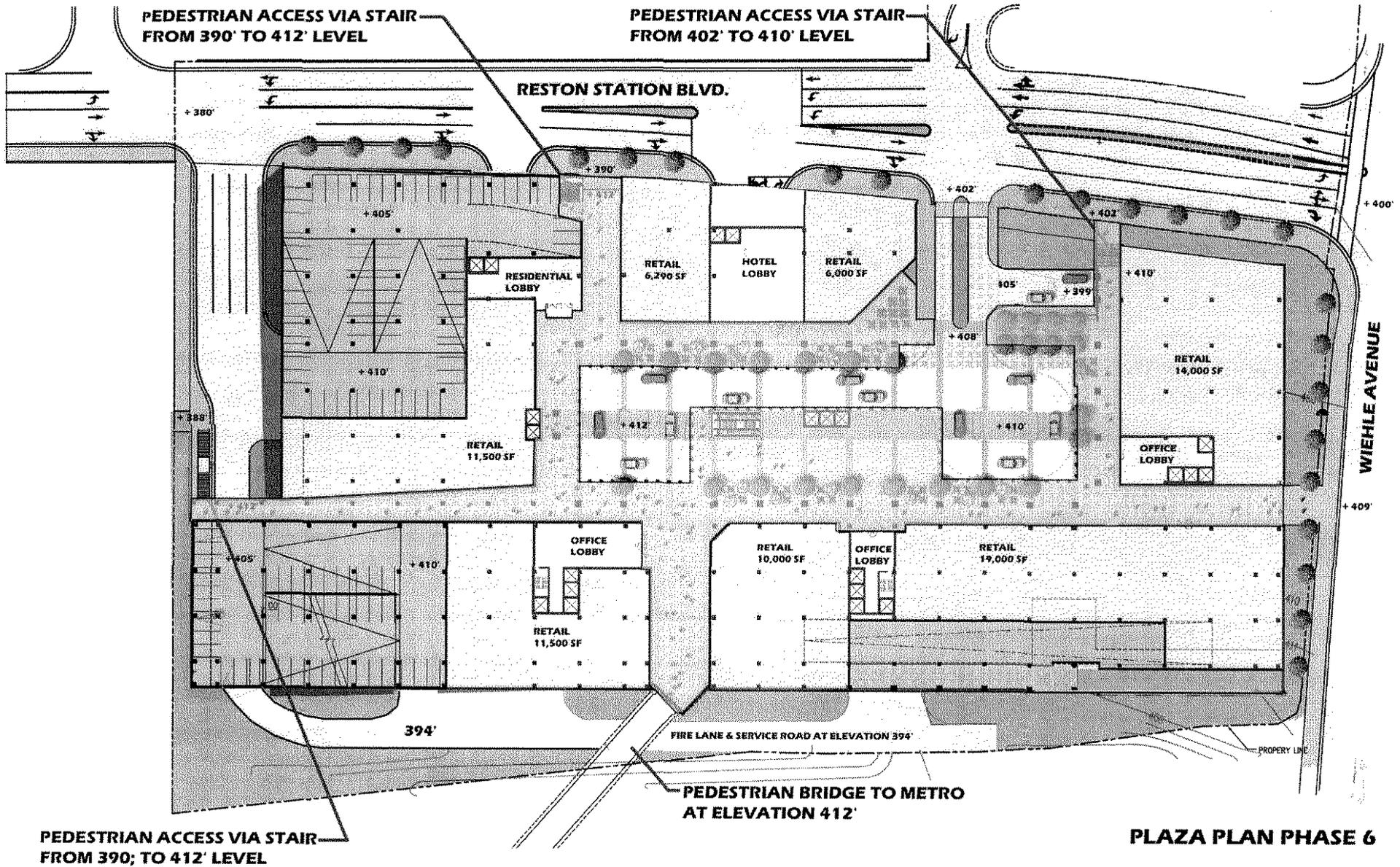
GARAGE G2 LEVEL





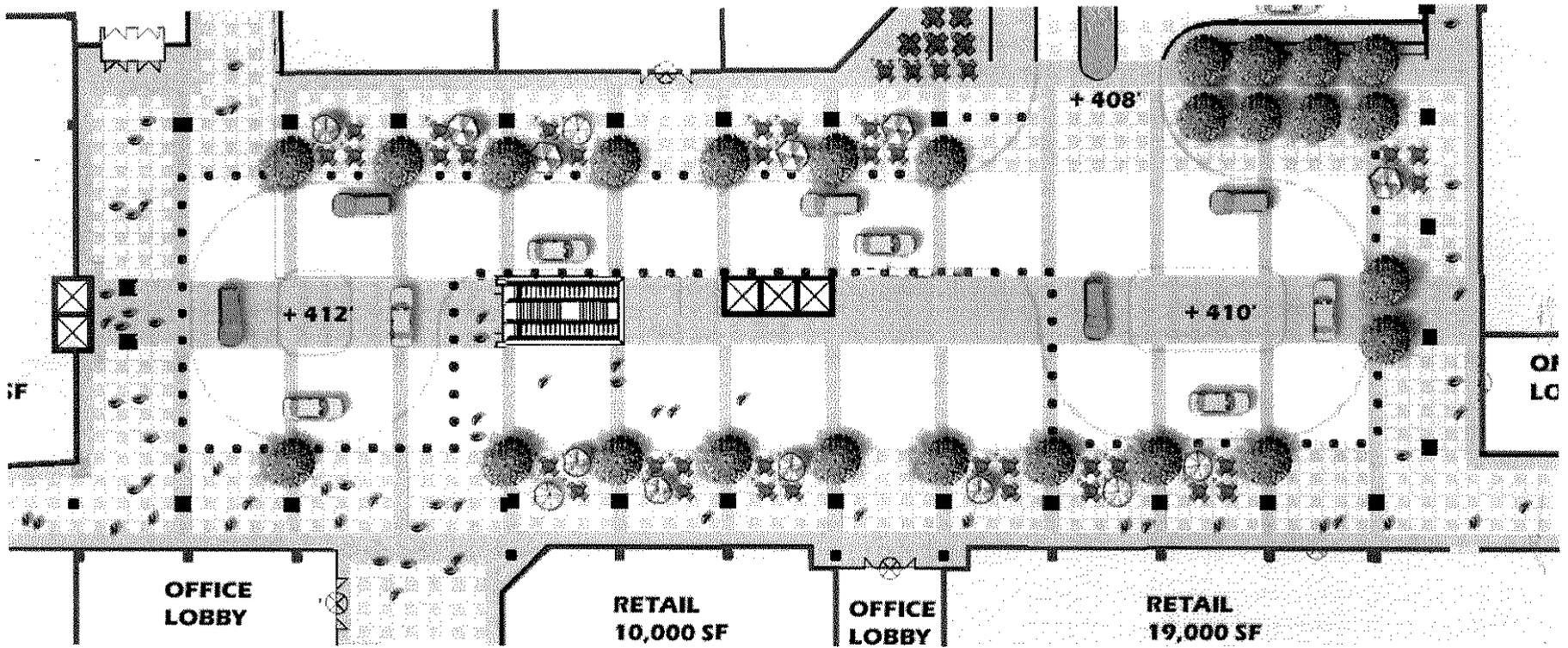
**PEDESTRIAN ACCESS VIA STAIR
FROM 390; TO 412' LEVEL**

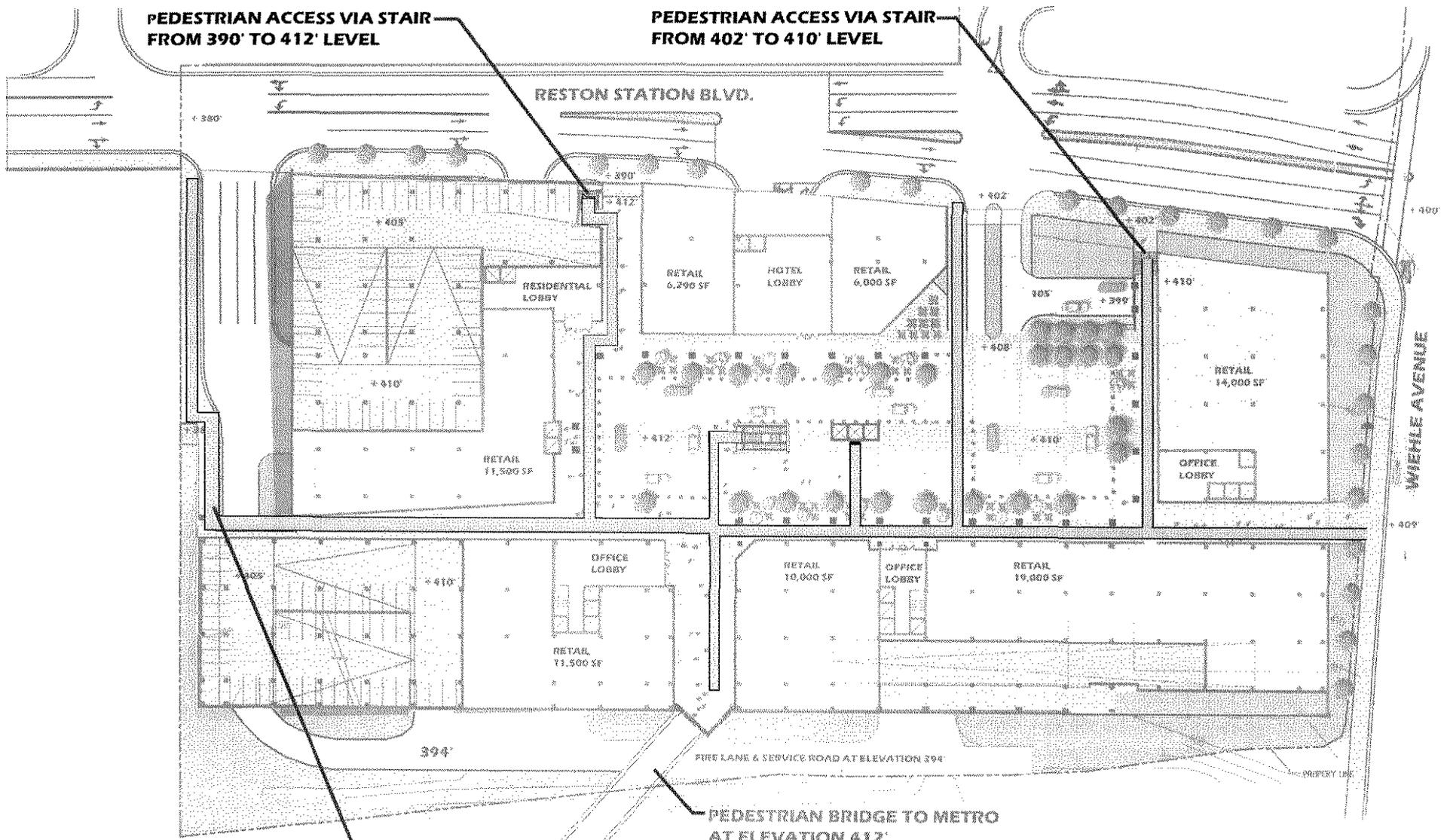
PLAZA PLAN PHASE 6



PEDESTRIAN ACCESS VIA STAIR FROM 390; TO 412' LEVEL

PLAZA PLAN PHASE 6





**PEDESTRIAN ACCESS VIA STAIR
FROM 390' TO 412' LEVEL**

**PEDESTRIAN ACCESS VIA STAIR
FROM 402' TO 410' LEVEL**

RESTON STATION BLVD.

WIEHLE AVENUE

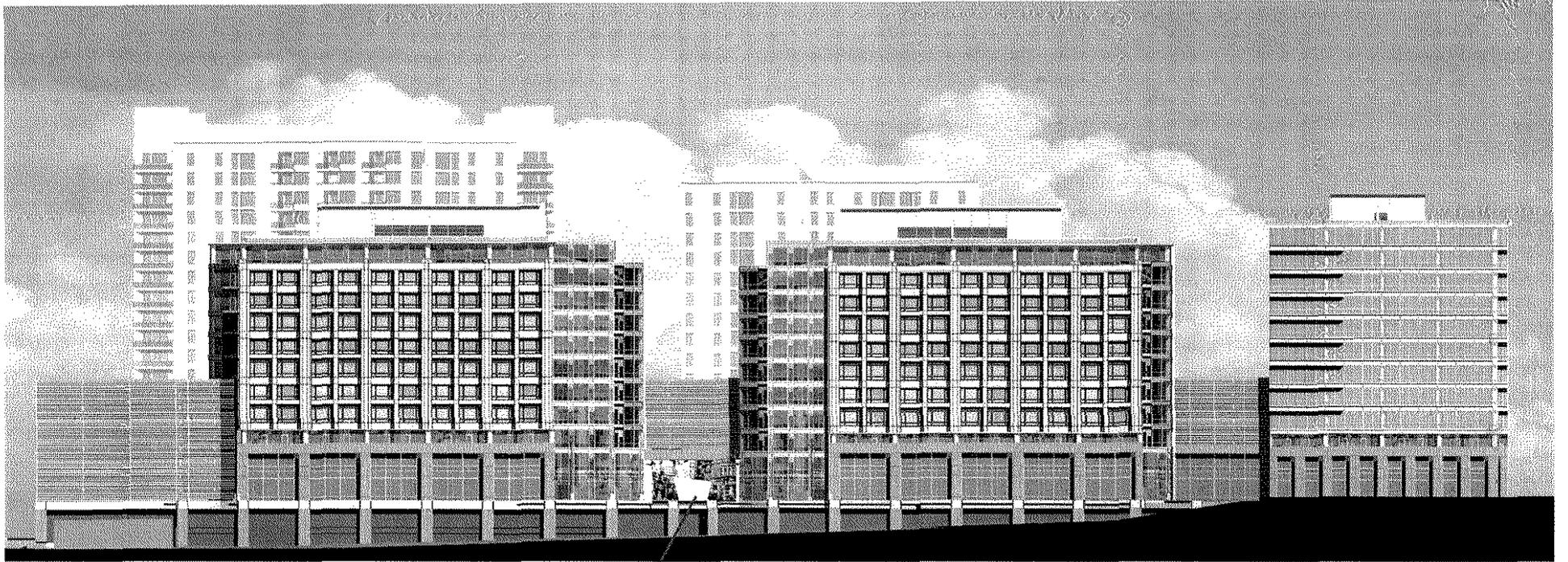
**PEDESTRIAN BRIDGE TO METRO
AT ELEVATION 412'**

**PEDESTRIAN ACCESS VIA STAIR
FROM 390; TO 412' LEVEL**

PEDESTRIAN CIRCULATION PHASE 6

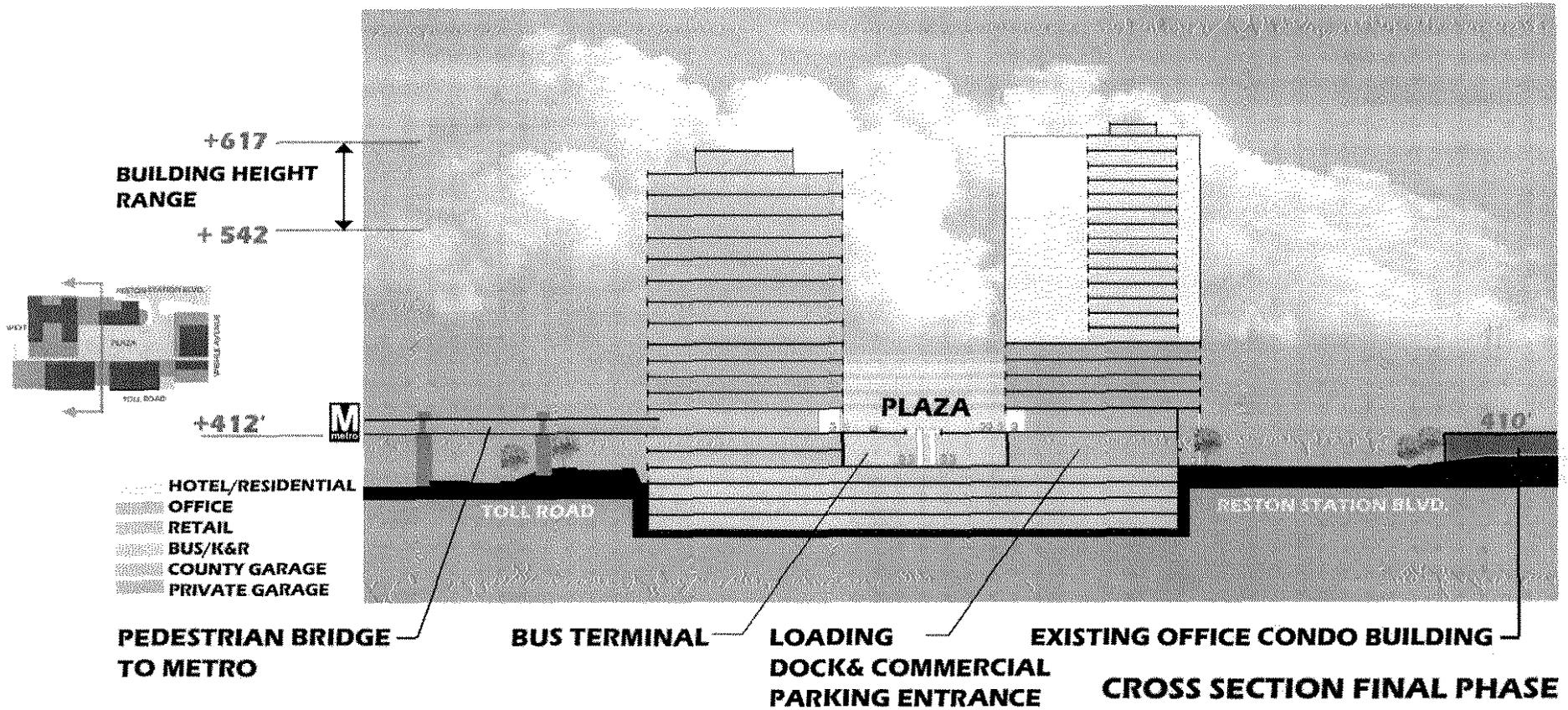
FIRE LANE & SERVICE ROAD AT ELEVATION 394

PROPERTY LINE



**PEDESTRAIN BRIDGE
TO METRO**

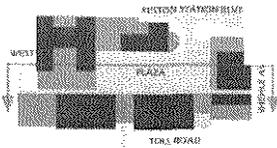
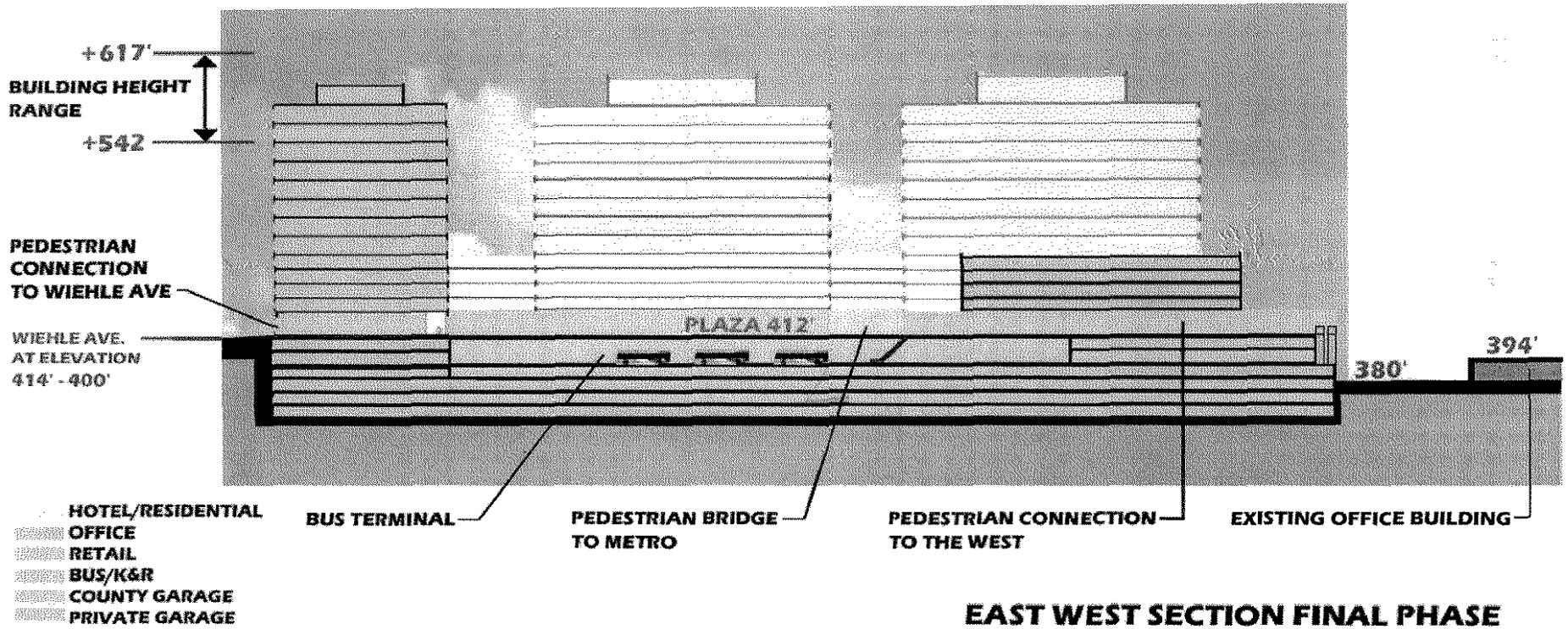
TOLL ROAD ELEVATION



SCHEMATIC SECTION NORTH-SOUTH

COMSTOCK PARTNERS





SCHEMATIC SECTION EAST-WEST

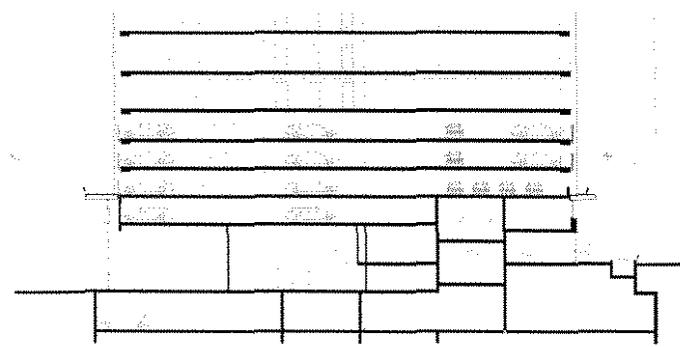
COMSTOCK PARTNERS



1100 WILSON BLVD., ROSLYN, VIRGINIA



1812 MOORE STREET, ROSLYN, VIRGINIA



ABOVE GRADE SCREENING EXAMPLES FOR PARKING

COMSTOCK
PARTNERS

September 30, 2009





BEARING POINT, McLEAN, VIRGINIA



WACHOVIA CENTER, NORFOLK, VIRGINIA



ABOVE GRADE SCREENING EXAMPLES FOR PARKING (cont'd)



**PEDESTRIAN
PLAZA ENTRANCE**

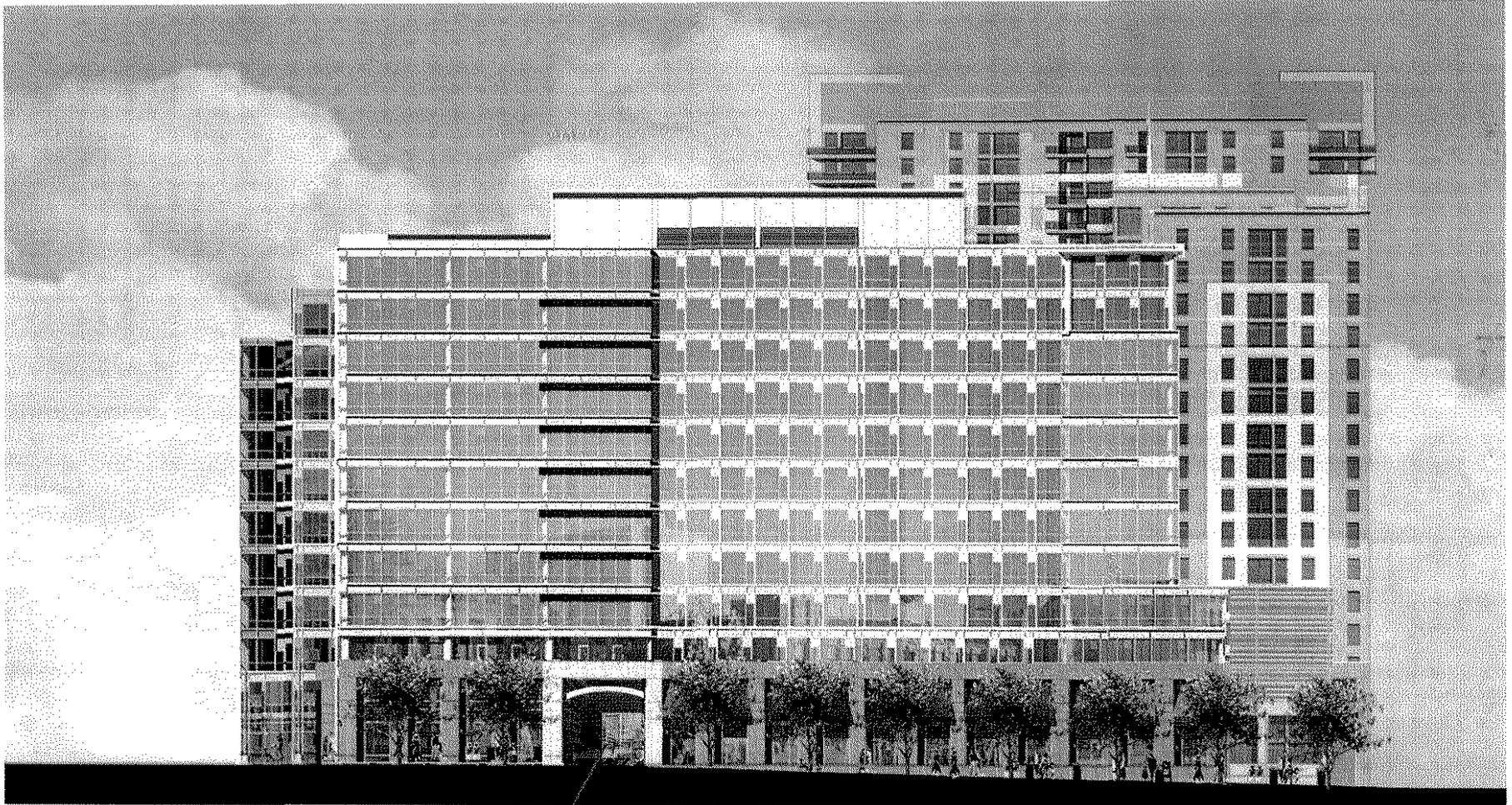
**COMMERCIAL PARKING
ENTRANCE**

**PEDESTRIAN
ENTRANCE
TO THE PLAZA**

**BUS
ENTRANCE**

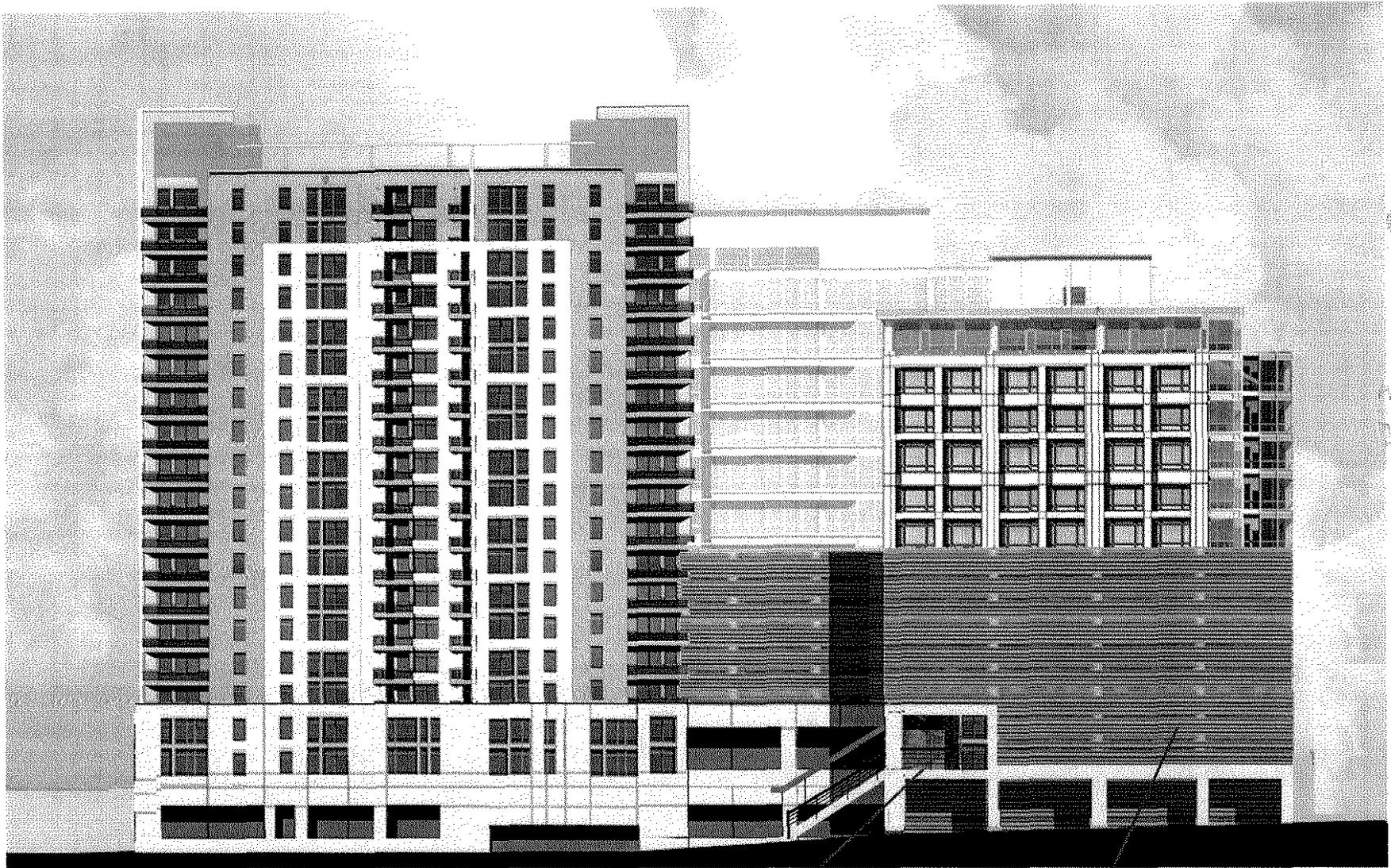
**COUNTY GARAGE
ENTRANCE**

RESTON STATION BLVD. ELEVATION



**PEDESTRIAN ENTRANCE
TO THE PLAZA FROM WIEHLE AVE.**

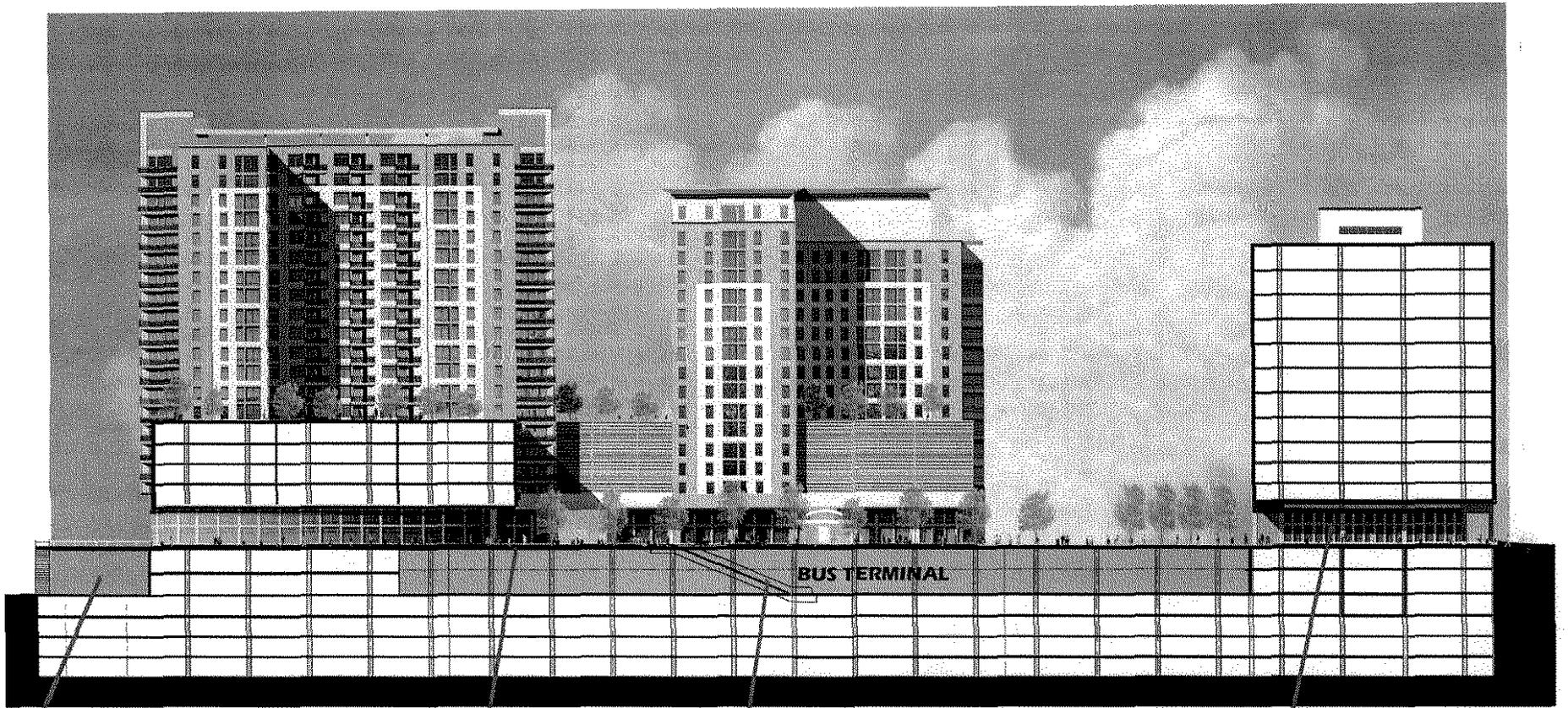
WIEHLE AVE. ELEVATION



PEDESTRAIN ACCES
FROM THE WEST

GARAGE WALL IN THE
FUTURE CAN BE SHARED
WITH WEST NEIGHBOR

WEST ELEVATION

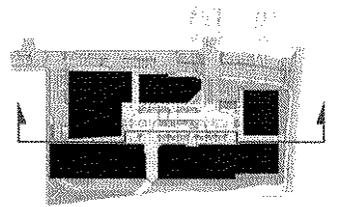


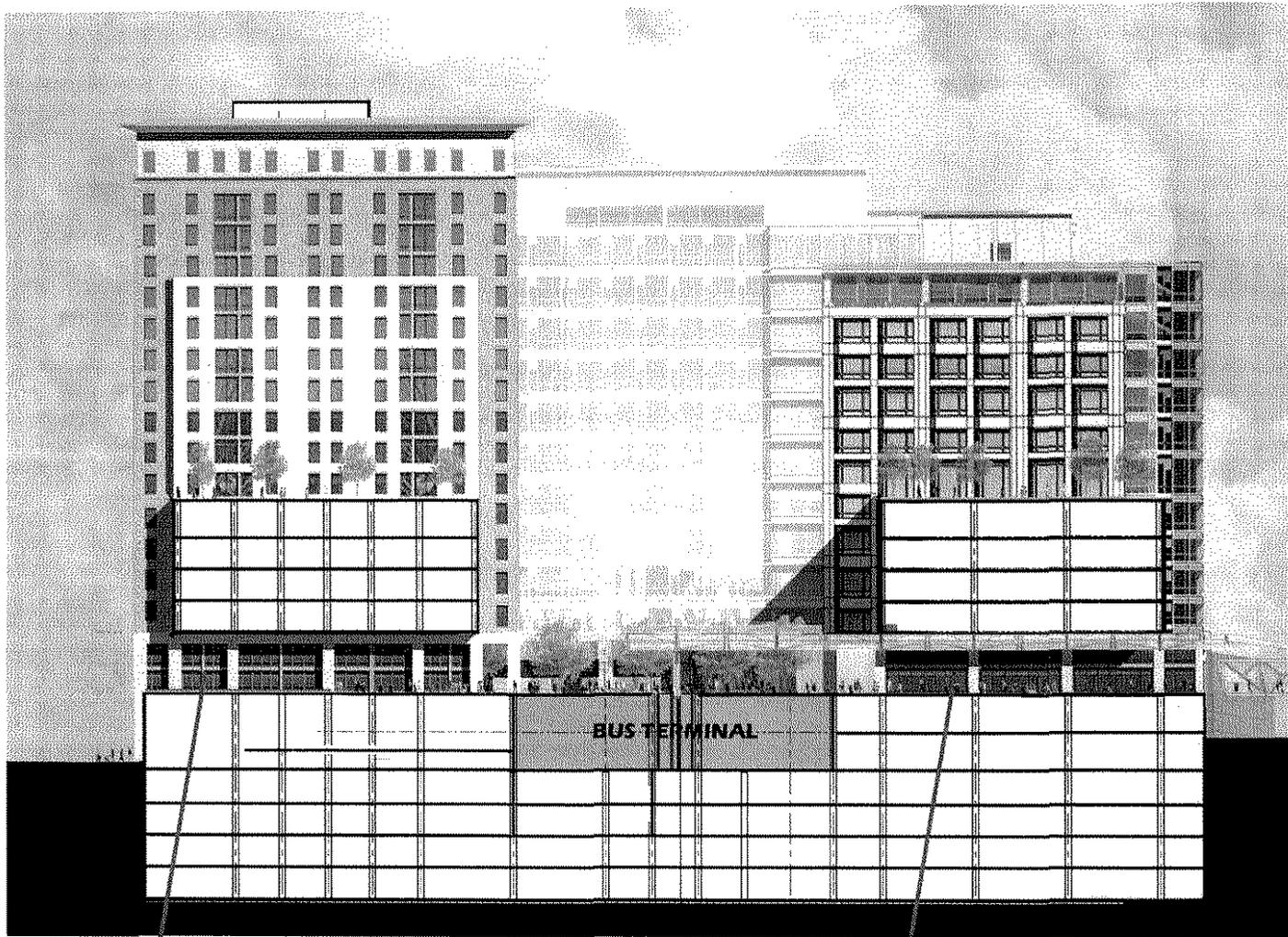
PEDESTRIAN ACCESS
FROM THE WEST

PEDESTRIAN
ENTRANCE
TO PLAZA

HOTEL LOBBY

PLAZA ENTRANCE



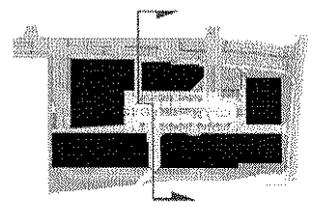


BUS TERMINAL

PEDESTRIAN
BRIDGE TO
METRO

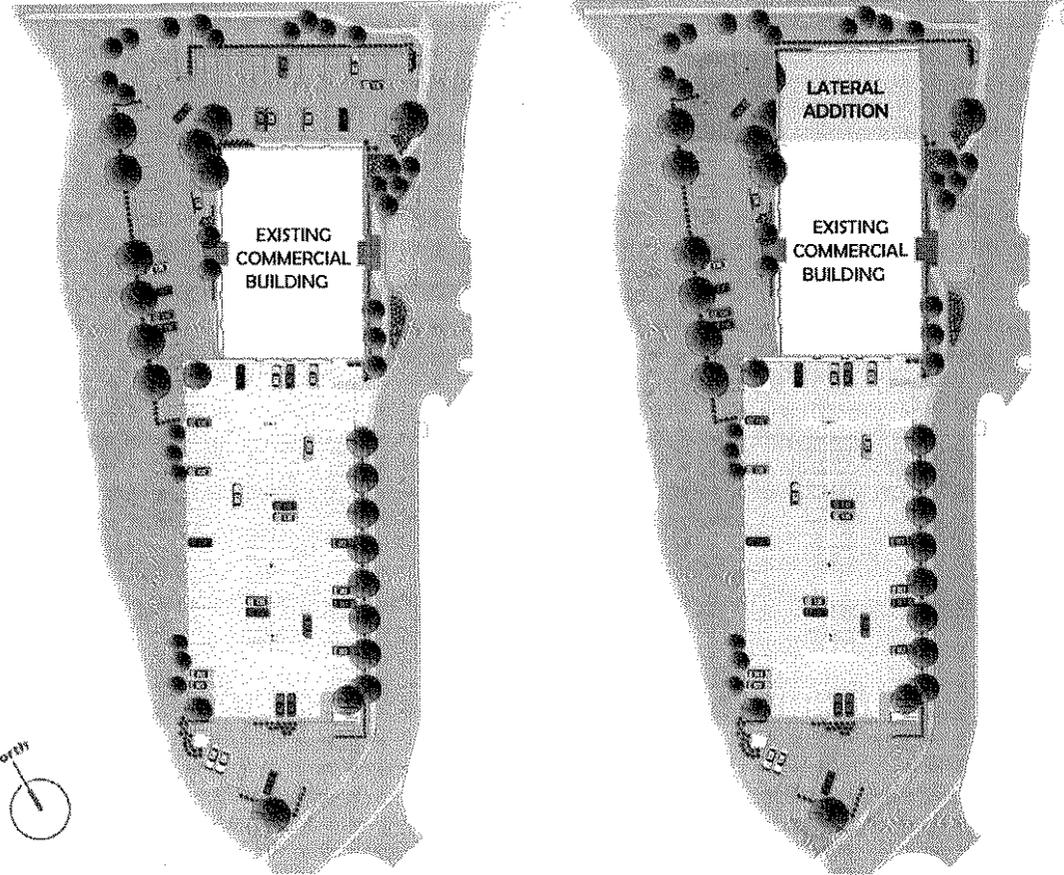
PEDESTRIAN ENTRANCE
TO PLAZA FROM THE
NORTH

PEDESTRIAN ENTRANCE
TO PLAZA FROM METRO



SUNSET HILLS ROAD

SUNSET HILLS ROAD



CURRENT SITE PLAN

PROPOSED LATERAL ADDITION TO EXISTING COMMERCIAL BUILDING

BLOCK 2 REDEVELOPMENT OPTIONS

COMSTOCK
PARTNERS



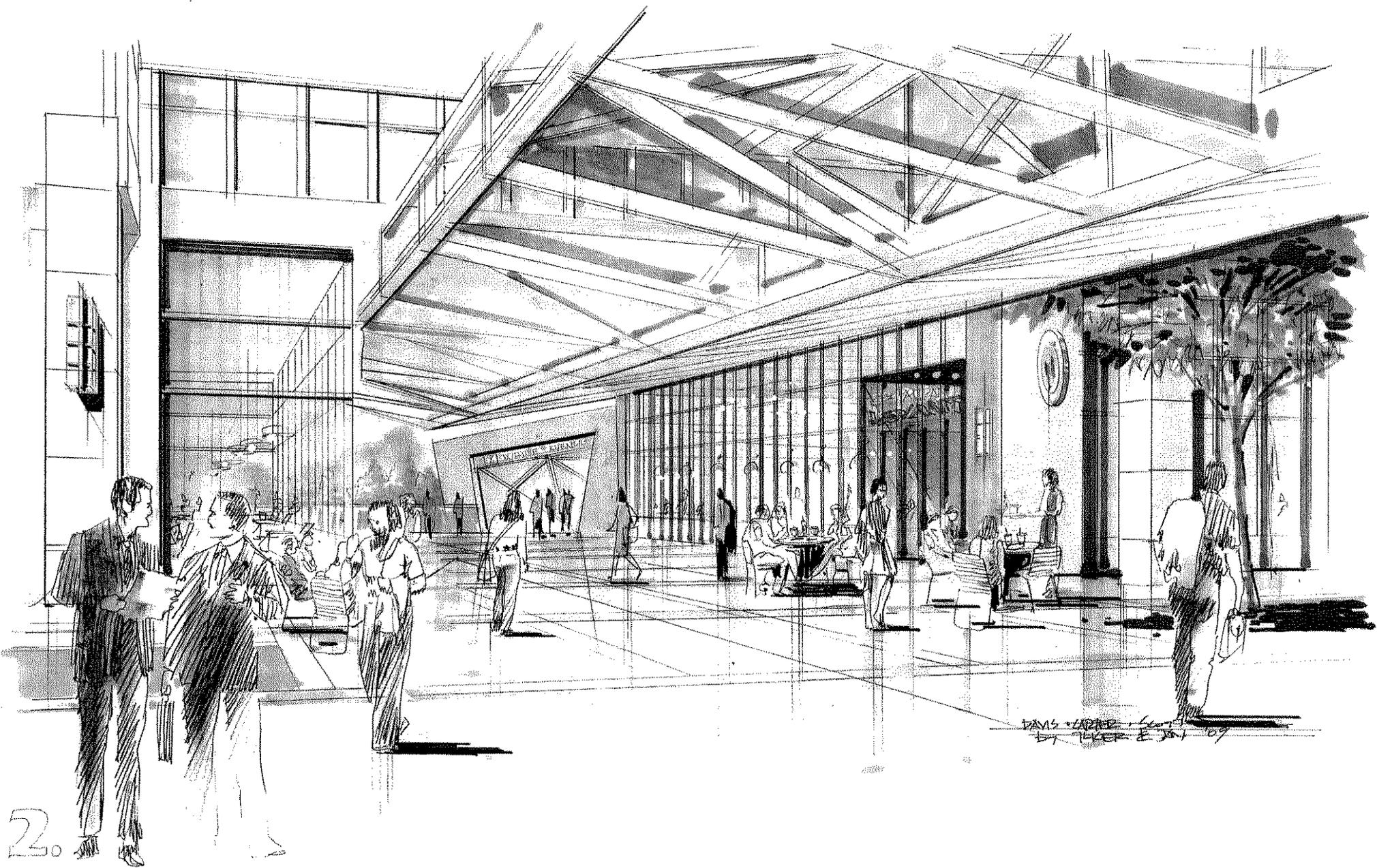


BLOCK 2 EAST ELEVATION



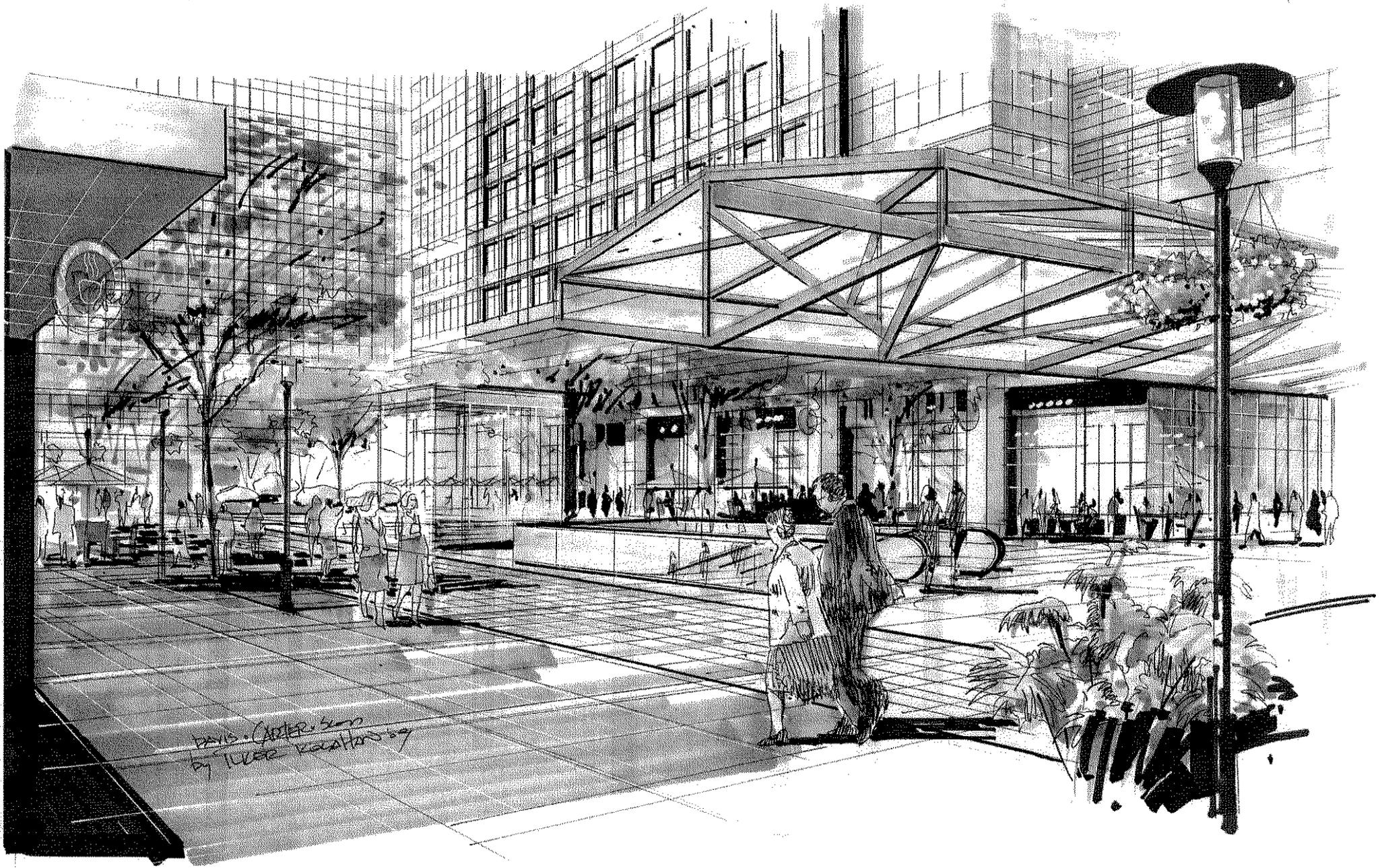


DAVIS-CARTER 5/07
by TUCKER-KOSKOWSKI & JOHNSON '07

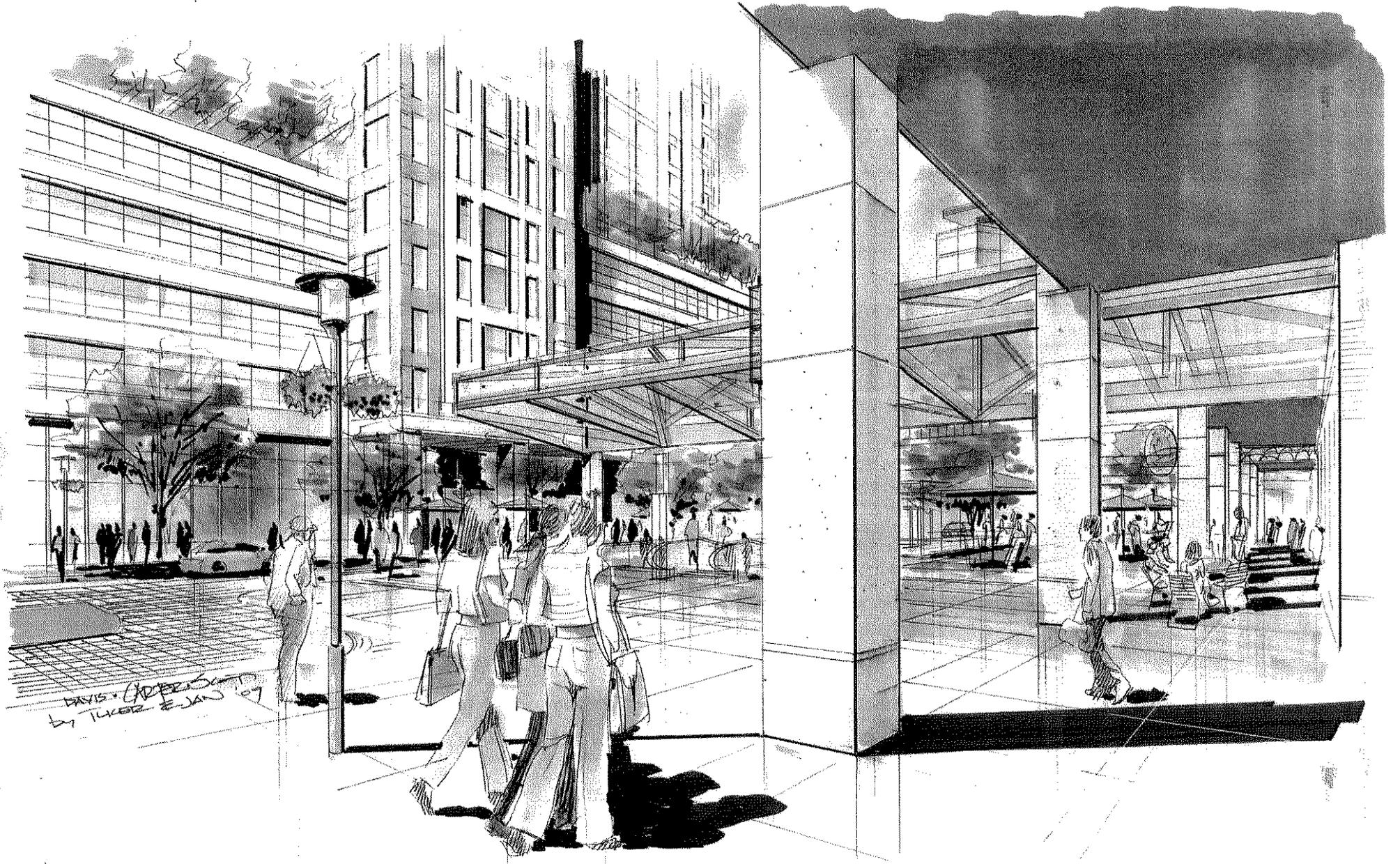


2.

DAVIS CARTER ARCHITECTS
BY TYLER E. JOY 09



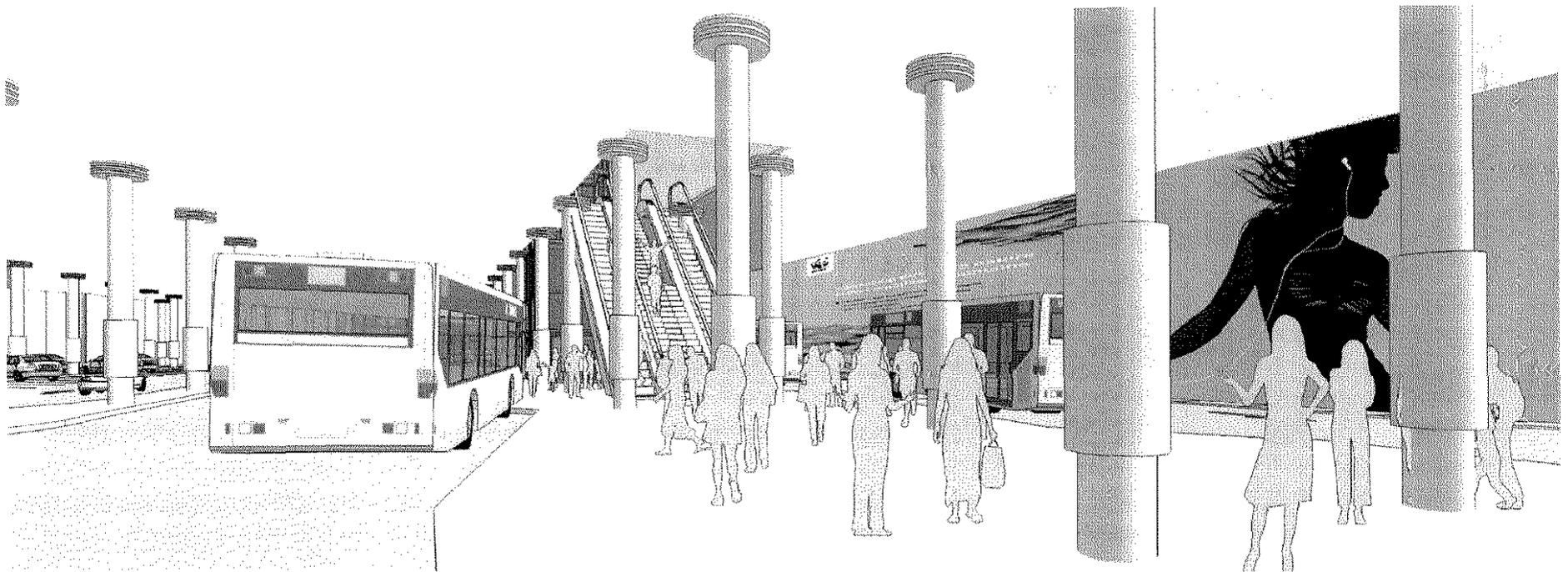
DAVIS, CARTER & SONS
BY THESE REVISIONS





DAVIS • CARTER SCOTT
by TILKER & JAMES '09

72



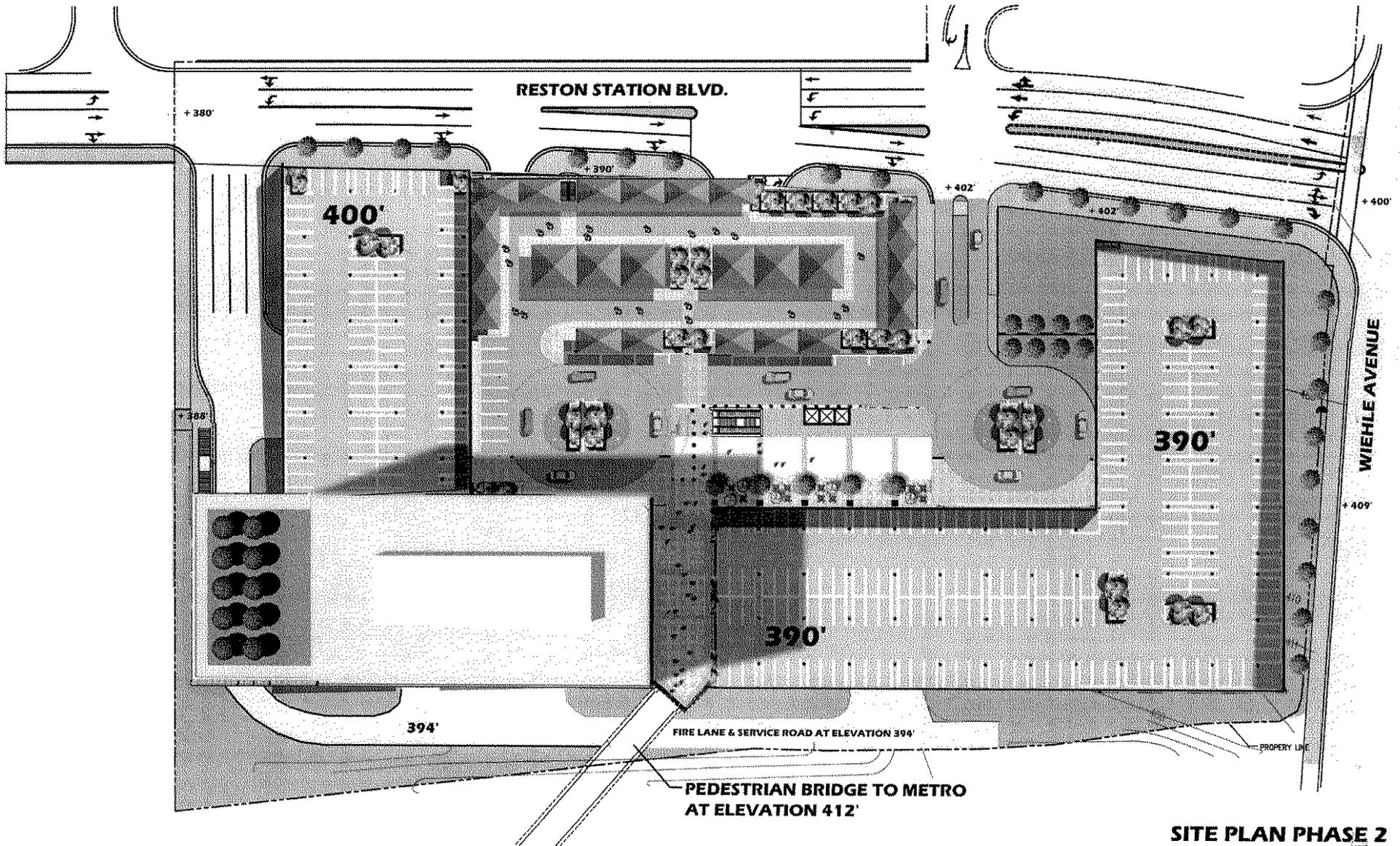
September 30, 2009



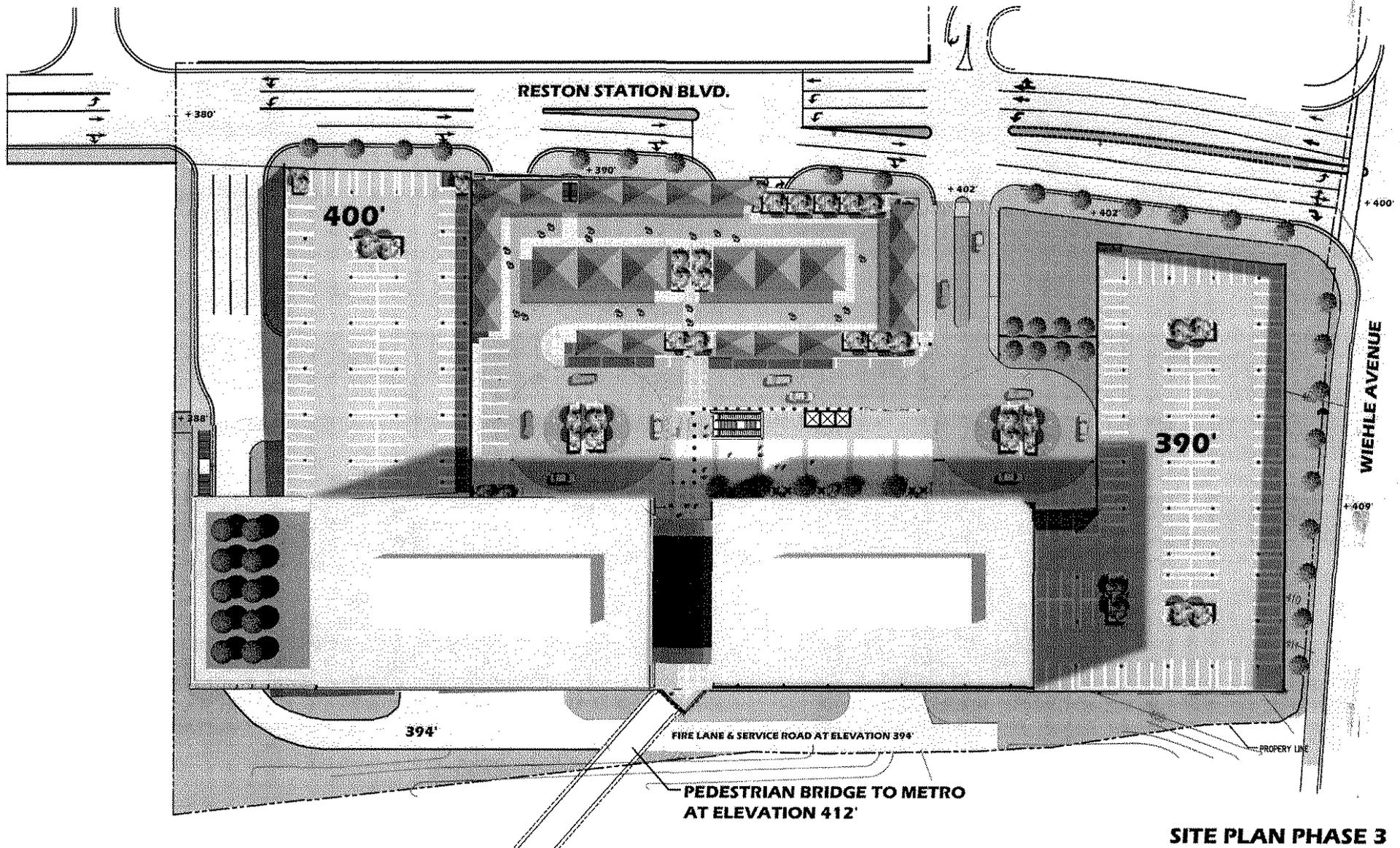
BUS STATION INTERIOR VIEW

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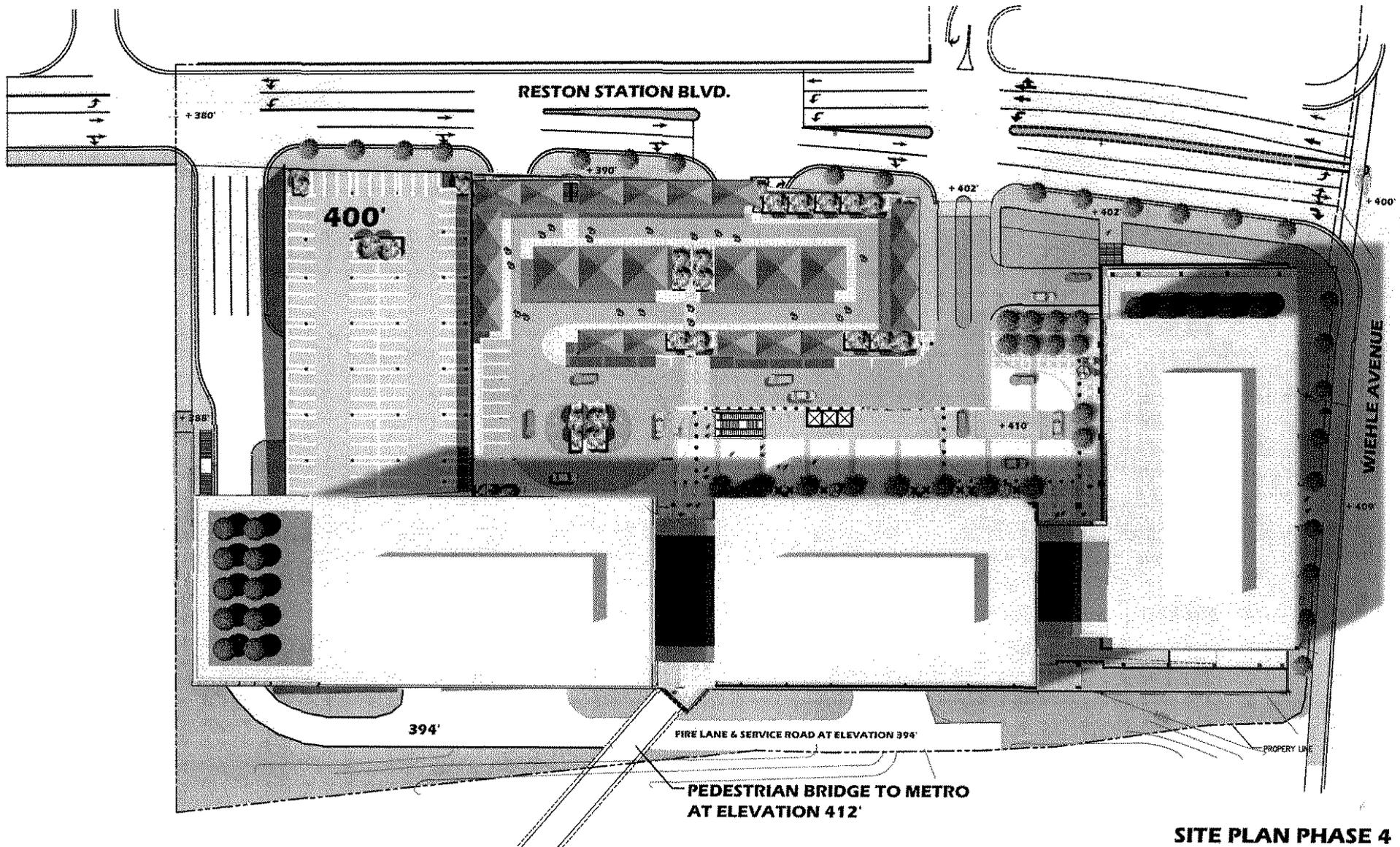
RESTON STATION / Proposed Transit Oriented Development



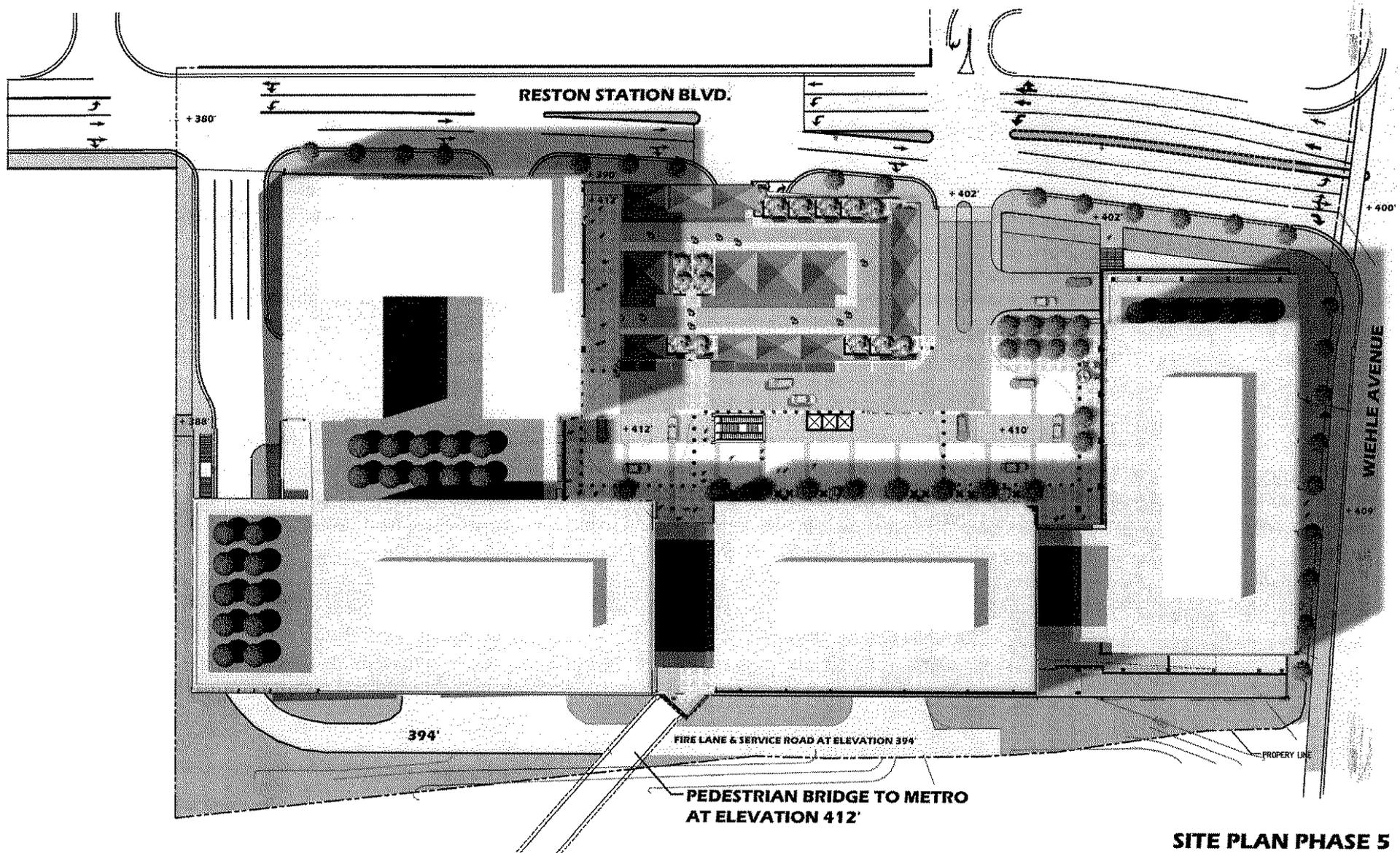
SITE PLAN PHASE 2

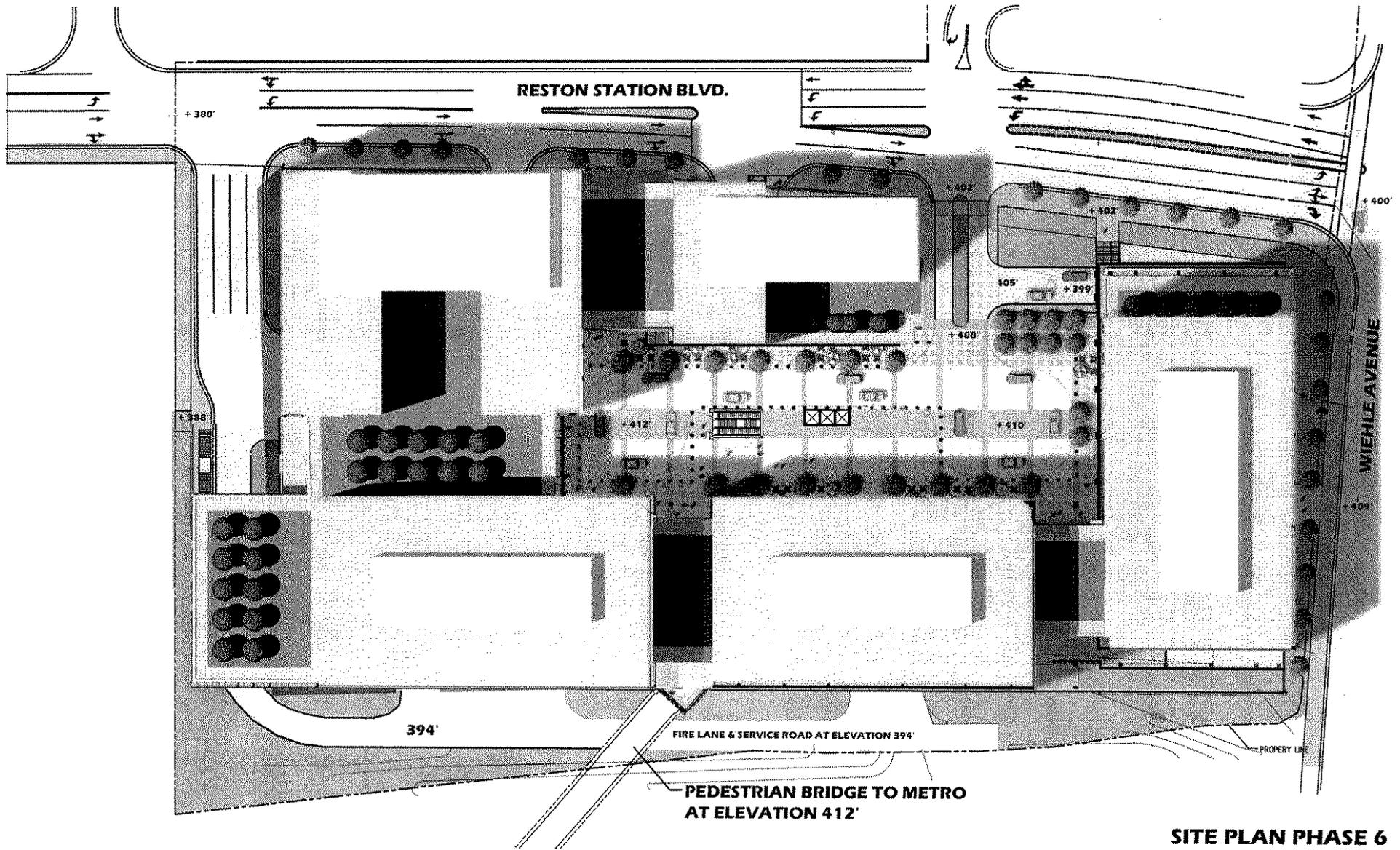


SITE PLAN PHASE 3

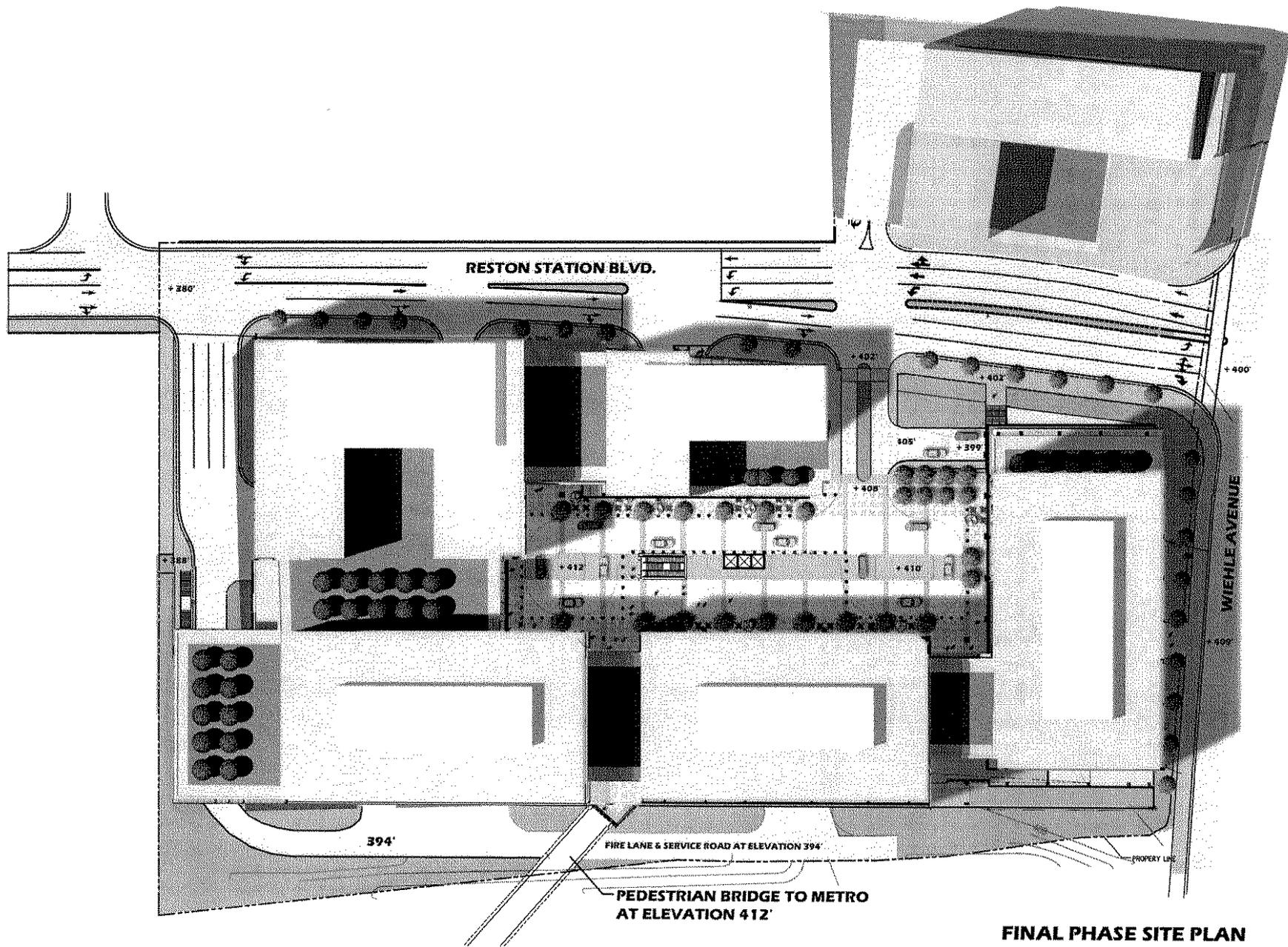


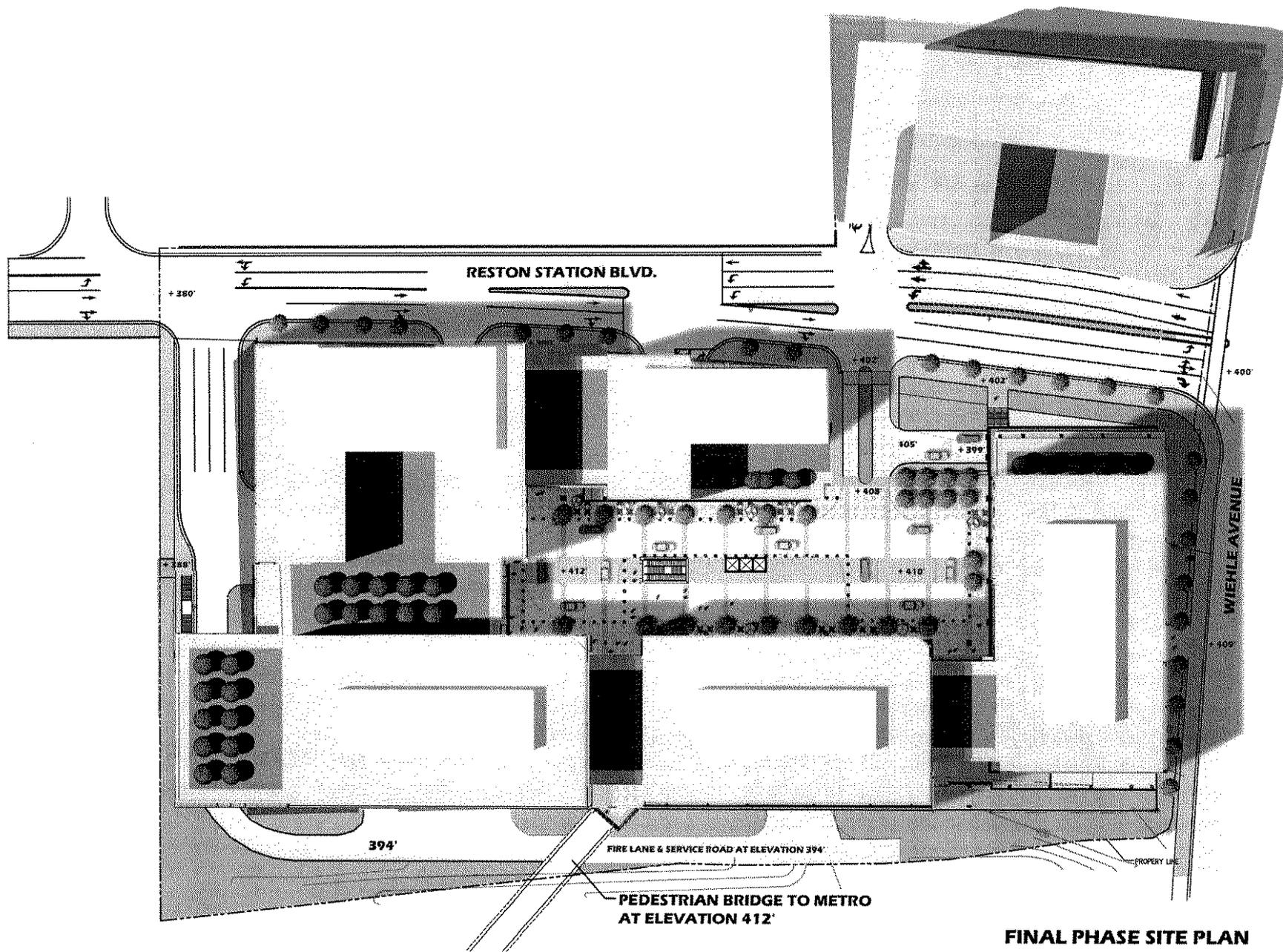
SITE PLAN PHASE 4





SITE PLAN PHASE 6





FINAL PHASE SITE PLAN

RESTON STATION

DECEMBER 02, 2009
COMMUNITY PRESENTATION

THANK YOU
COMSTOCK
PARTNERS



DEVELOPMENT AT METRORAIL STATION | WIEHLE AVENUE