

**MINUTES OF
FAIRFAX COUNTY PLANNING COMMISSION
WEDNESDAY, NOVEMBER 13, 2013**

PRESENT: Peter F. Murphy, Chairman, Springfield District
Frank A. de la Fe, Hunter Mill District
Ellen J. Hurley, Braddock District
James T. Migliaccio, Lee District
Earl L. Flanagan, Mount Vernon District
John L. Litzenberger, Jr., Sully District
Janyce Hedetniemi, Commissioner At-Large
James R. Hart, Commissioner At-Large
Timothy J. Sargeant, Commissioner At-Large

ABSENT: Jay P. Donahue, Dranesville District
Janet R. Hall, Mason District
Kenneth A. Lawrence, Providence District

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The meeting was called to order at 8:17 p.m. by Chairman Peter F. Murphy in the Board Auditorium of the Fairfax County Government Center, 12000 Government Center Parkway, Fairfax, Virginia 22035.

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ORDER OF THE AGENDA

There were no Commission matters; therefore, Chairman Murphy set the following agenda for the meeting.

1. AA 01-H-001 – HIU NEWCOMB FAMILY, LLC, MARIETTE HIU NEWCOMB, SARAH NEWCOMB, HANA NEWCOMB, LANI NEWCOMB, ANNA NEWCOMB BRADFORD, AND CHARLES NEWCOMB
2. AR 2005-SU-002 – J. DAVID SANDERS, TRUSTEE AND KIMBERLY ANN SANDERS, TRUSTEE
3. AR 87-V-001-03 – GARY D. KNIPLING AND CHARLOTTE J. KNIPLING
4. ST09-III-UP1 (A) – COMPREHENSIVE PLAN AMENDMENT (RESTON TRANSIT STATION)

This agenda was accepted without objection.

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AA 01-H-001 – HIU NEWCOMB FAMILY, LLC, MARIETTE HIU NEWCOMB, SARAH NEWCOMB, HANA NEWCOMB, LANI NEWCOMB, ANNA NEWCOMB BRADFORD, AND CHARLES NEWCOMB – Appl. renewal authorized by Chapter 115 (County Code), effective June 30, 1983, to permit renewal of a previously approved agricultural and forestal district. Located at 9627 Leesburg Pike, Vienna, on approx. 27.19 ac. of land zoned PDH-1 and R-A. Tax Map 19-1 ((14)) Z, 20A, 20Z, 21A, 21Z, 22A, 22Z, 23A, 23Z; 19-3 ((1)) 4Z2. DRANESVILLE DISTRICT. PUBLIC HEARING.

Commissioner de la Fe asked that Chairman Murphy ascertain whether there were any speakers for this application. There being none, he asked that presentations by staff and the applicant be waived and the public hearing closed. No objections were expressed; therefore, Chairman Murphy closed the public hearing and recognized Commissioner de la Fe for action on this case. (A verbatim excerpt is in the date file.)

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Commissioner de la Fe MOVED THAT THE PLANNING COMMISSION RECOMMEND TO THE BOARD OF SUPERVISORS THAT IT AMEND APPENDIX F OF THE FAIRFAX COUNTY CODE TO AMEND AND RENEW THE POTOMAC VEGETABLE FARM II LOCAL AGRICULTURAL AND FORESTAL DISTRICT, SUBJECT TO THE PROPOSED ORDINANCE PROVISIONS OF APPENDIX 1.

Commissioner Flanagan seconded the motion, which carried by a vote of 9-0. Commissioners Donahue, Hall, and Lawrence were absent from the meeting.

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AR 2005-SU-002 – J. DAVID SANDERS, TRUSTEE AND KIMBERLY ANN SANDERS, TRUSTEE – Appl. renewal authorized by Chapter 115 (County Code), effective June 30, 1983, to permit renewal of a previously approved agricultural and forestal district. Located AT 16009 Lee Hwy., Centreville, on approx. 131.04 ac. of land zoned R C, HD, and WS. Tax Map 63-2 ((1)) 9Z; 64-1 ((1)) 32Z and 64-3 ((1)) 1A. SULLY DISTRICT. PUBLIC HEARING.

Commissioner Litzenberger asked that Chairman Murphy ascertain whether there were any speakers for this application. There being none, he asked that presentations by staff and the applicant be waived and the public hearing closed. No objections were expressed; therefore, Chairman Murphy closed the public hearing and recognized Commissioner Litzenberger for action on this case. (A verbatim excerpt is in the date file.)

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Commissioner Litzenberger MOVED THAT THE PLANNING COMMISSION RECOMMEND TO THE BOARD OF SUPERVISORS THAT AR 2005-SU-002 BE APPROVED AND APPENDIX F OF THE FAIRFAX COUNTY CODE BE AMENDED TO RENEW THE SANDERS LOCAL AGRICULTURAL AND FORESTAL DISTRICT, SUBJECT TO THE ORDINANCE PROVISIONS DATED OCTOBER 30, 2013.

Commissioner Hedetniemi seconded the motion, which carried by a vote of 8-0. Commissioner de la Fe was not present for the vote. Commissioners Donahue, Hall, and Lawrence were absent from the meeting.)

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AR 87-V-001-03 – GARY D. KNIPLING AND CHARLOTTE J. KNIPLING – Appl. renewal authorized by Chapter 115 (County Code), effective June 30, 1983, to permit renewal of a previously approved agricultural and forestal district. Located at 11807 Harley Road, Lorton, on approx. 36.75 ac. of land zoned R-E. Tax Map 118-1 ((3)) Z; 118-2 ((1)) 6Z; 118-2 ((2)) 10Z; 118-2 ((5)) Z, 1Z, 2Z, and 7Z. MOUNT VERNON DISTRICT. PUBLIC HEARING.

Commissioner Flanagan asked that Chairman Murphy ascertain whether there were any speakers for this application. There being none, he asked that presentations by staff and the applicant be waived and the public hearing closed. No objections were expressed; therefore, Chairman Murphy closed the public hearing and recognized Commissioner Flanagan for action on this case. (A verbatim excerpt is in the date file.)

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Commissioner Flanagan MOVED THAT THE PLANNING COMMISSION RECOMMEND TO THE BOARD OF SUPERVISORS THAT AR 87-V-001-03 BE APPROVED AND APPENDIX F OF THE FAIRFAX COUNTY CODE BE AMENDED TO RENEW THE KNIPLING LOCAL AGRICULTURAL AND FORESTAL DISTRICT, SUBJECT TO THE ORDINANCE PROVISIONS CONSISTENT WITH THOSE DATED OCTOBER 30, 2013.

Commissioner Litzenberger seconded the motion, which carried by a vote of 9-0. Commissioners Donahue, Hall, and Lawrence were absent from the meeting.

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ST09-III-UP1 (A) – COMPREHENSIVE PLAN AMENDMENT (RESTON TRANSIT STATION) – To consider proposed revisions to the Comprehensive Plan for Fairfax County in accordance with The *Code of Virginia*, Title 15.2, Chapter 22. The Amendment concerns approximately 1,650 acres of land (inclusive of roads), generally located north and south of the Dulles Airport Access Road (DAAR) in the Parkway (State Route 286), and east vicinity of Wiehle Avenue, Reston Parkway, the Fairfax

County Fairfax County Parkway (State Route 286), and east of Centreville Road, currently described in the Plan as the Reston-Herndon Suburban Center. In addition, it proposes to move Plan recommendations for areas at the periphery of the eastern edge of the Reston-Herndon Suburban Center to the UP5 Reston Community Planning Sector section of the Plan. The Reston-Herndon Suburban Center is bounded on the north by Hidden Creek Golf Course, Baron Cameron Avenue and the Town of Creek Golf Course, Baron Cameron Avenue and the Town of Herndon, on the northeast by Lake Fairfax Park, on the east by a Virginia Department of Transportation (VDOT) storage yard (on the north side of the DAAR) and by Hunter Mill Road on the south of the DAAR, on the south by Sunrise Valley Drive, Fox Mill Road, and Frying Pan Road, on the west by Centreville Road (on the south side of the DAAR), and by Fairfax County Parkway (on the north side of the DAAR). The study area does not include any of the residential areas south of Sunrise Valley Drive that are within one ½ mile of the Wiehle-Reston East or Herndon stations. The Reston-Herndon Suburban Center is located predominantly in the Hunter Mill Supervisor District, with a small area at the west end of the study area in the Dranesville Supervisor District. This area has been the subject of Phase 1 of the Reston Master Plan Special Study (RMPSS), a special planning study initiated to evaluate Plan guidance for the planned community of Reston. Phase 1 of the RMPSS has been conducted under the direction of County staff and a Reston Master Plan Special Study Task Force appointed by the Fairfax County Board of Supervisors. The Plan Amendment for Phase 1 sets forth a community-wide Vision and Planning Principles for Reston, areawide recommendations for land use; urban design; transportation; urban parks, recreational facilities and cultural facilities; environmental stewardship; public facilities; and general guidance re: possible implementation of the Plan. The Plan Amendment also contains district recommendations for the three Transit Station Areas (TSA) that are proposed to replace the Reston-Herndon Suburban Center in the Comprehensive Plan and are focused around the new Metrorail stations located in Reston and are part of Metrorail's Silver Line (Wiehle-Reston East, Reston Town Center, and Herndon TSAs). Each TSA has a core area close to the Metrorail station that is referred to as a Transit-Oriented Development (TOD) district. In addition, nine other districts are located within the TSAs and are identified as Non-TOD districts, with one district having recommendations that encourage a more urban character in the north part of the Reston Town Center and eight districts having recommendations that plan for a continuation of the current and zoned uses and amounts of development. The Reston TSAs are planned for a complementary for a continuation of the current and zoned uses and amounts of development. The Reston TSAs are planned for a complementary mix of office, institutional, civic and other uses. Land use categories include: Transit Station Mixed Use (office, residential, hotel, retail, institutional, and civic uses); Residential Mixed Use (new

development is planned to be primarily residential use with ground floor retail, hotel, and limited new office uses); Town Center Urban Core Mixed Use (office, residential, and hotel with supporting retail and service uses); Town Center North Mixed Use (residential use with office, hotel, civic, and support retail uses); Residential (residential with supporting retail); Public Facility (public uses such as library, school, police/fire station, performing arts center and recreation center); and, Major Open Space Amenity (larger open spaces such as local-serving parks and athletic fields). Other uses, such as educational and institutional uses are planned throughout the TSAs. The areas closest to the Metrorail stations should be developed with office space, new residences and other non-residential uses including hotels and ground-level retail uses in mixed use buildings. Areas outside the ¼ mile radius from the Metrorail stations should be redeveloped primarily with multi-family housing with ground level retail. The highest intensity is planned for areas adjacent to the three Metrorail stations and varies according to distance from the Metrorail Station and according to the planned character for each TOD district. The Planning Commission and the Board will consider Plan text that provides for the highest Floor Area Ratios (FAR) to apply to the commercial properties within ¼ mile of the Metrorail stations. The highest FAR range is 3.0-4.0 FAR in the TOD Subdistrict on the north side of the Reston Town Center station with lower FAR ranges of 2.0-3.0 FAR for the south side of the Reston Town Center station and the north side of the Wiehle-Reston East station and a range of 1.5- 2.5 FAR for the south side of the Wiehle-Reston East station and the Herndon station. Also under consideration are development intensities of up to 1.5 FAR for selected areas that are designated as Residential Mixed Use areas and are located approximately ¼ to ½ mile from the Metro stations. Some areas within ½ mile of the Reston Town Center station, including the Town Center Urban Core, are not planned for additional intensity. Non-TOD Districts are recommended by staff and the Task Force for varying intensities generally up to the FAR provided by existing zoning. All intensities listed as staff's recommendations in the Plan may be increased by varying amounts because of the bonus intensity that is allowed as an incentive for such things as the provision of affordable housing (between 12%-20%) and land or space for public improvements or facilities (up to 25%). The amount of bonus intensity may be compounded when multiple planning objectives are being achieved. In addition, the Plan allows for density credits for land dedication and for intensity to be moved from one land use category to another so long as the resulting development conforms to the goal of locating the highest intensities closest to transit and the development is consistent with the planned development conforms to the goal of locating the highest intensities closest to transit and the development is consistent with the planned character and scale of the area. All of these provisions and incentives could allow for a development to be considered at up to a maximum intensity of 5.0 FAR under the staff and

Task Force's recommendation. In addition, the Plan recommendations describe a maximum number of overall square feet of development planned for the planned TOD areas. The overall maximum number of square feet recommended in the Plan could be up to 30 million square feet of existing and new office uses and 24,500 existing and new residential dwelling units based on a 2030 planning horizon. Development under the Plan may be phased to transportation, trip reduction objectives, and public facilities/ improvements. The proposed Plan amendment provides guidance for urban design, i.e., pedestrian circulation, streetscape design, a street grid and block pattern, build-to lines, building frontages, recommendations for bulk and massing, step-backs, building articulation, fenestration, and building heights, which will be tallest in the parts of the TOD districts closest to the Metrorail stations, moving outward to lower heights. The Plan amendment also calls for reductions in maximum parking throughout the TSAs and a variety of robust Transportation Demand Management tools to mitigate traffic impacts. The Plan amendment also identifies transportation recommendations for roadway improvements and new bicycle facilities within the TSAs. Amendments to the Countywide Transportation Plan are also under consideration as part of this amendment to reflect recommendations affecting the transportation network. The Countywide Transportation Plan amendments under consideration include, but are not limited to, the following roadway additions and deletions: the addition of a network of new local and collector streets to increase connectivity and to better accommodate pedestrians, bicyclists, transit vehicles and cars and the addition of a grade-separated interchange at Fairfax County Parkway and Sunrise Valley Drive. The current Reston-Herndon Suburban Center plan guidance includes recommendations pertaining to the Lake Fairfax Business Park and the adjacent residential subdivision, Equestrian Park. This amendment proposes to move these recommendations to the UP5 Reston Community Planning Sector section of the Area III volume of the Comprehensive Plan. The recommendations under consideration are contained in a staff report dated November 1, 2013. The document contains the recommendations of Fairfax County staff as well as alternatives to the staff recommendations as recommended by the Reston Master Plan Special Study Task Force. Where the staff recommendation differs from that of the Task Force and where alternatives are presented, it is noted in the document and all recommendations are provided so as to provide the Planning Commission with the flexibility to choose among the recommendations or do less than what is presented. HUNTER MILL DISTRICT. PUBLIC HEARING.

Chairman Murphy took a moment to recognize Robert E. Simon, who was in the audience. Commissioner de la Fe also recognized Heidi Merkel, Planning Division (PD), Department of Planning and Zoning (DPZ), for her hard work throughout this Plan Amendment process. In

addition, he announced his intention to defer the decision on this amendment at the end of the public hearing.

Faheem Darab, PD, DPZ, presented the staff report, a copy of which is in the date file. He noted that staff recommended approval of the Plan Amendment.

Patricia Nicoson, Chair, Reston Master Plan Special Study Task Force, said that during the Plan Amendment process, the Task Force had appointed two co-chairs to head three subcommittees that would deal with each transit station area. In addition, a Vision Subcommittee was created with two co-chairs to take a wider look at the Dulles Corridor area and make recommendations. This committee developed a "Vision and Principles Statement" that was adopted by the full task force and later included in the draft Comprehensive Plan text. She further added that an Ad Hoc subcommittee had been formed to prepare a report on the planning process, noting that it was undergoing final edits. Ms. Nicoson said that the Center for Regional Analysis at George Mason University had provided the Task Force with jobs and housing projections, which were revised as the study progressed to reflect the downturn in the regional economy. She added that experts were also consulted to provide information on demographic trends regarding transportation, the mix of uses at the transit stations, and implementation of the development. She pointed out that Scenario G, the basis of the proposed Plan Amendment, reduced the amount of permitted commercial development, increased the amount of residential development, and focused all of the development at the transit station areas. She pointed out that the mix of uses at transit station areas called for a robust 50/50 ratio of commercial to residential development to enhance the vitality of development within the Transit Station Mixed-Use Areas. Ms. Nicoson pointed out that the Task Force had developed a "bucket concept," and explained that, in order to accommodate the varying situations among the transit station area properties, this amendment would set targets for land-use districts rather than individual properties for residential and commercial development, with the intent of encouraging higher intensities to develop earlier near the transit stations to take advantage of the Metrorail station openings. In addition, Ms. Nicoson stated that she had requested that a follow-on motion be made for additional work to be done with regard to open space and recreation in Reston.

Commissioner de la Fe asked Ms. Nicoson how the Task Force report would differ from the staff report. Ms. Nicoson explained that it would cover all of the issues that were considered as well as some of the points of view.

Commissioner Hart referenced Green Buildings on Page 69 in the staff report and suggested editorial corrections. In addition, he acknowledged that Reston had many unique qualities, but questioned whether the three transit station areas should be treated differently than any other with regard to the Green Building Policy.

Fred Selden, Director, DPZ, explained that the initial target for each area had been certified LEED Gold and said that staff would review the language to ensure there was no conflict with recent amendments to the Policy. Commissioner Hart also suggested considering bird-friendly design and again cautioned against treating certain areas of the county differently than others.

Commissioner Flanagan referenced the first bullet on page 24 and asked how close the affordable and workforce housing would be located to the Metro station. Ms. Nicoson replied that the \$3.00 contribution would be used for housing located within a half mile of the station. Commissioner Flanagan asked if the educational uses provided in the glossary would also be excluded in the ground-floor retail described in the following paragraph. Ms. Nicoson explained that the intent was to exclude public/private institutions and/or career development entities.

Commissioner Hedetniemi referenced the second paragraph under Urban Parks, Recreation Facilities, and Cultural Facilities on page 70 and asked how the Task Force might balance the need for parks and recreation within the Reston development center, rather than using amenities outside of the area. Ms. Nicoson said that this issue had greatly concerned Task Force members, adding that they had discussed it with staff, some of whom noted that there were existing facilities just outside of the proposed area which could be enhanced to accommodate additional fields.

Commissioner Sargeant commended the Task Force for its work and expressed appreciation for its suggestions regarding greater housing diversity. He referenced the housing diversity paragraph on page 23 and asked Ms. Nicoson why cash contributions in lieu of workforce dwelling units (WDU) were undesirable. Ms. Nicoson explained that there was plenty of property along the Toll Road available near the Metro stations where WDUs, along with other uses, could be built to create a thriving community. When Commissioner Sargeant asked if there was any flexibility in the Task Force long-range plan, Ms. Nicoson explained that getting the mix of uses on target at the beginning was key and that flexibility would follow once that was accomplished.

Commissioner Hurley referenced Schools, on page 78, and asked if the Task Force included representation from Fairfax County Public Schools in their discussions. Ms. Nicoson said yes, adding that school representatives provided information on the possible impacts of this development. Commissioner Hurley asked if childcare centers had been considered in the commercial areas, and Ms. Nicoson said that the Task Force had not discussed it; however, she added they would be very convenient in the transit station areas.

Chairman Murphy called the first listed speaker and recited the rules for testimony.

Mark Looney, representing Greater Reston Chamber of Commerce, 1763 Fountain Drive, Reston, commended staff for their work on the Plan. He noted that Fairfax attracted tremendous commercial talent and that Reston was home to several large commercial entities. He pointed out that the Silver Line might not produce immediate change in the way existing Reston employees traveled to work and said planners must take a long-term view. He stated that the Chamber supported the Plan, adding that it was important to ensure that the employment sector remained vibrant. In addition, he said that citizens currently enjoyed the benefits of the open space and entertainment areas, but requested the flexibility to build upon the employment center should the need arise. With regard to the parking maximums, he suggested that parking reductions be phased in over time, given the existing amount of surface parking to be filled in by the development, and the length of time it would take for people to adapt to the new parking arrangements. He further added that the Chamber was ready to participate in all discussions

regarding transportation improvements, from state tax revenues to proffers, to ensure the vibrancy of the community.

Frederick Costello, 12864 Tewksbury Drive, Herndon, stated that the Plan fell short of what was needed for the proposed site, did not provide a Plan for 63 percent of the land, and provided only target densities, not maximums for the other 37 percent; therefore, it was impossible to calculate the impact of development on traffic or infrastructure needs. He added that that the Plan was too vague, unbalanced, and would ultimately lead to overdevelopment. He also noted that the proposal was silent on maintaining balance throughout the 20-year development period. He requested that DPZ specify the maximum densities for the entire proposed site, specify the fraction of the development that is to be residential, and use the new specifications to calculate and report the maximum traffic and infrastructure needs. He also requested that the Plan include how balance would be maintained throughout the development period. (A copy of Mr. Costello's statement is in the date file.)

Peter Otteni, 2200 Pennsylvania Avenue, NW, Washington, DC, also commended staff and the Task Force and noted that he had submitted a letter that had been signed by landowners holding over 20 percent of the property in the special study. He said that there were four major points and recommendations for revisions to the current Amendment language, including:

- Open Space: Emphasis should be placed on the quality of the open space, not the quantity.
- Stormwater Management: The current language would likely conflict with state regulations and/or county policy language.
- Parking Management: The parking management plan should be 2.4 parking spaces per 1,000 square feet within the entire transit area, from the Metro station up to and including a half mile, not to be implemented sooner than 10 years after adoption of the Plan.
- Expectation to join the Reston Association (RA) and requirement to undergo an architectural review by the RA Design Review Board (RADRB): The County cannot and should not attempt to compel membership in a private association. The county should further eliminate the recommendation for all development to be reviewed by the RADRB, particularly given the extensive architectural design and site planning review by the County, the Reston Planning and Zoning Committee, and adjacent communities.

(A copy of Mr. Otteni's statement is in the date file.)

Connie Hartke, 2201 Quartermaster Lane, Reston, expressed concern about the number and location of the athletic fields available to the existing and future residents, and said that Reston should not rely on areas outside the transit station areas (TSAs) to provide the majority of the recreational amenities. She pointed out that Reston's shift from suburban office parks and to residential/commercial mixed-used development would serve as an example for other counties. She added, however, that there was opportunity within the Dulles Corridor to provide athletic fields similar to those in nearby Arlington that could make this plan exceptional, and suggested that the Task Force provide a more defined recreational plan. Ms. Hartke also noted that this area would be ideal for ADA accessible playgrounds and requested that they be considered. (A copy of Ms. Hartke's statement is in the date file.)

Matt Valentini, representing The JBG Companies, 11800 Sunrise Valley Drive, Reston, noted that after interviewing business leaders, local government officials, and a large number of Washington Metropolitan area “millennials,” it was discovered that while 95 percent of Fairfax County residents drove to work every day, only 27 percent of millennials did. He added that when millennials were asked why they had moved to their current residences, their consistent responses were walkability and neighborhood amenities, respectively. He said that neither of those amenities were named in the top five lists provided by Fairfax County residents. He pointed out that it was essential to attract this younger demographic, while maintaining a good relationship with the existing residents, to provide an overall balance. He added that one way to accomplish this would be by providing less incentive for driving, more bike lanes in the travel lanes, and more walkable neighborhoods. In addition, he said that the Plan must be expedited as the Metro stations at Wiehle Avenue and Tysons would be open soon without any development around them to spur economic growth.

Colin Mills, President, Reston Citizens Association (RCA), 1932 Villaridge Drive, Reston, said that RCA’s 2020 Committee had voted against the Amendment because it lacked balance and failed to sustain the value and quality of life that were essential to Reston citizens. He pointed out that transportation was a cause for great concern and that the Dulles Toll Road currently experienced major traffic jams in Reston, adding that the Silver Line would only add more gridlock. He explained that the Plan was too vague on the traffic around the TSAs, the intersections near the Toll Road, and the funding for road improvements. With regard to the parks, open space, and athletic fields, Mr. Mills said the Plan fell short of the projected demand and questioned where the open space/athletic fields would go and how they might be funded. In addition, he discovered that the minimum 20 percent requirement of open space had been changed to a goal of 20 percent and requested that it be changed back. He added that the Amendment contained no meaningful guidance on achieving the goals laid out in the implementation plan. As for membership to the Reston Association and/or the Reston Town Center Association, Mr. Mills said that both were essential to maintaining Reston’s character and were previously changed to a goal of 20 percent, however, he had since requested that it be changed back. He added the Amendment contained no meaningful guidance on achieving the goals laid out in the implementation plan. As for membership to the Reston Association and/or the Reston Town Center Association, Mr. Mills said that both were essential to maintaining Reston’s character and identity and requested that the language encouraging developers to join be preserved. (A copy of Mr. Mills’s statement is in the date file.)

Commissioner Hart explained to Mr. Mills that while he hoped Mr. Mill’s concerns would be resolved during the deferral period, the issue of the lack of specificity in the Amendment would not, nor should it be, addressed in the Comprehensive Plan because it was a general guideline and did not have legal authority.

Terrill Maynard, Co-Chairman, Reston 2020 Committee, 2217 Wakerobin Lane, Reston, addressed shortcomings in the transportation language and suggested revisions to the Amendment prior to its submission to the Board of Supervisors. He stated that the biggest issue was the absence of language ensuring acceptable levels of service (LOS) on Reston Parkway and Wiehle Avenue during peak periods. He pointed out that the majority of traffic during peak hours

consisted of residents driving from one destination in Reston to another, who would likely experience double their current delays during peak hours. He recommended that the following language be added on page 56 in the staff report, following the opening sentence under Network Level of Service:

“In addition, a Level of Service “E” is the goal for north-south through traffic flow at the gateway intersections of Reston Parkway and Wiehle Avenue with Sunset Hills and Sunrise Valley Drive and the Dulles Toll Road ramp intersections between them.”

Mr. Maynard pointed out that Transportation Demand Management (TDM) measures for parking were effective and inexpensive, yet the Plan called for modest limits on office parking with opportunity for exemptions. He stated that, given the estimate of office space per worker projected in the future, the parking requirements that had been laid out in the September 2013 draft Plan, which specified target distance-based parking maximums for residential and nonresidential parking within a half-mile of each Metro station, should be restored and enforced.

Additionally, he said that while the Plan mentioned pedestrian and bicyclist safety, it offered no recommendations on how it might be accomplished. He said that grade-separated crossings would ensure safety at the principal intersections near the Metrorail stations and encourage their use by residents and commuters travelling across several lanes of traffic. In addition, he suggested that the following additional language to be added to the Pedestrian Mobility section on page 52 in the staff report:

“To help assure the safety of pedestrians, improve walkability, encourage Metrorail use, and facilitate traffic flow, at least one pedestrian grade-separated crossing should be constructed across Reston Parkway and Wiehle Avenue at their gateway intersections with Sunset Hills and Sunrise Valley Drive or closer to the Dulles Corridor when it would improve pedestrian access to the Metrorail station.”

(A copy of Mr. Maynard’s statement is in the date file.)

Cate Fulkerson, Chief Executive Officer, Reston Association (RA), 12001 Sunrise Valley Drive, Reston, briefly described the Association and its responsibilities, noting that it was the largest community association in Virginia. She stated that the RA supported the Plan, but stated that it would not support any Plan language that would allow any significant variation or increase from the level of development and land use mix envisioned in the Preferred Development Scenario. She added that the draft text, under TOD District Intensity, on pages 26 and 27, should be modified to increase the number of additional development objectives for a developer to obtain bonus density and that such density should be allowed only within a quarter mile of the transit stations. She echoed earlier remarks regarding membership in Reston’s community associations, emphasizing that Reston was an integrated community. She noted that while the RA encouraged the location of ball fields and recreational facilities within the TSAs as a first preference, it recognized that adding capacity at other nearby locations might provide the most cost-effective option on a case-by-case basis. Ms. Fulkerson pointed out that the infrastructure necessary to

support the increased level of development in this Plan must be completed concurrently with the development and should be paid for by those who would profit from that development in order to sustain Reston's livability and high quality of life. In addition, she noted that the county's transportation study stated that Metro would accommodate less than ten percent of all commuting trips in Reston and said that multi-modal mobility would be essential to keeping Reston vital and sustainable. (A copy of Ms. Fulkerson's statement is in the date file.)

Gerald Volloy, President, Alliance of Reston Clusters & Homeowners (ARCH), 2140 South Bay Lane, Reston, commended the Task Force and county staff for their work in developing a vision that would continue to support many of Bob Simon's original goals for Reston. He echoed earlier concerns regarding the dearth of information with regard to the Plan's implementation, adding that infrastructure identified as necessary to support specific phases of development needed to be put in place before or concurrently with development. He stated that without an operational/implementation plan and the processes therein specified, this Plan might be based on a vision without becoming reality. (A copy of Mr. Volloy's statement is in the date file.)

Daniel Purrington, Vice President, Brookfield Properties, 12000/12018 Sunrise Valley Drive, Reston, noted that Brookfield owned 36 acres immediately south of the Reston Towne Centre Metro Station and suggested modifications to the proposed Plan, including a request for the parking reductions to be implemented over the 20-year development period, noting that the existing ratios would not be appropriate now or over the next five years. He added that as the development moved forward, Brookfield would be developing a network of streets to create an urban grid, thereby helping to ease traffic congestion at the crowded intersection of Sunrise Valley Drive and Reston Parkway; however, it would greatly reduce the amount of space Brookfield would have available to develop; therefore, he requested that the Commission consider traffic easing roads on his property as an offset toward open space goals.

Roni Robins, representing A.J. Dvoskin & Associates, Inc., 3201 Germantown Road, Fairfax, explained that the Dvoskin property, "Village Commons," had been developed as an automobile-oriented development with four buildings and two drive-throughs. She pointed out that the site was located within a half mile of the Reston Town Center Metro station and noted that the Amendment had recommended an FAR of 1.5 for the Village Commons. She requested an increase to up to 2.5 and said the property should be developed as a transit-oriented development, with high-density mixed-use residential and related services and amenities, given its proximity to the Metro station. She added that the neighboring property, owned by JBG Reston Executive Center, was proposed for an FAR of 3-4; therefore, a 2.5 FAR designation for the Village Commons would be an appropriate transition. (A copy of Ms. Robin's statement is in the date file.)

Tammi Petrine, representing Fairway Cluster Association, 1810 N. Shore Court, Reston, expressed concern about the incongruities in the proposed Plan for urban streets, which would not meet the requirements for fire and rescue vehicles. She agreed with previous speaker remarks regarding the lack of adequate athletic fields and open space amenities and described existing issues with the current facilities in Reston and nearby fields. She added that the proposed schools would not be adequate for the projected influx of residents and suggested a review of current and future capacities. She requested 20 percent guaranteed open space to sustain the character of

Reston, sufficient playing fields and recreational amenities, phased traffic improvements concurrent with development to mitigate gridlock, and implementation apparatus to ensure coordinated development that would serve all of Reston as well as the TSAs.

Scott Adams, Esquire, McGuireWoods o/b/o CoreSite, 1750 Tysons Boulevard, McLean, said that CoreSite supported the draft language, but noted that planners should recognize the existing development in the corridor and respect the rights of the existing owners to continue operating. He referenced the paragraph entitled “Accommodate Existing Uses and Buildings” on page 26 and requested that the language in the last sentence, “. . . alternative streetscape and other design improvements intended to implement the Plan’s vision,” be strengthened to protect the existing businesses in the corridor. He added that there should be more flexibility in relation to the location and configuration of transportation improvements, including the proposed Town Center Parkway Underpass, which was proposed to run through a portion of the existing CoreSite data center from the proposed Town Center Parkway and Sunset Hills Road to Sunrise Valley Drive. He said that this flexibility would result in a cost benefit for the county when the transportation improvements were built.

William Penniman, 2007 Upper Lake Drive, Reston, noted that he was a member of the Task Force and pointed out that the key element of the Amendment was transit-oriented development, elements of which included a network of streets, sidewalks, paths, open space, parks, and plazas. He noted that landowners would need to contribute additional open spaces; hence, as part of the development process, proffers of land and recreational amenities along with their funding, have been recognized in the staff report as important components on which the developers, the county, and the RA would need to collaborate to implement and fulfill. He reminded everyone that space in Reston was limited and that the majority of the new development would occur where there were now parking lots. He acknowledged the initial development and traffic concerns, but said they would be resolved over time.

Robert Whitfield, representing Dulles Corridor User’s Group, 1538 Woodcrest Drive, Reston, noted his concern that the Wiehle Avenue Metro station was soon to open, yet there was very little information about the demand for ridership or how users would get to the station. He suggested visiting other stations in the county to determine what to expect in Reston. He noted that little development had taken place at other stations within the Metro system over the past several years, either because the Metro lines were at capacity or there were issues with the initial planning. He pointed out that growth rates in commercial and residential development were lower than ten years ago and said it was imperative that the potential costs and cost benefits associated with this Plan be addressed before it was approved. In addition, he noted that while the Plan could be found online, he requested that a full compilation of the Plan and related documents be assembled and made available to citizens at the Reston library.

Frank Stearns, Esquire, Donohue & Stearns, PLC, 20110 Ashbrook Place, Ashburn, explained that he was here on behalf of RAJ Development, which owned property located in the northeast corner of Explorer Street and New Dominion Parkway. He said that while the property had been rezoned in 2010, the project was never built and the site remained undeveloped; therefore, it should be included in this proposal for redevelopment. He referenced page 101 of the staff

report, and requested that the following sentence in paragraph five, under West Fountain Drive Subdistrict, be removed:

"The areas outside of the redevelopment area include the Winwood Child Center, which is planned for the previously approved intensity and mix of uses."

(A copy of Mr. Stearns's statement is in the date file.)

Commissioner de la Fe requested that staff determine whether the property in question was part of the Reston Town Center rezoning and therefore subject to proffers prohibiting any changes.

Bill Krokowski, representing Dividend Capital Diversified Property Fund, 518 17th Street, Denver, CO, noted that Dividend Capital Diversified Property Fund owned the Unisys Building, located at 11493 Sunset Hills Road. He pointed out that he was one of the signatories on the letter written by Mr. Otteni, who had spoken earlier this evening, and concurred with the remarks regarding increased parking ratios and delayed implementation of the Plan. In addition, he requested flexibility on the implementation of the final alignment of Soapstone Drive, noting that it was unclear what the plan was for its alignment and what its impact would be on his property and its future development.

David Gill, Esquire, McGuire Woods, LLP, 1750 Tysons Boulevard, McLean, noted that while there were minor issues that needed to be worked through with regard to Isaac Newton Civic Square, he supported the Plan.

Anne Simpson, 11566 Rolling Green Court, Reston, said that she lived and worked in Reston and rode to work on her bicycle. Consequently, she was concerned about traffic levels and the possibility of being injured. She said that bike lanes on Soapstone were encouraging; however, the additional traffic worried her. Additionally, she pointed out that Reston was a very diverse community and, as such, the need for affordable housing was critical. She suggested that the affordable housing percentage be increased to allow more citizens to find homes in Reston. She commended the Task Force and county staff for their time and work on the Plan.

Commissioner Flanagan said the Plan contained language for affordable housing. Ms. Simpson acknowledged the text, but said more housing was needed. When Commissioner Flanagan asked if the county should plan for enough housing for future expected income levels in Reston, Ms. Simpson replied yes.

Commissioners Hedetniemi noted that a plan this broad was very complicated and took a long time to organize and implement and asked for patience and understanding.

Commissioner de la Fe noted that there was a countywide bicycle plan in development. He added that the first residents in Reston Town Center were in low-income housing and thanked Ms. Simpson for reminding everyone of the need.

Commissioner Sargeant echoed comments made earlier by Commissioner Hart regarding the Comprehensive Plan being a guide. He acknowledged the speakers' concerns about the implementation and said they would be addressed during the deferral period.

Commissioner de la Fe reiterated his intent to defer the decision on this application and requested that additional comments be sent to the Planning Commission by Thursday, November 21, 2014, for consideration.

Chairman Murphy recognized Heidi Merkel, Mr. Darab, and Mr. Selden for their work on the Amendment.

There were no further comments or questions from the Commission and staff had no closing remarks; therefore, Chairman Murphy closed the public hearing and recognized Commissioner de la Fe for action on this case. (A verbatim excerpt of the decision(s) made is in the date file.)

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Commissioner de la Fe MOVED THAT THE PLANNING COMMISSION DEFER ITS DECISION ON PLAN AMENDMENT ST09-III-UP1 (A) TO DECEMBER 5, 2013.

Commissioners Hart and Flanagan seconded the motion, which carried by a vote of 9-0. Commissioners Donahue, Hall, and Lawrence were absent from the meeting.

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The meeting was adjourned at 11:27 p.m.

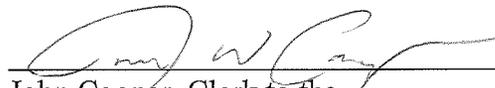
Peter F. Murphy, Chairman

Janet R. Hall, Secretary

Audio and video recordings of this meeting are available at the Planning Commission Office, 12000 Government Center Parkway, Suite 330, Fairfax, Virginia 22035.

Minutes by: Jeanette Nord

Approved on: July 30, 2014



John Cooper, Clerk to the
Fairfax County Planning Commission