

COMMITTEE FOR DULLES

ECONOMIC DEVELOPMENT / TRANSPORTATION SUB-COMMITTEE

MEETING NOTICE

**Committee for Dulles Office
45969 Nokes Boulevard, Suite 100
Dulles (Sterling), VA 20166**

AGENDA

January 12, 2010, 8:00 AM.

- 1. Status of Dulles Rail construction and the Phase II Tax District** – Construction status report – Jeff Fairfield, Patty Nicoson
- 2. Loudoun County Planning Commission Review of Comprehensive Transportation Plan, Dulles Loop proposals** – Status before the Planning Commission
- 3. Route 606 Dulles Rail station location and design – status report** - D. Edwards, Patty Nicoson
- 4. 2010 Virginia General Assembly** - Pre-Session report from legislators
- 5. Dulles Corridor Development** – Dave Edwards, Patty Nicoson, Jeff Fairfield, Buddy Rizer
 - Committee for Dulles position statement re: Wiehle Station site rezoning; Planning Commission public hearing in February 25, 2010 – **REQUIRING CforD BOARD ACTION**
 - Review of Dulles Corridor and Reston proposed Comprehensive Plan amendments - Status
 - Town of Herndon Dulles rail station area planning - - Status
 - Pending rezoning of “Dulles World Center” in Loudoun County near Route 28 – CIT Station
- 6 Tysons Corner Redevelopment Plan** – Status
- 7. Economic Development** – Status of local situation; Loudoun’s new director. Prince William and Fairfax County’s programs – Anita Grazer’s new status a honored CforD member; Buddy Rizer
- 8. Discussion of other issues to be addressed by the sub-committee over the next six months and assignment of priority, possibly including:**
 - Fairfax County issues
 - Loudoun County issues –
 - Prince William County -

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POSITION OF THE COMMITTEE FOR DULLES WITH RESPECT TO RZ/FDP 2009-HM-019 COMSTOCK RESTON STATION HOLDINGS, LC

The Committee for Dulles was founded in 1966. Its purpose is to encourage the efficient and effective development of Washington Dulles International Airport as a vital national, a regional and a Northern Virginia resource, and to encourage supportive and compatible land uses adjacent to the airport. Since its beginning 44 years ago, the Committee for Dulles has strongly supported the development of an effective transportation system serving the airport and Fairfax County.

While it is not usual for the Committee for Dulles (Committee) to comment on individual rezoning cases, this case relates to a very critical element of the Dulles Rail Transit extension project, namely the initial terminal station for Phase I of the Dulles Rail project.

Since its founding in 1966, the Committee has staunchly supported the Dulles Rail extension, first endorsed as an element of the Fairfax County Comprehensive Plan in 1964. Today we strongly support the development of the Wiehle Station in Reston as the initial terminus of Dulles Rail until the completion of Phase 2 takes place a short time later.

Since a critical element of the Wiehle Station is a 2,300 space parking garage, we solute Comstock Holdings, LC for planning in its design the parking garage as a extensive at-grade development platform on which subsequent private and public transit-oriented commercial and residential development can be placed. We strongly support the concept of imaginative and effective mixed-use development at transit station sites. We urge Fairfax County to demand exceptionally high design standards for private development utilizing the opportunity of direct access to rail stations. This is an extremely rare opportunity for Fairfax County and for private developers to set an exceptionally high standard of excellence for new development at the Gateway to the Nation's Capital.

While we are eager for the Wiehle Station site and the balance of Dulles Rail to move ahead as quickly as possible, we very much hope that Fairfax County and Comstock Holdings will revisit the specifics of the design for private development on this site. As yet, we do not feel that the exceptionally high standard of excellence for new development has been met on the Wiehle Station site. We do not feel that a high level of design quality has been met on this small site that will make it the comfortable and attractive mixed-use setting befitting the quality which Reston has always characterized. Hopefully, by revisiting their design in concert with neighboring property owners, a far better product can result.

We urge the Planning Commission to exercise the full limit of its authority to influence Comstock to improve its proposed site development plan.