TF Cornerstone community meeting recording

5 September 2019

(All entries gisted, not transcribed)

Meeting begins after 7:00, with about 100 Reston residents ultimately present

<table>
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<tr>
<th>Time</th>
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<td>0:00</td>
<td>TF Cornerstone/Ebony Young: Intro, welcome, and ground rules</td>
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<td>3:05</td>
<td>TF Cornerstone/Brian Winterhalter: Started with proposal description, Fairfax County comprehensive plan requirements for Transit Station Area (TSA) site, which is TSA mixed use (commercial and residential, 50/50 split) at maximum Floor-to-Area Ratio (FAR) of 2.5. [Microphone begins to fail at this point and works only intermittently hereafter] TSA policies were developed in 2001 and then updated in 2014. The Fairfax Comprehensive Plan (Comp Plan) is what County uses to evaluate development proposals. Since 2017, developer has brought this proposal to the Reston Planning &amp; Zoning (P&amp;Z) four times and met with two homeowners associations (Boston Ridge, Hampton Meadow). At last P&amp;Z meeting, heard that there was a desire for more outreach, which led to the 26 August meeting that was not what the community had expected. This is the second outreach meeting.</td>
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<td>9:39</td>
<td>TF Cornerstone/Lee Quill (architect): Lived in Reston after college and that experience on North Shore Drive infused his site designs, including open space, greenery, and environmental responsibility. This is inspiration for the Corner Park (Wiehle &amp; Toll Road). Six drivers to infuse more Reston back into a site with two office buildings rimmed with some greenery and lots of surface parking: moving more green in; weaving green throughout; terracing of site; social diversity; bringing community together (sixth not mentioned).</td>
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| 16:17 | TF Cornerstone/Stephanie, landscape architect: Will talk about what is public space and what is private (to the development); more details about tree cover; the “Reston specific streetscape” [on Wiehle]; park spaces that will be a multi-generational gathering space; commitment to augment the buffer for Hampton Meadow across the street; green roofs to collect rainwater. Five public parks, including the Corner Park, office park; new piazza park; action park [playground, bocce, volleyball]; pocket park. Rooftops are for tennis courts, grilling areas, etc., for residents. At 20:50, Stephanie was interrupted by another TF Cornerstone rep, who jumped in to describe the three new buildings: a low-rise apartment building, a mid-rise office building, and a tower apartment building flanked by two low-rise structures, with most of the parking in a structure next to the Toll Road. **Audience question**: please define low-rise, mid-rise, etc. *(Response: Low-rise is 6-story, mid-rise is 12 [another voice says “14”], tower is 29.) Park square footage is 39,000. “Reston specific streetscape” is along Wiehle from Sunrise Valley to the Toll Road and is a “very park-like” environment. **Question**: Where is the entrance to the development? *(Response: At Campus Commons Drive.) **Audience comment**: Remember Campus Commons is the name on the north side of Sunrise Valley, but it’s Upper Lake Drive on the south side.)


(Stephanie continues 28:00): Points out rooftop terraces and green spaces. Development will exceed required tree canopy, with 300 trees planted on site.

**Question:** Are the amenities you mentioned part of the project — the pool, the tennis courts? (Response: yes, they’re required by Fairfax and TF Cornerstone provides high-quality amenities.)

(Stephanie continues 29:52): Points out storm water management measures, including greenery, permeable pavers, sustainable design components.

31:25 **TF Cornerstone/Jessica:** Virginia changed stormwater guidelines in 2014 to require retaining water on site rather than allowing it to run off. This project includes permeable pavers, tree pits, green roofs, etc. Showed slide of 2-year and 10-year run-off estimates for the site.

33:45 **TF Cornerstone/Lee Quill:** Used Lake Anne architecture as his inspiration for site design because of its “wonderful warm feeling and scale.” Building A is a mid-rise building [sic, conflicts with earlier description of this as “low-rise”], 6-7 stories high with green space in the middle and 150 units. Building B is 13-14 stories, 370,000 sq. ft. of retail. Parking garage here will be below grade, 4 levels. Building C is high-rise, started with 31-floor building and have brought that down to 29 stories, so it’s tall like those in Town Center but has a thin profile. It has 479 residential units, with retail on either side [in the 8-story buildings]. Parking garage is big, but has 2 levels below grade and 7 levels above, and is behind the high-rise. Design weaves park spaces into the buildings, including pocket park. On top of back garage will be a deck with an open space on top, with greenery and courts.

**Question:** For clarification, are these public open spaces or private? [44:00 VP interjects to remind that questions come after the presentation.]

[Lee continues 44:07] Tall office building on corner will be glass facing Wiehle but softer colors and materials, such as terra cotta, facing Sunrise Valley. Residential building in front will be 5 stories above grade. High-rise tower was influenced by grading and facades on Lake Anne. Buildings will not be up-lit. no purple lights such as at Comstock.

**Question:** When you say you’re not lighting it up, is there a proffer stating that you’re not or are you just telling us that tonight? (Response: We won’t say no lighting if it isn’t true. **Audience comment:** It needs to be in writing.)

50:33 **TF Cornerstone/Maria (Traffic Consultant):** Traffic study was submitted to VDOT and FCDOT for review. Have to project out into the future, when development will come on line. Their projection year was 2025 and they also looked at traffic in 2030. This includes not just their development but also other developments already approved. For this project, they look only at the traffic added by their proposal. VDOT and FCDOT have approved their traffic study, with FCDOT making the final decision on mitigation options. The improvements developer is proposing are crosswalk across Wiehle at the Toll Road; reconfiguring Wiehle and Sunrise Valley crosswalk; adding a lane to Sunrise Valley; restriping Wiehle to narrow the lanes and add more in each direction; changing signal timing at western Upper Lake and Sunrise Valley; adding traffic signal at eastern Upper Lake and Sunrise Valley; adding “don’t
block the box” markings at Lakeport and Sunrise Valley. Realize there are a lot of problems on Sunrise Valley, but the company has given money to the Reston Road Fund to help build the South Lakes Overpass across the Toll Road [1:04:00]. The crosswalk at Wiehle and the Toll Road will include a “nice pedestrian refuge” between the main lanes and the exit turn lanes onto Wiehle that will hold 70-80 people. The crosswalk is a direct route to the Metro, and while pedestrians prefer safety, they also prefer convenience. There was no advantage to have a tunnel here, and a lot of tunnels across the area are being removed. Crosswalks are the accepted practice now.

1:11:14 **TF Cornerstone/Ebony**: Listed all the money that company is giving as part of its $10.5 million contributions to various initiatives (affordable housing, road fund, etc.). This goes to Fairfax County, however, not to Reston.

**Questions (all are gisted, not transcribed):**

1:12:06 Will these slides be made available, either on your website or sent to us?  
**Response:** Yes, we’ll send them.

1:12:33 Traffic is already bad now. It takes 30 minutes to go 1.5 miles from Plaza America to Wiehle Avenue in late afternoon, and the big problem is Wiehle because traffic trying to turn right on Wiehle has no easy access. How have your simulations taken account of the real problems going north to south between Sunset Hill and Sunrise Valley as well as regional traffic patterns? How will the new crosswalk affect Sunset Hills? The problems reverberate across the whole community. Am not seeing practical solutions here.  
**Response:** Yes, we’ve looked at that. Our projections are based on actual conditions to offset the impact of these developments.

1:17:10 You said you took into consideration current traffic, future traffic from Loudoun, and the increased traffic from your development. Have you taken into consideration how rising tolls creates new spillover traffic by people trying to avoid paying high tolls? Traffic backs up on Sunrise Valley from South Lakes to past Upper Lake with people waiting to turn right on South Lakes. Then they turn left on Twin Branches which backs up from Lawyers Road, a two-mile stretch. You’re adding 2,000 more cars. Tolls are expected to keep increasing. How are you adding in this outside third factor?  
**Response:** We did not address the impact of toll increases in our estimates.

1:19:42 When was your traffic study done, specifically?  
**Response:** In 2017. It’s standard practice to have several years between the study and project approval.

1:20:35 Breaks my heart to see what developers are doing to our town and our landscapes. You’re bringing in more residents who will overcrowd our schools and streets, taking down mature trees and replacing them with little ones, and using outdated traffic data. Concern is this will be a mess. You’re taking away lanes to add bike lanes.  
**Response:** We’re not taking away lanes, we’re adding them. That’s why the mature trees need to come down, to add a lane. VDOT says to remove them.
How many public parking spaces are planned for non-residents to use and are they free?
Response: all parking is open.
Is parking open or is it free?
Response: that hasn’t been decided yet.
If it’s free, a lot of Metro users will love you. And if it’s paid parking, let the shop owners know that it’ll end up like Reston Town Center where stores are being abandoned. How many of the new units will be affordable housing?
Response: there will be market rate and some will be affordable.
Children will be coming in. Where are they going to go to school? Most schools here are filled and the $900,000 you’re giving FCPS won’t go far. You’ve got a lot of rooftop green space but that’s private?
Response: yes, it’s private.
How much of your project is public space, real public space?
Response: 2.2 acres in all which is over the minimum requirement of 1.8 acres.
To me 2.2 acres isn’t much and won’t go far. Question to the architect, you used to live in Reston but where do you live now?
Response: Alexandria. I work in Washington DC and the commute was a killer.

A comment, not a question. You asked what our problem is with the crosswalk. It’s simple: the crosswalk goes right into the middle of an exit ramp. Crosswalks may be the norm in other places, but are they the norm in the middle of an exit ramp, because that’s not safe.

What is the demand for housing and corporate space? We already have empty office space in Reston. How are you going to infuse this with people? How will you get them to come when we already have so much already available.
Response: we won’t start the office building until we have a tenant.

I live just outside Reston and I’m here because what happens in Reston doesn’t stay in Reston, it comes out to our community too. The Reston Master Plan includes other projects that create huge densities and pressure on infrastructure. Please understand, a lot of us have been doing this a long time, and we’ve seen a lot of bait-and-switch, and there’s a lot of suspicion. I’ll submit a question in written form.
No response from developer.

Applicant always makes transportation improvements around their facility, but in reality those vehicles drive elsewhere. Could we get your data on the impact on Reston, South Lakes, Hunter Mill, if you’ve done that analysis?
Response: we know the number of vehicles in those areas that are expected as a result of our development.

I live near South Lakes High School. The thing you’ve been missing is that you’re focused only on the adjacent neighborhoods, but as you can see from the people here, the ripple effect is massive. It takes 20 minutes to get to Whole Foods. I can park at the Vienna Metro faster than I can park at the Wiehle...
Metro. My question is how many stories is that Comstock building, the purple building, so we can compare our 29-story building to it?

**Response:** 18 stories.

This building is 11 stories higher. That’s gigantic. Which elementary school are these kids going to attend?

**Eventual response:** Sunrise Valley.

There will also be middle schoolers and high schoolers going down Sunrise Valley. Lanes have already been reduced for bike lanes. Our two lanes each way (on South Lakes) is one way each way, so we’re already at a bottleneck. This is not personal about you, but it’s personal for us. There isn’t enough space to park at South Lakes Shopping Center just with the existing buildings here now. What about remediating South Lakes Drive, Twin Branches, the shopping center? Your residents will be hanging out in that shopping center. We already can’t move in our own neighborhood.

**Response:** We spoke to Safeway and they’re planning to add spaces.

A lot of people have to deal with traffic. It’s gotten worse since you did your study. I’m retired and I don’t leave my house unless I’m on foot between 8:30 and 10:00 am. I’m on Great Meadow, and that’s not shown in your plan. I can’t cross Sunrise from Great Meadow anymore because the traffic is so bad, and that makes it hard to get to Metro. Everyone’s going to hate that crossing. In terms of construction, I could hear the pile drivers from my house when the Comstock building went up. How long will your construction last and how many trucks will there be?

**Response:** Once County approves, we need the economic conditions to build.

What’s the earliest start date?

**Response:** After we get the permit, it’ll take 18 months to build.

I live at South Lakes and Soapstone. Even though we’re not close to your project, we’ll be affected by the traffic because we already are. We’re looking at a lame duck Board of Supervisors. There’s an election in November, and there will be two to three new Supervisors. This current Board should not be voting on this project at all. Everyone needs to contact their Supervisors and ask their friends to contact their Supervisors to tell them not to vote on this until we get newly elected representatives. Next, all of you (pointing to developer reps) need to go to your corner and watch how people drive to get onto the Toll Road. Think about December and January when it’s still dark out. Think about an overpass or something, because a crosswalk is going to be dangerous. Finally, how many acres is this project?

**Response:** 11.6 acres.

I’m on Upper Lake and my issue is the crosswalk. This location is ideal for an underpass. A well-lighted, wide underpass would benefit the neighborhood.

**Response:** We’ll be coming back to you for more ideas.

You went to Reston Planning & Zoning four times and were rejected. A P&Z member said one of the reasons you were rejected is because you didn’t consider the underpass.

**No response from developer.**
1:47:02 One reason you were turned down by Reston P&Z is the underpass. What were the other reasons you were turned down and how do you plan to mitigate what they were concerned about?  
**Response:** The underpass is the main reason we were turned down. We made improvements at P&Z’s request, including run-off and tree canopy. The big debate was the crosswalk or underpass. We asked for a vote, and they did not approve.  
**Audience comment:** Another thing was the lack of community involvement and not taking into account the neighborhoods that are adjacent to you.

1:48:41 I live on Upper Lake Drive. The developer is a New York developer, but Reston is not New York City. The residential units here are going to be rental units, right? People who rent don’t have any skin in the game, but we’re all members of Reston Association. So it would be nice to have your project join RA so we can use some of the funds to maintain our facilities.  
**No response from developer.**

1:50:12 I live on Lake Thoreau. We’ve had to fight people trying to close down our swimming pool and our golf course. Will your residents be asking to use our lake?  
**Response:** We aren’t promoting that.  
You’re adding over 2,000 people with one way in and one way out. It’s hard to see how your proposed improvements will make traffic that’s already bad any better.  
**Response:** Our proposals should help improve the functioning of traffic.  
I use that corner every day and I don’t see how this is going to work.  
**Response:** People will use Metro and not their cars, so that will help.

1:52:30 That sounds great except that people aren’t going to use the Metro, they’re going to use their cars. They’re not going to use that crosswalk. They’re not going to use Metro to go to other areas in Reston but will use their cars. So there will be a lot of traffic from renters and from the offices. You may make things a little better for us right now, but these changes will not accommodate all the new renters and new workers when they arrive. In 1984, I was told by Fairfax County that if I voted for the Toll Road, those tolls would go away within five years after it was paid off. But the County raised the tolls, sold the road, and now it costs $7.00 to go to Tysons. How can we believe what the county says when they say this will solve the problem?  
**No response from developer.**

1:54:43 I want to hear more about what social and community impact studies you’ve done to identify the needs of your new residents and how that will be accommodated. Reston Town Center is dying, and South Lakes is crowded. What will you do for your community?  
**Response:** Day care is our first move because renters are likely to be families with small children.  
Where are those children going to play? All you have is one little park. Beyond schools, what will go in your commercial spaces?
Accessory retail that will serve our residents so they wouldn’t have to leave for all their needs. We tried to bring in a supermarket but lost out to the Wegman’s down the street. (No response with regard to where children will play.)

I live on Upper Lake and have two questions and two comments. First, you’re planning for 70 school kids. Where did that number come from?

Response: the number came from Fairfax County Public Schools and the amount of money we’re contributing is based on that number.

That seems very low. Mclean High School already has temporary buildings because of Tysons. My other question is about the underpass. What would be the cost of an underpass under Wiehle?

Response: We didn’t project a cost. Why go with a proposal without knowing the cost?

Response: We didn’t go with it because the underpass would be too long, more than a football field long and because residents wouldn’t feel safe in an underpass.

Even though Reston is full of underpasses?

Audience comment: I’m on the Reston P&Z. Their underpass was longer than a football field, 600 feet long and a U-shape. An architect on the P&Z came up with an alternate to use with Comstock.

Second audience comment: If you had a straight underpass, people might actually go down to your spaces and use them.

Response: The grading doesn’t match and we needed to make it ADA compliant.

Third audience comment: Florida has a lot of pedestrian overpasses with elevators at both ends. Help us have safe pedestrian crossings.

No response from developer.

The Signature Apartments in Reston Town Center are only 50% occupied. You need to look at the demand question because I don’t see who’s going to live in these places. My second comment is to look at the drawing of Wiehle, from Sunrise Valley to the Toll Road, where you have one right lane turning east on the Toll Road. Hunter Mill has two right lanes. So when people turn left from Sunrise Valley, they have to move several lanes to the right to get onto the Toll Road. You need to add a turning lane.

No response from developer.

Thanks to the developers for making this presentation. However, there are questions that need to be addressed and they’re not going to be addressed today. We have representation here today from RA and the County, and they need to take responsibility as well for some of this and say, we got it. We all need to be accountability. So if some of these questions pertain to RA and Fairfax, then acknowledge them and please get back to us.

No response from RA or County.

I live in Winterport. I am a bicyclist and was injured in a bike accident this year, so I’m looking forward to bike lanes being separated from traffic. Could you talk about the bike lanes going south on Wiehle Avenue?

Response: Hard to hear on audio recording, but gist was that there is a bike lane that’s part of the Comstock proffer.
Second question is about the bike track on Sunrise Valley that’s on your private property. Will this be private space or public space?

**Response:** It’s private space but we’re granting a public easement to this and to all the public park spaces.

I understand, but there are open spaces in Reston Station that aren’t open to the public.

**Audience comment:** You need to compare what you’re doing with what Boston Properties and Comstock are doing.

*TF Cornerstone VP reminds audience to not interrupt.*

2:08:59 Could you clarify the number of parking spaces you’ll be making available for business, residential, and retail? I live on Upper Lake and am concerned about spillover if people can’t find parking in your area.

**Response:** Parking numbers are prescribed by the County. This is mixed-use, so the parking is mixed use. Residents can use some parking when workers aren’t there and likewise when residents are away, workers can use the spaces.

I understand, but I’m concerned that you’re at the minimum so could you please share those numbers with us? Second question is that the purple Comstock building is a big building, but it doesn’t overlook single-family homes. Your large office building on the corner is too much to be hovering over homes. Understand you’re trying to maximize what you can do but it isn’t far enough away from the residences across the street.

*No response from developer.*

2:11:16 You’ve got a fair amount of retail space in your area. Is that intended for the larger community or just your space?

**Response:** This is not a shopping center or a Reston Town Center but will serve the residents. (Audio was a little hard to hear.)

Could you confirm the crossings, just one at the Toll Road?

**Response:** Two, one at Sunrise Valley, one at the Toll Road.

These are going to be difficult to use, with right turn lanes and cars trying to keep moving. A comment: If you want to be part of the community, you need to be part of RA and pay your share. Finally, you need to solve the Toll Road crossing, either under or over.

2:13:38 You have 15% WDUs that you’ve proffered. What are the tiers?

**Response:** 25% at 75% median income, 25% at 85%, and 50% at 100%.

What standards are you using for rainfall? We’re concerned about runoff going into Lake Thoreau.

**Response:** We use Fairfax County requirements but will do another study for a 100-year storm to make sure there’s no excess water flowing out.

Restonians have seen flooding before, with cars on Sunset Hills being flooded up to their windows. So it happens here. You’re talking about increasing the signal length to get from Upper Lake onto Sunrise Valley, but the problem is that Sunrise Valley is too crowded. Finally, we need a pedestrian crosswalk on the Wiehle Bridge so people can get to the Mid-Line area. This is a huge gap in this entire plan. These sites need to be connected.

*No response from developer.*
I live on Upper Lake Drive. I’m a little confused on the tower. I’ve heard 29 stories and 31 stories. How many stories is this building?

Response: there are 29 stories of residential with a penthouse. We did have it at 31 but we took it down two floors.

What’s the height?

Response: 342 feet.

I’m trying to understand how much overlook there will be on the neighboring residences. I’d appreciate an artist’s rendering of what someone standing in those buildings will see in the residential neighborhoods across the street in winter when there are no leaves on the trees.

Response: Don’t know if we can do that or not.

I’m pretty sure that your modeling software can put the viewpoint...

Response: Where would you want us to look?

Your buildings look out onto Great Meadows and Upper Lake, so it’s the invasion of privacy that’s being questioned here and how you’re scaled for a residential neighborhood. The height is a simple math calculation. It’s what drives density, drives traffic, drives foot traffic. That’s the basic issue, to consider reducing the heights of the buildings, including the 6-story residential building.

Response: We could do that but then we’d have to spread the density out more.

No, you’d just have fewer units to sell.

Response: We’re going to increase the tree plantings on the south edge of the property for screening.

I work in Reston Town Center, in Freedom Square, which is 16 stories. You’re talking about office height versus residence height. This is twice as high as the Town Center but you’re not in Town Center.

Response: The Cosmopolitan in Town Center is 34 stories, another building in Tysons is 31 stories...

This isn’t Tysons Corner, this is Reston.

Response: The tall tower in Tysons is a residential apartment building.

Don’t cite Tysons, it’s irrelevant to Reston. Talk about Reston. Your building will be taller than anything in the Town Center.

Response: There’s one building that is taller.

This is for Stephanie. You said there’s a new lane going in on Sunrise Valley and that’s the reason why you’re cutting down the mature trees?

Response: This concrete lane is a new vehicle lane and that’s why the trees will be removed. The bike lane is behind that.

So VDOT is requiring this?

Response: Yes. The new sidewalk and bike track will be behind a new line of replacement trees. We’re proposing 3-inch diameter trees because they are the size that grow best and produce the best 20-year canopy.

What’s the access in and out of the compound?

Response: From Sunrise Valley, turn onto Campus Commons Drive. There’s also a third road in the back that will ultimately connect other parts of the compound as it’s developed in the future. (Other responses hard to hear at this point.)
I used to live in Reston and went to South Lakes High School for a few years. You’re not just impacting the older residents here, but you’re impacting the younger generation I belong to as well. Someone mentioned Town Center and how there isn’t much of a demand for it. What’s happening in Town Center is driving people out of Town Center. Wiehle is already a place where there’s a lot of traffic that’s only going to increase. When you talked about VDOT and FCDOT approving the traffic proposal, I’d like to know whether Reston Planning & Zoning was involved?

Response: No, they’re not a party to traffic approval.

We’re here because you were originally trying to bypass a lot of what Reston Planning & Zoning suggested. I’d like to see you collaborate with them. You said your project will include more accessibility. Could you please address that, especially since there’s going to be a lot of traffic in the area.

Response: In the Corner Park, the pathways are ADA compliant. Anyone can cross the Park without taking steps. We do have a stairway but the zigzag paths and all the sidewalks are ADA compliant.

Have you considered how construction will affect the people who’re already working in the two buildings that stay and in the neighboring communities, how will traffic impact those people?

Response: There’s a lot of staging area. If you look at our proposal, you can see how we’re going to proceed with construction.

My last comment is what makes Reston beautiful is the aesthetics. I’d like to see more about the art you’re including and to know what the money you’re donating to the school system will do for students.

No further response from developer.

How many linear feet would it be for somebody to traverse the zigzag path up to the crosswalk to Wiehle and how many steps would it be to go up the stairway from the base up to Wiehle.

Response: There’s about 30 feet of grade difference on that slope, so it comes out to about 60 steps.

People aren’t going to go up 60 steps to a crossing where they’re going to put their lives on the line to get across. For the underpass, why not consider an escalator for that as is used in Europe?

No response from developer on that or on linear feet in the zigzag path.

Your project is like a project that went in at Vienna Metro about 15-20 years ago. Unclear what age population you’re aiming for, but young people want a larger space to play in, not a tiny green space. Parents with kids want more than a little green spot for kids to use. The Vienna project tried to use the rooftops as open space, but that didn’t work. Your ideas are not unique. You might want to think about who you’re trying to bring in. Do you know how much your rent is going to be?

Response: Rent will be market rates. None of our public spaces are on the rooftops.

Understand that County requires 2% of parking spaces to be electric charging spaces. What level are they?

Response: Level 2
Level 2 will charge about 30 miles in one hour. In five years, all the major car manufacturers will be producing cars with greater mileage, so you’ll need to have many more than that. You need to think further ahead than the county; they think of the past. Two percent won’t be sufficient.

**Response:** We’re doing what the county requires.

**2:45:16** Did the traffic study include Great Meadows and Upper Lake Drive?

**Response:** It included the intersections with Sunrise Valley.

What did it find about traffic going onto Upper Lake?

**Response:** There will be no additional traffic going from this project onto Upper Lake.

What day and time was the traffic study done?

**Response:** 6:00 to 9:00 am, 4:00 to 7:00 pm, on May 2016 and January 2017.

For Upper Lake, one of our bigger issues is that we have to wait for 3 minutes for the light cycle to change. How long will the cycle be in your proposal?

**Response:** 120 seconds in the morning and 160 seconds at night.

My final question is about the 14-story tall building. We were promised that the building won’t be shiny. Will it be a proffer or is this just a statement? Things elsewhere on Sunrise Valley have changed once they get beyond the planning stage and are a hodge-podge of materials, odd color schemes, etc.

**Response:** Yes we will write the materials specifically in the proffer.

If you’re going to say it’s going to fit in with the neighborhood we want to see what that means.

**Response:** Is the concern the architectural character or the glass reflectivity?

Our concern is the height, it’s all of it, how does it work in our existing neighborhood?

**Response:** We need to understand the concerns correctly to write the proffer.

**2:51:35** What are you going to do to prevent bird accidents?

**Response:** We use a specific kind of glass that helps keep birds from crashing into the windows.

*Meeting adjourned.*