

Fairfax Center Phase II Working Group

Meeting Minutes – DRAFT

July 21, 2016

Attendance

Working Group: Jeff Parnes, Sandra Lherisse, Sherry Fisher, Jackie Bradley, Vince Picciano, Mark McConn, Jeff Saxe, Robbie Stark

Staff: Ken Sorenson, Fairfax County Department of Planning and Zoning (FCDPZ); Meghan Van Dam, FCDPZ; Marianne Gardner, FCDPZ; Kristin Calkins, Fairfax County Department of Transportation (FCDOT); Stuart Boggs, FCDOT; Marcia Pape, Braddock District office; Philip Scranage, Sully District.

Guests: Elizabeth Baker, Walsh Colucci; Martin Rizer, K. Hovnanian; Paul Zhu, Pender Professional Center; Aristotelis Chronis, Chronis Law; Matthew Johnson, Urban Ltd.

Administrative Matters

Vince Picciano, Chairman called the meeting to order at 7:00 p.m. The working group approved the June 30, 2016 minutes. Meghan Van Dam, DPZ, gave an update on the study status schedule explaining that if the working group breaks the core area from the rest of the study, the land use and intensities would be worked through a third phase prior to a Chapter 870 transportation analysis. She also reminded the group that if they pursue this option, transportation funding is not appropriated, but staff would look to fund it from carryover funds from the past fiscal years; however, there is no funding guarantee.

Meghan reviewed some of the proposed changes to the Fairfax Center Area Plan. These include updates to: land use recommendations, areawide guidance, the Plan map, revision of land use boundaries based on rezonings and development patterns over the past 30 years, editorial updates to reflect current conditions, adding a mixed-use development criterion, new guidance for core area, and a possible change to the suburban center shape to show land use and intensity recommendations. Meghan told the group that she was hopeful that the continuity of the working group would continue into the Phase III portion of the study. The expected outcomes of Phase III, based on finding and staffing availability, are land use recommendations for the core area and the Government Center. Additionally, as a carryover from the first phase, the planned interchanges along the Lee Highway corridor may be evaluated to determine if unbuilt interchanges are still needed. This is based on the previous working group's interest in understanding the pedestrian/vehicular relationship along the Lee Highway Corridor. Meghan reminded the group that it will take some time to prepare for a third phase and may create a gap between the study phases. Staff will work with district offices to finalize the scope.

I-66 Expansion

Vince Picciano, mentioned the concept of bringing southern county residents to the core area and expressed his interest in improved pedestrian access over I-66 at Monument Drive. Stuart Boggs, FCDOT, was invited to present on I-66 improvements in the study area. Stuart presented the planned improvements by identifying Phase 1 as the construction of express lanes which will be used to

offset future transit improvements. Phase 2 will include express buses in partnership with PRTC and Metrobus and 10 - 13,000 daily riders are expected. Stuart also explained the difference between Express Bus and Bus Rapid Transit (BRT). BRT operates in an arterial roadway with all day service. Express bus is peak directional trip-based, commuter-oriented, and point to point. A multimodal grant for \$10 million will provide service from the Government Center to Foggy Bottom.

Jeff Parnes asked about planned transit for the Dulles suburban center. Kristin Calkins, FCDOT, explained that a countywide transit study gave two recommendations for the Dulles Suburban Center, express bus or light rail/BRT within the corridor. Stuart Boggs, continued explaining that along with operational improvements done with expansion program, I-66 park and ride and access enhancements, the Stringfellow park and ride has been recently expanded. This expanded facility will serve a new signalized location north of the overpass, providing a protected movement for HOT movements and buses into new entrances. The Fairfax Corner lot is planned to be more of a park and ride facility. The Government Center park and ride is scheduled to be improved with two bay bus pads.

Kristin Calkins provided the working group with two bridge sections for Monument Drive. She explained that the Monument Drive Bridge will not be reconstructed, and that the existing pedestrian facilities will remain as part of the Phase 1 I-66 expansion. However, if Metrorail is extended beyond Fair Oaks, the design of the bridge would be reevaluated and could include bicycle and pedestrian access. She continued by noting that the Virginia Department of Transportation (VDOT) is going to put eastbound ramps on to Monument Drive with bidirectional access off of the ramp for HOT lanes only. Jeff Saxe, noted that there are 1500 parking places shown for the Stringfellow park and ride, he asked if these are additional parking spaces. Kristin replied that the current 698 parking spots are built to support Metrorail.

Pender Professional Center (Submission SS2)

Aristotelis Chronis, Chronis Law; and Matthew Johnson, Urban Ltd., presented the revised land use scenarios for the Pender Professional Center. The design team focused on how to utilize a parcel planned for independent living and to come up with a viable long-term use. Initially, the property owner looked at residential and mixed-use scenarios and the impacts weren't greater than the existing uses. The design team has worked extensively with staff to refine a more holistic concept.

The property owner is proposing to create a plaza through the existing office building to promote pedestrian access through the 12.88 acres site at approximately 6.8 du/ac in the first scenario/phase. All setbacks guidance from the Plan informed the design of both phases. The second phase/scenario eliminates the office building and is proposed to be replaced by condos and 2-over-2 units, all self-parked. The density for this scenario is approximately 10.9 du/ac. Another iteration of this second phase would include a parking garage and have a reduced intensity of 8.5 du/ac. Aristotelis highlighted some of the changes to the concept, noting that the design team sought to activate the site and connect it to the existing shopping center and provide a market solution for senior housing. The design team also provided a long-term concept with the elimination of the office building. Martin Rizer, K. Hovnanian, spoke about the locational qualities of the site.

Jeff Parnes asked the property owner to think about what the basis for the focal point of the community center would be if the office building went away. The working group voted that staff study the impacts for the first two scenarios.

Areawide Guidance

Meghan reviewed the proposed updates to the areawide guidance with the working group by going through the different sections as follows: the Concept for Future Development was updated based on current vision for the area, including greater emphasis on transit orientation; Page 5 identifies nodes within development centers, identifying Fair Oaks Transit Station, and the Fair Lakes area as mixed use regional retail; the incorporation of the 12 guiding planning principles; a new bullet recognizing the phasing of development with supporting services and infrastructure. Meghan noted that the development elements are still under review and will be discussed at the next meeting.

Additional proposed areawide guidance changes in the land use section include: page 16, Land Use, 1st paragraph, the importance of a mixture of uses and compact and walkable places. The 2nd paragraph speaks to the original Plan which had baseline and intermediate development levels. As the Plan has evolved, development options have been added and the text now reflects that the overlay option may not be the highest. Other proposed areawide guidance changes include: review phasing of infrastructure, transportation, and public facilities improvements; review core area with highest intensities, synergy of land uses, creating an area of day and night activity; higher quality of design, master plan for larger sites; and museum cultural language added, provided impacts can be addressed or reduced.

Proposed guidance for transit stations: Metrorail stations for Fair Oaks Mall and Stringfellow; page 17, Transit-oriented development (TOD) should be tied to Metrorail funding and has character guidance for TOD; Stringfellow as primarily commuter station, but could be considered for redevelopment should transitioning occur; Connecting edges into suburban core with multi-modal connections.

Proposed Design Element changes: pages 18 and 19 create a theme for the area through design features; buffering and transitioning; added text is more specific what positive relationship means and how to taper building height. Vince asked how do we set up a cohesive design theme with all the different developers. Meghan responded that staff would have to look at past design elements. Meghan continued with the proposed revisions: strike energy efficient planning and design. Staff is working with environment planners to identify if there are any above and beyond measures in the current text. Much of this text is superseded with current County policy. Robbie stark, liked the idea of referencing current environmental policy.

Proposed transportation changes: Kristin Calkins told the group that FCDOT focused on the working group's vision of a transit and pedestrian focus for the area. The draft text provides more references to multiple options for traffic, emphasizing bicycle and pedestrian access. She explained that this focus is further highlighted with future transit improvements and new multimodal links that would be created for the area. Robbie Stark expressed that there is a perception that there are more development requirements with the language and that should vs. need may be more appropriate language. Jeff Saxe asked about the text that read that these facilities may require dedication of

land, in lieu of bicycle networks on page 23. He stated that the future builder isn't identified (i.e. County, developer, etc.)

Robbie Stark requested that the transportation maps be cleaned up to be more geographically representative. Kristin Calkins replied that they are illustrative but can be updated to be more representative. Jeff Parnes noted that the Stringfellow park and ride is represented as being on top of single family homes on the map and also recommended that the parking in figure 8 should be adjusted as well. Kristin Calkins explained that staff can't change the transportation map without doing a chapter 870 transportation analysis. Meghan mentioned that is a current study looking at the corridor and Jeff Saxe noted that improvements are needed at the Fairfax County Parkway and Route 50 interchange. Kristin Calkins replied that it would be more appropriate to provide recommendation based on analysis rather than recommendation from the Fairfax Center Study. She explained that improvements need to be tied to density. Jeff Parnes said that land use and transportation can't be independent. Jeff Saxe that the group can talk about the corridor study that may change the Transportation Plan maps.

Kristin Calkins continued with the implementation section noting that the road fund section is staying. Jackie Bradley asked if the proffer law affects the working group, staff replied that no, it is in an exempt area. Kristin continued with the proposed changes: Remove all access management language in plan, which is addressed in the zoning section; add more robust bicycle and pedestrian facilities; add guidance to reflect current County guidance for bicycle and pedestrian activity, pedestrian orientation for new building, bicycle access and storage. Robbie asked what landscape amenity panels were. The group replied that they are the landscaped area between the road and sidewalk. Jeff Saxe recommended that in the bicycle parking guidance, the language should read that bicycle parking should be provided where a demand is apparent. Kristin continued with further proposed changes: strike seasonal parking demands; add that parallel parking is appropriate in local areas. Jeff Parnes asked if bicycle path buffering was the preferred design and Kristin replied that it depended on the site characteristics. Robbie asked about the parking management guidelines added in shopping and recreational areas. Meghan responded that the long term redevelopment of the mall is transit oriented and that perhaps the bicycle parking is beneficial. Meghan pointed out that specificity may be a problem and could be addressed at the proffer stage. Jeff Saxe suggested adding "where appropriate or may be required" related to the bicycle parking guidance on page 37.

Meghan continued with the Housing section with changes limited to updating figure 9 and adding a reference to the home buyer equity program. The Environment section is awaiting updates and the Heritage Resources section adds specific sites. The Public Facilities Section removes facilities that have been completed and adds updated storm water management regulations. The Parks and Recreation section brings text into the current standards. Policies about parks and classifications have been modernized. The Introduction section recognizes needs and deficiencies and provisions for new park facilities incorporated into the development process.

The working group provided additional comments: In the Guiding Planning Principles section add the planned Metrorail/BRT station east of Fair Oaks Mall; on page 17 of the Land Use section the text should read no additional land should be "rezoned" for commercial purposes; strategies for buffering should include the tapering of building height toward existing building development. Robbie Stark was concerned on behalf of the mall property about language stating to preserve public use on

private property in the parks section. Robbie said he would provide language to the group that he is more comfortable with.

Jeff Saxe suggested that the group look at the Annandale Plan regarding the development elements. The Annandale Plan has a base density with upgraded densities and is similar to Bailey's Plan. Jeff suggested that the County identify what has worked best in other areas, and translate those best practices to this study to create less complex system for both staff and developers.

The meeting was adjourned at 9:34 p.m.