

Route 28 Station – South Study Meeting Notes

Working Group Meeting #15
L.L. Coates ES @ 7 PM, Tuesday 07-17-12

Administrative Items:

- Chairman Fairfield opens meeting with Working Group (WG) approval of the previous two meetings' summaries.

Transportation: Mike Garcia, Fairfax County Department of Transportation (FCDOT) presented some additional transportation analysis results, which included handouts depicting intersection delays under the land use Scenario E and he also shared a rough estimate of how much of the study area's traffic is locally originated or destined vs. through traffic (80 vs. 20). He also reviewed an additional north-south road connection and elicited WG responses. This north-south connection across the Merrybrook Run Stream Valley would connect River Birch Road to Coppermine Road via the Merrybrook Run SV, Coppermine Elementary and hotel properties. See the following links for the handouts and maps of this additional connection:

http://www.fairfaxcounty.gov/dpz/projects/route28stationsouth/intersection_los_maps_and_table_handout.pdf

http://www.fairfaxcounty.gov/dpz/projects/route28stationsouth/n_s_road_connection_across_stream_valley.pdf

http://www.fairfaxcounty.gov/dpz/projects/route28stationsouth/n_s_road_connection_across_stream_valley_zoomed.pdf

Q&A, Comments:

- WG member Greg Riegle notes that he will work with County staff on the conceptual extension of River Birch Road (as the representative of Pomeroy landowner) to relieve the future congestion at Sunrise Valley and Frying Pan Road.
- Regarding an additional north-south road connection:
 - Several WG members note that the alignment would require land be taken from the school.
 - Several WG members wonder how necessary this connection is, and how much it would ease congestion at the major intersections in the study area.
 - Mike Garcia comments that staff doesn't yet know how much the connection would ease congestion, but it would be more of an internal connection rather than serving to ease congestion at major entry/exit points into the study area.
 - WG member comments that currently parents waiting to drop off and pick up kids at Coates ES backup onto River Birch and this connection provides a second access point that might reduce this backup.
 - Commenting on the connection's disruption of the commercial property (motel) along Coppermine Road, several members say this might not be a problem if the road is envisioned to be built 20 years from now, when this property might be ready for redevelopment.
 - A WG member comments that we should make it clear, if this road is included in the Comp. Plan, that any requirement for the commercial property owner to build or

dedicated land for the road would only be triggered by a major redevelopment proposal.

- Several WG members are okay with the connection being added to any conceptual street grid map, but the streets on this map should be prioritized in terms of importance/necessity.
- One WG member comments that this connection is unnecessary because it has too negative an effect on the Coates ES property while providing too little benefit in return.
- Regarding the Rock Hill Road bridge, a WG member makes the point that it would bring a lot more through traffic to the study area, negatively affecting the area.
 - He also wants to know how the bridge affects the 80-20 (local-through) split. Mike Garcia responds that staff can return to the group with this information.

Adjacent Planning Activities: Clara Quintero Johnson and Faheem Darab, Fairfax County Department of Planning and Zoning (DPZ) as well as Mike Garcia of FCDOT presented recent planning and zoning activity in the areas surrounding the study area. This includes other areas of Fairfax County, the Town of Herndon, Loudoun County and the Washington Metropolitan Area Transit Authority (WMATA) Metrorail related activities. See the below link for the presentation (pages 1-15):

http://www.fairfaxcounty.gov/dpz/projects/route28stationsouth/07-17-12_staff_presentation.pdf

Jobs-Housing: Faheem Darab, DPZ presented an overview of the WG's tested land use scenario and its resultant jobs-housing ratio. Jobs-housing ratios as a concept were briefly explained and local and regional examples were given. See the below link for the presentation (pages 16-20)

http://www.fairfaxcounty.gov/dpz/projects/route28stationsouth/07-17-12_staff_presentation.pdf

Q&A, Comments:

- Question about what constitutes the jobs-housing ratio. It was explained that roughly 1,000 square feet of development in office form would produce three office workers or one dwelling unit.
- It is noted that the jobs-housing ratio for the Herndon station area only includes the property on the south side of the station, all the land within Fairfax County. It excludes the property on the north side of the station, all the land within the Town of Herndon. Staff will provide the full Herndon station area's jobs-housing ratios (properties within Fairfax County and the Town of Herndon).
- It was noted that jobs-housing ratios are just one of many useful criteria for assessing any changes to Comprehensive Plan guidance.

Next Steps: Clara Quintero Johnson, DPZ discussed the next steps that the WG might take after hearing from Schools and Parks at the next meeting. The next steps were in the form of two general paths of action. See the below link for the presentation (page 21):

http://www.fairfaxcounty.gov/dpz/projects/route28stationsouth/07-17-12_staff_presentation.pdf

Next Meeting Dates:

- 08-07-12 (Tuesday)
- 09-05-12 (Wednesday)