

Route 28 Station – South Study Meeting Notes

Working Group Meeting #17
L.L. Coates ES @ 7 PM, Tuesday 09-05-12

Administrative Items:

- Chairman Fairfield opens meeting with Working Group (WG) approval of the previous meeting's summary, with a minor change suggested by Rae Noritake regarding Dulles Corner's private open space.
- DPZ staff will email the WG with two suggested meeting dates in October.
- DPZ staff will post all of the previous meetings' approved summaries on the website.

Transportation: Mike Garcia, Fairfax County Department of Transportation (FCDOT) following up on his 07-17-12 presentation, shared additional transportation analysis of the tested land use scenario. See the following link for the presentation:

http://www.fairfaxcounty.gov/dpz/projects/route28stationsouth/fcdot_28_wg_ppt_09_05_12.pdf

Q&A, Comments:

- WG member Rae Noritake, referring to the FCDOT presentation's River Birch Road extension, points out that the road improvement would not be a direct, fast road but rather a slow road jogging through a grid of streets surrounded by dense land uses.
- An audience member expressed that FCDOT's suggested improvements for the Frying Pan Road / Sunrise Valley Drive intersection would be hostile to pedestrians from the north trying to access the planned park on the south side of Frying Pan Road.
- Mike Garcia points out that moving land uses within the study area will have a minimal effect upon congestion through this intersection after the suggested improvements. To further mitigate the impacts of traffic on the intersection, the mix of uses could be adjusted or the total amount of development may need to be reduced.
 - Jeff responds by suggesting that replacing some office use with residential use is what would help.
- Mike indicates that the Centreville Road / Sunrise Valley Drive intersection has long delays from multiple directions at both the AM and PM peak hours. There is also residential development close to the intersection. In other words, this will be a difficult to mitigate intersection.
 - Jeff asks if in a more urban environment, the County could restrict the southbound left turns from Centreville Road turning onto Sunrise Valley Drive since this movement has long delays during both the AM and PM peak hours?
 - Mike responds that currently the County is planning to use a new method for mitigating intersection delays called a "super street" for the Tysons area. FCDOT is looking into using the "super street" solution for a section of Dolly Madison Boulevard. This would allow cars to, rather than continue to face delays at a left turn, continue through the intersection and perform a mid-block U-turn to then proceed back to the intersection and turn right, saving time over the congested left turn.
- Mike indicates that the Rock Hill Road bridge, in the analysis of Scenario E, was not carrying that much traffic due to assigning lower road speeds to the northern TOD area. He says FCDOT will make adjustments to allow slightly higher road speeds in this area in order to

reflect more vehicle trips on the bridge, thus easing congestion at the Sunrise Valley Road / Centreville Road intersection and the Sunrise Valley Road / Frying Pan Road intersection.

- WG member Sarah Newman asks if any of the southbound AM traffic across the bridge was destined for the Innovation Center station, and if so, how much?
 - Mike responds that he thinks it's likely that some traffic was headed to the station. He will return with additional information.
- Jeff asks if FCDOT wants to tie TOD development levels to TDM goals.
 - Mike says this could be a recommendation that the Work Group brings forward and mentions the CIT section of the Comprehensive Plan requires developers to achieve TDM goals or else they can't implement the TOD development options.

Land Use: Clara Johnson, Department of Planning and Zoning (DPZ) presents some suggested changes to the tested scenario's land use mix that might help reduce future congestion. In addition, she presents the study area's current land use recommendations and geography and some suggested land use recommendations and sub-unit geographies. The presentation concludes with some of the next steps the WG will need to take, including those related to the VDOT 527 traffic analysis. See the following link for the presentation:

http://www.fairfaxcounty.gov/dpz/projects/route28stationsouth/dpz_28_wg_ppt_09_05_12.pdf

Q&A, Comments:

- WG member Tom Gilmore says he would prefer additional office rather than garden apartments in the suggested sub-unit A-5 (Pomeroy properties). In other words, he'd prefer working to mitigate impacts on traffic congestion rather than public schools.
- WG member Greg Riegle wants to know if suggested land use recommendations for the TOD area tie mix of use requirements to entire areas within a certain distance of the Metro station, or would the mix of use requirements be tied to each zoning application.
 - Clara responds that at this point, we don't yet know the answer to this question.
- Jeff asks the group if they are comfortable directing staff to move forward with drafting Plan text for the TOD area to be considered by the WG for the upcoming meetings.
 - There is some back and forth within the WG regarding wanting additional information or at least time to digest what was presented tonight before they direct staff to write Plan text.
 - Tom wants to hear from Fairfax County Public Schools and the Fairfax County Park Authority on how any changes to the tested land use scenario might impact their facilities.

Motion

- Greg Riegle makes a motion for the WG to direct staff to use several documents to craft a suggested final land use level and mix, which would then be reviewed by the WG. These materials include presentations from tonight's meeting, along with the WG-endorsed vision documents and WG-endorsed "flexible framework".
- The WG voted unanimously in favor

Next Meeting Date:

- 09-24-12 (Monday)
 - This meeting was subsequently cancelled. The next meeting was held on 10-10-12.