

Summary of Tysons Corner Coordinating Committee Meeting
September 12, 2005 7:00 PM
Fairfax Chamber of Commerce, 8230 Old Courthouse Road
(Note: Underlined reference will be web links to handout material)

- I. Call to Order: Committee approved the July 25, 2005 meeting summary, except for Item #2 (Discussion on Existing and Planned Non-Motorized Facilities). Wade Smith requested that Bruce Wright (who was not present) to review, and if needed edit this item.
- II. Discussion on Land Ownership Map/Evaluation: At the request of the Committee, staff researched and summarized land ownership information. The map provided to the committee showed the distribution of land ownership and highlighted property owners with significant contiguous land masses ranging in size from 13 acres to over 80 acres. The handout provides a summary of the land ownership methodology and several findings.

See the handouts:

- 1) [Land Ownership Evaluation \(FEIS 4 Rail Stations\) Map](#)
- 2) [Handout on the Discussion on Land Ownership Map/Evaluation](#)

The committee requested a list of the owners of multiple properties regardless of whether it is contiguous property. In addition, staff was asked to look at ownership of Real Estate Investment Trusts (REITs).

- III. Intensity at Arlington Metro Stations (Rosslyn-Ballston Metro-Corridor): At the request of the committee, staff prepared information on the character and intensity of development along the Rosslyn-Ballston Metro Corridor in Arlington County. The information provided indicated that the Rosslyn-Ballston Metro Corridor consists of five Metro station areas, which encompass about 1,000 acres of land, include approximately 58.6 million square feet of development and has an overall intensity of 1.31 FAR. The Metro station areas, as defined by Arlington County, range in size from approximately 140 acres to 275 acres; however, within each station area, an intense development area was focused within one-quarter mile (1320 feet) of a Metro station, which Arlington County refers to as the bull's eye. Development intensities within the bull's eye generally range from 2.5 FAR to 4.8 FAR. However, a few parcels adjacent to Rosslyn and Ballston Metro stations are zoned with intensities between 6.0 and 10.0 FAR. Most of the information used in the staff handout is available on the Arlington County Department of Community Planning and Housing Development website. [See handout on Intensity at Arlington Metro Stations \(Rosslyn-Ballston Metro-Corridor\)](#).

In addition, the committee requested a more legible copy of Arlington's land use map legend, links to the web pages with Arlington's Metro station area plans and information on traffic growth in the Rosslyn-Ballston Corridor (to determine whether traffic growth has declined with the provision of Metro in the Corridor).

- IV. VDOT Road Design Standards: John D. Lynch, PE with VDOT, presented a presentation entitled "Flexibility in Design and Design Standards." This presentation summarized VDOT's road design standards and exceptions to these standards. Mr. Lynch discussed the fourteen road design control criteria which include: 1) design speed, 2) lane width, 3) shoulder width, 4) cross slope, 5) horizontal curve, 6) superelevation, 7) vertical clearance, 8) limited access, 9) vertical curvature,

10) stopping sight distance, 11) bridge width, 12) horizontal clearance, 13) structural capacity, and 14) tangent grade. In addition, he mentioned VDOT is using “context sensitive solutions” allowing modification to some standards which may help create more pedestrian oriented road designs. However, the examples shown where VDOT provided flexibility for pedestrian oriented designs were located in Arlington, and in towns, such as Herndon. [See PowerPoint Presentation on Flexibility in Design and Design Standards.](#)

Since Fairfax County doesn’t have the authority concerning roads as Arlington County and towns, the committee was concerned about Fairfax County’s ability to implement flexible design standards and requested more information about how to achieve flexibility in VDOT’s road design standards. The committee requested more information about the road design standards applied in Arlington County and how streetscape is addressed in the McLean Plan. In addition to VDOT standards, committee members mentioned two other challenges to providing pedestrian oriented areas in Tysons: 1) a recent state law requiring all new subdivisions to require a 10-foot utility easement on all street frontage, and 2) new Homeland Security building design standards.

V. **Parking Requirements/Parking Reductions:** Leonard Wolfenstein reviewed with the committee Zoning Ordinance parking requirements for specific land uses. Mr. Wolfenstein stated that these parking requirements were minimums; however, reductions in the minimum can be considered under certain circumstances such as shared use, proximity to mass transportation, implementation of Transportation Demand Management programs and in Commercial Revitalization Districts. All parking requirements require a parking study justifying the reduction, except in Commercial Revitalization Districts. [See handout of Fairfax County Zoning Ordinance Parking Requirements and Parking Reductions.](#) The committee requested more information about the parking requirements in the Arlington’s Rosslyn-Ballston Corridor.

VI. **Draft Committee Work Plan and Community Outreach:** The committee reviewed a draft work plan for the Tysons Corner Special Study. The work plan is divided into three parts. **Part One** provides general tasks for the work plan; **Part Two** provides the general approaches to citizen outreach; and **Part Three** provides in a tabular format a summary of committee meeting dates, activities and community outreach. [See handout of the Draft Committee Work Plan.](#)

In addition, a draft informal solicitation for initial outreach consultant services was distributed to the committee and the committee directed staff to finalize and then send out the informal solicitation. The committee asked to specify in the informal solicitation the provision of a community engagement plan and communication plan. Several committee members expressed interest in serving on the consultant selection committee and also provided information about consultants that should be sent this solicitation.

VII. **During Unstructured Thinking, some ideas mentioned were:** 1) need “Bigger Idea” for public spaces (example of character of Route 7) to shape thoughts about private spaces; 2) Establishing an overall or greater grid of streets will be a major change in circumstance from the current Plan; 3) Need information on “Form Based Codes;” 4) the committee’s focus will be station area planning not station design.

VIII. **Next meeting:** Monday, September 26, 2005, 7 PM., Fairfax County Chamber of Commerce, 8230 Old Courthouse Road. Topics to discuss include:

1) Review of economic incentives for affordable housing and workforce housing,

- 2) Review of current Plan's issues and objectives,
- 3) Additional research on the current Plan's rail intensification areas compared to other transit station area plans,
- 4) Status report on transportation consultant work.

IX. Adjourn (Meeting adjourned 9:50 PM)