



Meeting Summary

July 9, 2007, 7:00 PM

Fairfax Chamber of Commerce, 8230 Old Courthouse Road

- I. Call to Order: The Task Force approved the June 18, 2007 meeting summary as submitted.
- II. Announcements: Task Force Chairman Clark Tyler requested that members sign up to attend at least one of the public workshops to be held July 16 through 18. He also reminded members that the workshops are part of a planning process that is different from traditional public hearings, and asked them to explain that difference to their constituent groups.
- II. Discussion of Public Workshops: Staff provided Task Force members with an updated list of [Summer Outreach Meetings](#). In addition to the three public workshops, three employee focus group meetings and a briefing to the Vienna Town Council will be provided during the week of July 16.

Doug Sarno of The Perspectives Group presented the [Draft Outline of July Public Meetings](#) and discussed the format for next week's workshops. He hopes that there will be at least one Task Force member at each table to help facilitate the small group discussions.

Marsha Kaiser of PB PlaceMaking presented the outline for G.B. Arrington's workshop presentation, [Telling the Tysons Story](#). She asked Task Force members to keep in mind that, as the Base Case (current Plan) and three test scenarios are reduced to two "advanced alternatives" for the next round of analysis, parts of different scenarios may be retained, depending on how they performed in the different geographic areas of Tysons.

Task Force members suggested it would be useful to compare photos of Tysons today to Tysons 30 to 40 years ago. It would also be helpful to show people what current densities at Tysons are.

- III. Cambridge Systematics Presentation: Don Vary showed the Task Force the [Initial Transportation Analysis Status Report](#), based on Cambridge's completion of the following steps:
 - o Initial Analysis of Land Use Scenarios and Transportation System
 - o Review of Transit Ridership Model
 - o Initial TDM Analysis
 - o Initial Non-Motorized Impact Analysis

Mr. Vary explained that the land use inputs for the Base Case assume the amount of development allowed under the current Comprehensive Plan with only minor changes. However, the transportation network used to analyze the Base Case has been modified to include Metrorail, HOT lanes, and planned improvements such as extensions of Boone Boulevard and Greensboro Drive. The transportation network used to analyze the other three test scenarios is called the “Grid of Streets Network,” and includes Metrorail, HOT lanes, improved internal circulation, and additional transit and roadway connections to Tysons.

Some summary findings of the initial transportation analysis are that the Base Case development potential (without the grid of streets) has more highly congested conditions on local roads and fewer opportunities for internal walk/bike travel. Scenario C (Housing Emphasis) has more balanced travel patterns and lower levels of congestion than the other scenarios. Scenario B (Employment Emphasis) has higher levels of congestion and lower walk/bike potential than Scenario C. Scenario A (Pushing the Envelope) has the highest levels of congestion but also the highest opportunity for walk/bike travel due to having the highest land use densities.

During the discussion following the presentation, it was suggested that Cambridge emphasize that, at locations within one-quarter mile of Metro, up to 40% of all work trips take place on transit. It was also suggested that Cambridge discuss travel time in addition to Levels of Service. The question was raised as to which projects in the Constrained Long Range Plan are included in the transportation analysis. Mr. Vary indicated that he would provide a list of these road and transit improvements.

Mr. Vary explained that the transit network in Cambridge’s analysis was based on the Final Environmental Impact Statement for the Rail Project, and includes a bus system connecting activity centers to Metro and adjoining neighborhoods to Metro.

Task Force members asked that the workshops include a display board showing the Grid of Streets Network. They also suggested that Cambridge explain that urban environments like downtown D.C. typically have congested streets.

IV. [Public Facilities Initial Analyses Report](#): Sterling Wheeler presented the results of the initial analyses of the impacts of the four test scenarios on public facilities. Following is a summary of these results:

- Dominion Virginia Power would need a new substation under all scenarios.
- Fire & Rescue would need a second station for the Base Case and Scenarios B and C, and a third station for Scenario A.
- The Park Authority would need between 48 and 114 acres of park land, depending on the scenario.
- The Police Department would need a new patrol district and a new station, which could be collocated with a fire station.

- Depending on the scenario, the Schools would need between 0.76 and 2.14 elementary schools; between 0.16 and 0.46 middle schools; and between 0.2 and 0.55 high schools.
- The Library recommends locating a new facility of between 10,000 to 17,000 square feet within Tysons, not necessarily in a stand-alone building.
- Because the County is already very close to using its total wastewater treatment capacity at the Blue Plains Treatment Plant, new development at Tysons will put the County over its current capacity by between 26% and 50%. The County would also need to replace sewer lines of between 30,000 to 54,000 feet in length, depending on the scenario.
- Fairfax Water indicated that all of the scenarios would require additional facilities, but that it did not foresee a problem accommodating growth at Tysons.

Regarding a site for a new fire station, Task Force members asked about the County owned bus depot on Spring Hill Road. Leonard Wolfenstein stated that the Dulles Rail Project had considered relocating the fire station as part of the Rail Project, but concluded that such relocation was not necessary. The question was raised as to whether County staff had spoken with the U.S. Postal Service about possible redevelopment of their site at Tysons.

Task Force members were concerned about the limits on the County's wastewater treatment capacity. During the discussion of ways to expand capacity, the possibility of an agreement with Loudoun County when their new Broad Run plant opens in 2008 was mentioned. There was also discussion of the use of new technologies and of water conservation measures.

Stella Koch, Chairman of the County's Environmental Quality Advisory Commission, pointed out that there were possible constraints on the future water supply, and that the Potomac River is not an infinite resource. COG is currently working on the Greater Washington 2050 Plan to determine the adequacy of the region's water supply.

- V. [Status Report on Visualization for Tysons West Station Area](#): Staff presented some examples of 3D visualization for part of the Tysons West station area that were developed for the Task Force by HNTB. These show different street networks, mixes and intensity of uses, building heights, and locations of parks and public spaces for each of the test scenarios. In the future these visualizations will be refined to show individual buildings and streetscapes and views at the street level.

VI. Adjourn: 9:30 p.m.