



Meeting Summary

October 22, 2007, 7:00 PM

Fairfax Chamber of Commerce, 8230 Old Courthouse Road

- I. Call to Order
- II. Discussion of Analysis of Advanced Alternatives: GB Arrington of PB PlaceMaking (via telephone) gave the Task Force a [Progress Report](#) on the development of the Advanced Alternatives. The first alternative was formerly called Metro City, but is now called "Focused TOD." The second alternative was formerly called Transit City, but is now called "Extended TOD."

PB PlaceMaking is now working with County staff to allocate growth to traffic analysis zones (TAZs) under the following concepts. For the Focused TOD alternative, development and redevelopment will be concentrated around the Metro stations. For the Extended TOD alternative, development and redevelopment will occur around the Metro stations and along the circulator routes throughout Tysons.

Additional allocation rules include the following:

- Greatest intensity within a 2-1/2 minute walk of station exit
- Intensity steps down as the walk gets longer, although the step-down is more gradual for residential uses than for office and retail uses
- Neighborhoods at the edges of Tysons are protected
- Redevelopment potential of existing land uses is considered

Mr. Arrington reminded the Task Force that growth must be allocated to TAZs in order to proceed with the transportation modeling of the two alternatives. However, allocations are not final decisions on intensity, and mapped intensities are overall averages of a number of parcels. Finally, Mr. Arrington stated that the consulting team will finalize the allocations, the proposed street grid, and the proposed circulator routes over the next two weeks. During November and December the team will conduct their analyses of the two alternatives in preparation for the January public outreach.

Following Mr. Arrington's presentation, Task Force members asked that the alternatives include bicycle trails and multiple transit circulators. It was also

emphasized that the January outreach will include the results of the analysis of the Base Case, or the current Comprehensive Plan.

Don Vary of Cambridge Systematics then gave a presentation on the two proposed [Transportation Networks for Advanced Alternatives](#). Both networks will include an expanded grid of streets, HOT lane connections, transit circulators, and transportation demand management measures. Transportation Network 1 will emphasize access *to and from* Tysons. Transportation Network 2 will emphasize improving travel *through* Tysons.

Mr. Vary's presentation included maps showing the following features that will be included in the transportation analysis:

- The proposed grid of streets (both networks)
- Transit improvements, including neighborhood shuttle buses and regional express buses (both networks)
- For Network 1, additional ramps at exits of the Dulles Toll Road and the Beltway and HOT Lane connections at the intersection of 495 and Route 7
- For Network 2, internal grade separations on Routes 7 and 123, additional Beltway crossings, and other road improvements

During the next two weeks, Mr. Vary expects to finalize the two networks, including the grid of streets and circulator routes. He will also finalize the measures of effectiveness to be used in the transportation analysis during November and December.

Following Mr. Vary's presentation, Task Force members discussed the fact that the transportation analysis is based on the year 2030. The question was raised as to whether Cambridge could do an analysis of an interim year, such as 2015. Mr. Vary indicated that an interim year analysis would be helpful in prioritizing the timing of transportation improvements. However, an interim year analysis is not within the scope of Cambridge's current contract.

When asked if bike and pedestrian crossings were included, Mr. Vary said that every crossing of the Beltway would provide for such crossings. He also stated that the analysis will include routes for shuttles from surrounding neighborhoods to the Metro stations.

Task Force members expressed their concerns about the HOT Lane project's removal of a ramp and installation of a traffic light at the intersection of 495 and Route 7. They also asked Mr. Vary if the cloverleaf at the intersection of Routes 7 and 123 would remain, and he stated that an urban diamond (grade separated intersection) was being considered. Finally, Mr. Vary said that at the November 26 Task Force meeting, he will be able to discuss the number of trips *to and from* Tysons and the number of trips *through* Tysons.

III. Presentation on [Green Building Practices and the Policy Plan](#): Noel Kaplan of the Fairfax County Department of Planning and Zoning (DPZ) briefed the Task Force on the proposed Policy Plan Amendment regarding green building practices. The U.S. Green Building Council defines these as design and construction practices that significantly reduce or eliminate the negative impact of buildings on the environment and occupants in five areas:

- Sustainable site planning
- Safeguarding water and water efficiency
- Energy efficiency and renewable energy
- Conservation of materials and resources
- Indoor environmental quality

Mr. Kaplan noted that in the U.S., buildings consume over 70% of electricity, 50% of natural gas, and 12% of potable water, and generate 30% of greenhouse gas emissions.

The U.S. Green Building Council has established rating systems under their Leadership in Energy and Environmental Design (LEED) program. Another rating system, developed jointly among USEPA, DOE and industry groups, is the ENERGY STAR program. This program certifies the energy efficiency of appliances, equipment, fixtures, building components, and residential and nonresidential buildings.

Mr. Kaplan explained that on November 9 the Planning Commission will consider a proposed Policy Plan Amendment supporting green building practices. Specifically, the amendment proposes that in order to develop at the high end of the planned density/intensity range, nonresidential and multifamily building of four stories or higher should receive LEED certification or its equivalent. Similarly, for residential development at the high end of the Plan density range, homes should receive the ENERGY STAR designation. More information is available at the Planning Commission and DPZ websites.

After the discussion, the Task Force concluded that green building practices are among the amenities that they would like to encourage at Tysons. It was noted that while green buildings may cost about 10% more to construct than conventional buildings, over the life cycles of the buildings they result in greatly reduced energy costs.

IV. Viewing of Video: Channel 16 recently completed an 8-1/2 minute video entitled "[The Future of Tysons Corner](#)." This video includes interviews with several Task Force members, and focuses on the group's work on public outreach. It will be featured on the County Magazine program during the month of November. Task Force members viewed the video and each received a copy to show to their constituent groups. Copies will also be sent to Chairman Connolly and Supervisors DuBois, Hudgins and Smyth.

V. Subcommittee Reports:

- The Communication Subcommittee will meet on November 5 to discuss the format for the January outreach events.
- The Consultant Liaison Subcommittee is continuing to do due diligence regarding the consulting contracts.
- The Implementation Subcommittee is working on a proposal regarding the coordinating body for the new Tysons.
- The Livability-Walkability Subcommittee is developing recommendations in a number of substantive areas, such as the built environment, the natural environment, accessibility, community services and safety, arts activities and access, education, recreation and transportation. For each of those areas, the subcommittee is now working on 5 to 7 points to guide the consultant's work on the Comprehensive Plan. These points will reflect best practices and will include the Subcommittee's recommendations on whether implementation should occur through regulations or incentives.
- The Transportation/TDM Subcommittee is working on its recommendations for the Comprehensive Plan. The Subcommittee will also be developing the program for the November 26 Task Force meeting, which will be focused on transportation. The Subcommittee is working to arrange a meeting with the Virginia Secretary of Transportation. Finally, the Subcommittee is working with the consultant to provide detailed descriptions of the two transportation networks being tested with the Advanced Alternatives.

VI. Meeting Summary: A Task Force member requested that the reference to specific numbers of square feet in the third paragraph of the Draft Meeting Summary for September 24 be removed. The meeting summary was approved as amended.

VII: Other Items: The next Task Force meeting will be on Monday, November 26 in the Marshall High School Cafeteria.

VIII: Adjourn: 9:00 p.m.