



**Draft Meeting Summary**  
**December 17, 2007, 7:00 PM**  
**Marshall High School, 7731 Leesburg Pike**

- I. Call to Order
- II. Meeting Summary: The summary of the December 10 Task Force meeting was approved as submitted.
- III. Announcements: Chairman Clark Tyler announced that Doug Sarno of The Perspectives Group has drafted a document entitled "[Areas of Consensus and Related Decisions](#)." The Communication Subcommittee has reviewed and commented on this document, and it will be sent out to the full Task Force for discussion at the January 14 meeting.

Mr. Tyler also requested that Task Force members send their comments on the Outlines of Plan Considerations presented by the Housing, Implementation, Livability/Walkability and Transportation Subcommittees to Sterling Wheeler.

- IV. Discussion of [Livability/Walkability Subcommittee's Outline of Plan Considerations](#): Jo Hodgin, Chair, recognized the members of the subcommittee and thanked them for their contributions in drafting individual sections. Ms. Hodgin presented a summary of the Subcommittee's outline.

The Subcommittee has developed eight general recommendations, including:

- Civic uses and green spaces should be incorporated into each neighborhood during the first phase of new development.
- A master plan for Tysons should promote compatible design and complementary uses for contiguous parcels.
- Working with the community, design guidelines should be developed for each neighborhood, district and Metro station area.

The Subcommittee has further identified a number of action items in the following nine areas:

*The Built Environment*  
*Protecting and Restoring Nature*  
*Accessibility*  
*Community Services and Safety*  
*Arts*  
*Education*  
*Utilities*  
*Recreation*  
*Transportation*

During the discussion following the presentation, a request was made that the Subcommittee mention child care as an essential community service.

Several attendees were interested in the issue of open space. Chairman Tyler mentioned that he and staff have met with members of the Board of the Fairfax County Park Authority, and that the Task Force will work with the FCPA in developing recommendations for parks and recreation facilities. He also pointed out that we may be able to replace some surface parking with open space. Other attendees suggested colocating parks with schools. Andrea Dorlester, staff to the Park Authority, stated that they are using an urban standard of 1-1/2 acres of park land per 1,000 residents for Tysons. Ms. Dorlester also said that the FCPA recommends that developers at Tysons contribute to a fund to build facilities outside of the study area.

- V. Discussion of [Transportation Subcommittee's Outline of Plan Considerations](#): Keith Turner, Chair, recognized the members of the Transportation Subcommittee who have been working together for the past 18 months. He also acknowledged the contributions of Cambridge Systematics, County staff and VDOT.

Prior to presenting the outline, Mr. Turner mentioned other products that the subcommittee has worked on. These include a summary report on Transportation Demand Management, issued in November 2006; the development with Cambridge Systematics of the two transportation networks to be tested against the two land use prototypes this winter; and the development of Measures of Effectiveness to be used to evaluate the results of the analysis of the transportation networks against the land use prototypes.

The Transportation Subcommittee's outline includes a preface that points out that, with the right policy choices and the implementation of a vision for a multimodal transportation system, Tysons can be transformed to a place with attractive and distinctive streets, where it is safe for people to walk, bike and use transit, as well as to drive.

The next section of the outline describes background information such as existing conditions and trends, and factors that will help achieve a successful transportation system at Tysons.

The final section of the Transportation Subcommittee outline includes draft plan recommendations covering the following ten areas:

- Policy recommendations
- Transit recommendations
- Integration of pedestrian and bicycle circulation
- Roadway design
- Roadway infrastructure
- Transportation demand management
- Parking management
- Wayfinding
- Transportation system monitoring program
- Increased funding for transportation facilities

In closing, Mr. Turner emphasized that his subcommittee agrees with the Implementation Subcommittee on the importance of establishing new sources of funding - both public and private - for transportation and other improvements at Tysons.

Following Mr. Turner's presentation, a question was asked regarding the new Chapter 527 regulations requiring traffic impact analysis by VDOT. Leonard Wolfenstein of Fairfax County DOT explained that VDOT will conduct such an analysis prior to the Task Force's forwarding its recommendations to the Planning Commission, once the "preferred alternative" is identified.

Stewart Schwartz of the Coalition for Smarter Growth called the Task Force's attention to the Victoria Transportation Policy Institute website, [www.vtppi.org](http://www.vtppi.org), where studies on parking and transportation demand management are available.

An attendee asked if the analysis of advanced prototypes will document Tysons' traffic impacts on major roads in the surrounding communities. Don Vary of Cambridge Systematics answered in the affirmative, and said that this documentation will be done by some combination of County and consultant staff. Another attendee asked what will be documented, and Mr. Vary stated that this is still being discussed but that it will be discussed at subsequent Task Force meetings.

Several attendees were interested in urban measures of effectiveness. Keith Turner pointed out that traffic congestion may be a sign of an urban community's vitality, and not the failure of its transportation system. One attendee stated his concern that congestion could extend up to 10 miles outside of Tysons. Stewart Schwartz pointed out that congestion at Tysons backs traffic up on the Beltway every day, and that additional transportation and housing options should help alleviate this situation.

VI. Adjourn: The meeting was adjourned at 8:20 p.m.