



**Draft Meeting Summary**  
**March 24, 2008, 7:00 p.m.**  
**Fairfax County Chamber of Commerce**

- I. Call to Order
- II. Meeting Summary: The summary of the March 10 Task Force meeting was approved as submitted.
- III. [DPWES Briefing on Consultant Study of County's Wastewater Conveyance & Treatment Capacities](#): Jimmie Jenkins, Director of DPWES, introduced Shahram Mohsinen, head of the department's Wastewater Management Program. Because of concern for the impacts of new development at Tysons and elsewhere in the county, the department retained CH2M HILL to evaluate ways to divert wastewater from the Blue Plains service area to the Noman Cole plant service area in the south County. The consultant study also evaluated the possibility of distributing additional flows to the Alexandria Sanitation Authority, the Loudoun County Sanitation Authority, and/or to Blue Plains.

The study evaluated six different scenarios. These were:

- Development as in the Existing Comprehensive Plan with no additional allocation at Blue Plains
- Existing Comprehensive Plan with 8.5 million gallons per day (MGD) additional allocation at Blue Plains
  - Prototype A with no additional allocation at Blue Plains
- Prototype A with 8.5 MGD additional at Blue Plains
- Prototype B with no additional allocation at Blue Plains
- Prototype B with 8.5 MGD additional at Blue Plains

The only scenario in which the County was over capacity was Scenario 5, or Prototype B with no additional allocation at Blue Plains. The amount of over capacity was 1.6 MGD, which could be accounted for in the future through improvements to technology, increased conservation, and other measures. Task Force members requested that DPWES address conservation measures in their analysis of the Impact of the Preferred Alternative later this spring. Such measures could include global best practices and requirements for LEED Silver certification.

Mr. Mohsinen then presented planning level cost estimates for infrastructure improvements under the six scenarios. These range from \$8 million for Scenario 2, to \$142 million for Scenario 5. These improvements include increases in pipe sizes; siphon improvements at Scott's Run; upgrades to the Difficult Run Pump Station; wet weather storage; and dry weather flow treatment expansion.

During the question and answer period, the question was asked whether these infrastructure costs would be covered by DPWES' existing fee structure. Mr. Jenkins stated that there could be a separate Sanitary District for Tysons, or availability fees could be increased for the County as a whole. For example, availability fees for townhouses could be increased from \$5,000 to \$6,000 per unit.

- IV. [Presentation by Cambridge Systematics on Transportation Analysis of Prototypes A and B](#): Jay Evans gave a presentation on the transportation analysis of Prototypes A and B and Networks 1 and 2. Mr. Evans introduced his colleague Dan Goldfarb, who was also available to answer questions. After reviewing the characteristics of the two prototypes and networks, Mr. Evans summarized some of the Measures of Effectiveness (MOE) that Cambridge tested.

Mr. Evans stated that the analysis generated the following conclusions:

- When the prototypes are compared to the Base Case, there is generally some increase in congestion. However, for travel within Tysons, the prototypes perform better than the base case.
- Additional housing reduces the number of trips from outside of Tysons.
- The prototypes show a higher level of transit use than the Base Case.
- Network 1 attracts more trips to Tysons, resulting in increased congestion.
- Network 2 with a bus on its own right-of-way would cost less than Network 1.
- On the average, the volume of traffic on roads surrounding Tysons will increase about 14% over the Base Case.

Following the presentation, Mr. Evans was asked to provide examples of Levels of Service. He stated that bumper-to-bumper traffic on the Beltway is at LOS F and Beltway traffic that is moving freely is LOS B.

Another question was the difference in capacity between a streetcar and a bus. Dan Rathbone of the Fairfax County Department of Transportation explained that streetcars generally permit more riders to stand so they can accommodate up to 180 passengers per car. Buses may average 60, although Mr. Evans pointed out that newer buses also permit more standees.

Regarding the proposed Supplemental Studies of up to a dozen intersections and road improvements in the Dranesville District, FCDOT will provide cost estimates to the Board of Supervisors. It is expected that these studies will take place over several months. Regarding a study of the interim impacts of development at Tysons, that analysis will be conducted after the Task Force recommends a Preferred Alternative.

- V. [Task Force Members' Comments for Use in Developing Prototype C](#): At the March 10 Task Force meeting, members were asked to submit their comments on the PB PlaceMaking report, "Tysons Corner: Path to the 21<sup>st</sup> Century," on GB Arrington's March 5 memo to Clark Tyler, and on the Consensus document developed by The Perspectives Group. PB summarized these comments in a memo dated March 24. However, a few Task Force members felt that the summary did not do justice to their remarks. Therefore a document containing the original responses will be posted to the Tysons website.
- VI. [Staff Analysis of Public Responses to Online Survey](#): Linda Hollis reported on her analysis of the 63 responses to the workshop questions that were posted online. Of these respondents, two-thirds are residents of neighborhoods surrounding Tysons. Findings are summarized according to the three subject areas that survey questions were grouped in.

#### Development

- 53% preferred growth to be focused near the Metro stations (Prototype A).
- 47% approved of more new housing at Tysons.

#### Transportation

- 38% preferred to focus on moving traffic through Tysons (Network 1).
- Another 33% would like to see both Networks 1 and 2 implemented.
- 75% of respondents approved of the circulator concept.
- 64% agreed with the need to reduce and manage parking.

#### Quality of Life

- 39% wanted both small and large parks.
- 39% wanted a network of smaller parks.
- 13% wanted one large park and the rest neighborhood parks.
- Regarding civic and cultural uses, 18% mentioned a performing arts center and 17% mentioned a central library at Tysons.

Task Force members requested that The Perspectives Group compare these findings to their summary of the table notes from the February workshops.

- VII. Adjourn: The meeting was adjourned at 9:00 p.m.