



Draft Meeting Summary
April 14, 2008 7:00 p.m.
Fairfax County Chamber of Commerce

- I. Call to Order
- II. Meeting Summary: The summary of the March 24 Task Force meeting was approved as submitted.
- III. [Discussion Points for Developing a Preferred Network](#): Jay Evans summarized Cambridge Systematics' recommendations for a preferred transportation network. These recommendations were developed based on the previous testing, an engineering feasibility assessment, and input from the public and the Task Force. In addition, Mr. Evans provided a PowerPoint presentation entitled [Strawman Preferred Network](#) (pages 7-16 in PDF). The main consultant recommendations are:
 - The preferred network should include a grid of streets.
 - The preferred network should include three Beltway crossings. Two of these are vehicular crossings, Scotts Run Overpass and the Route 123/Old Meadow Overpass. The third is a special purpose Beltway crossing for pedestrians, bikes and transit that links the Tysons I Mall road to Old Meadow Road.
 - The preferred network should include the following new highway ramps: Dulles Toll Road (DTR)/Jones Branch Drive, both eastbound and westbound; DTR/Greensboro Drive eastbound; DTR/Boone Boulevard eastbound; DTR/Dolley Madison Boulevard; and Capital Beltway/Gallows Branch southbound.
 - The grade separation (an urban diamond) at Route 123/International Drive is recommended for the preferred network.
 - The preferred network should include a transit circulator concept on a dedicated right-of-way, understanding that implementation will be phased and a dedicated right-of-way may only be necessary or possible for portions of the routes. Also, the Task Force may wish to recommend parameters for establishment of the circulator system rather than attempting to identify specific alignments.

- IV. Task Force Discussion of Preferred Network: The question was asked if there would be room for a tunnel for Metro along with the grade separation at Route 123 and International Drive. Mr. Evans stated that both improvements would not be easy to construct. He also explained that the grade separation is recommended due to traffic volume, but that there will need to be mitigation for pedestrians.

The omission of westbound ramps at DTR/Greensboro Drive and DTR/Boone Boulevard was raised. Mr. Evans explained that these ramps were omitted due to engineering challenges and that westbound traffic could be served by the DTR/Jones Branch Drive ramp and by capacity improvements to the interchange at Route 7 and the Toll Road.

Regarding the grid of streets, there was considerable discussion of the location of the grid vis-a-vis existing buildings and of the consultants' use of landowner plans for future streets, particularly the "Carter grid." It was also noted that the PB and Cambridge maps representing the grid differed and should be reconciled. Mr. Evans stated that it would be sufficient for the preferred network to have a "conceptual" grid of streets from the perspective of transportation modeling.

Some Task Force members asked that the preferred network include the grade separations at Route 7/Westpark Drive/Gosnell Road, and at Route 123/Scotts Crossing/Colshire Drive. There was some discussion that the Westgate/Old Meadow HOT Beltway crossing shown in Cambridge's Slide 5 was not consistent with the land use vision for the area inside the Beltway, and other discussion regarding the Scotts Run Overpass.

Regarding the circulator, several members stated that it was important for the Task Force to recommend the routing as part of the preferred alternative.

Additional Task Force suggestions for the preferred network were that there be sidewalks on both sides of every street; that the grid of streets include bike lanes; that there be trails or bike paths in addition to sidewalks; and that the bridges across 123 be designed to accommodate pedestrians and bicycles. A further suggestion was that the preferred network include a revamped Dulles Toll Road toll structure that eliminates the toll incentive for vehicles to enter Tysons Corner.

- V. Preferred Alternative Work Session: GB Arrington gave a [PowerPoint presentation](#) that was consistent with his April 9 memo entitled [Consultant Draft Preferred Concept](#). Key points are that the preferred concept includes the urban form of Prototype B, with intensity focused at the Metro stations and along the circulator. The proposed level of growth falls between Advanced Prototypes A and B, with 114 million square feet, 85,000 residents, and 188,000 jobs. The preferred concept contains five times more housing than today.

VI. Task Force Discussion of Preferred Concept: Regarding Floor Area Ratios (FAR), some Task Force members preferred that Net FAR be called “physical” FAR and that Gross FAR be called “economic” FAR. Mr. Arrington suggested that the Task Force focus on what they want the new Tysons to be and let FAR fall out from that. He also pointed out that FAR is a blunt instrument and is not the only available incentive. Tax Increment Financing is another incentive available to the County, for example. Chairman Tyler concluded by pointing out that there will be three constraints on growth at Tysons: the market, infrastructure, and the transportation system.

VII. Adjourn: The meeting was adjourned at 10:50 p.m.

Other handouts from the meeting:

[PB PlaceMaking Draft Outline of Preferred Alternative Summary Document](#)

[Bird’s Eye Views of Tysons](#)

[District Summary of Consultant Draft Preferred Concept](#)



Draft Meeting Summary
April 15, 2008, 11:00 a.m.
Fairfax County Chamber of Commerce

- I. Call to Order
- II. Announcements: Chairman Tyler announced that the Task Force will begin meeting every Monday until it develops its recommendations for the Preferred Alternative. He also announced that the agenda for the next few meetings will be Task Force discussions leading to consensus on preferred concept for the land use vision and the preferred transportation network. The transportation network will be discussed on April 21. To take advantage of GB Arrington's presence, the land use vision was discussed on April 15.
- III. [PB PlaceMaking's Questions for the Task Force](#) (pages 29-31 in PDF): GB Arrington provided the Task Force with a list of 13 statements regarding the land use vision. Task Force discussion of the first 6 statements may be summarized as follows:
 1. The Task Force agreed that the greatest intensity should be at the future Metro stations.
 2. The Task Force agreed that the least intensity should be at the edges, *except for* the northernmost edge of Tysons along the Dulles Toll Road. In that location, building height will be an issue for adjoining neighborhoods.
 3. The Task Force agreed that the four Metro station areas will be mixed use. Each station area will have a different mix of land uses. The new Plan should not include fixed percentages for the different uses (such as 33% office, 33% retail and 33% residential).
 4. Regarding the statement that all station areas will have the same intensity, the question was raised as to whether it might be appropriate to allow greater intensity at the two central stations (Tysons Central 7 and Tysons Central 123). Another question concerned the east side of the Tysons East station area. GB Arrington stated that the current decision rules for land use allocation call for the edge to trump intensity, and for green space to trump intensity. Task Force members asked if the intensity of undeveloped green space would be transferrable to developable property near a Metro station.

5. Mr. Arrington proposed that the base Floor Area Ratio (FAR) include the Grid of Streets, Open Space, and Affordable and Workforce Housing. This statement generated a great deal of discussion of desirable community benefits and other amenities. It was decided that there should be a distinction between those amenities that are *critical* to the new Tysons and must be included in the base, and those amenities that are *important* but may be achieved through incentives. Among the amenities discussed for inclusion in the base were the Grid of Streets, Open Space, Green Architecture, Transportation Demand Management (TDM), Affordable and Workforce Housing, and the Circulator. The suggestion was made that the Preferred Alternative should achieve a certain transportation performance and that it should include parking requirements, TDM and other incentives to reduce auto use. Mr. Arrington asked if the Task Force agreed to use of parking ratios similar to Arlington County's, both at the station areas and along the circulator, and the answer was yes. The decision was made to return to the amenities included in the base FAR on April 21, after the Task Force has had time to review the full list of desirable community benefits.

6. Regarding PB's concept land use, Task Force members asked why intensity stepped down so quickly between 1/8 mile and 1/4 mile of the Metro stations. The suggestion was made to raise the intensity within 1/4 mile of the stations. Another suggestion was to take the civic uses off PB's map but continue to identify them in the text along with the district of Tysons in which they should be located. Task Force members asked if PB's map could show neighborhood-serving retail uses. There was some discussion about adding intensity along Route 7 between the two Metro stations (Tysons Central 7 and Tysons 7 West). Another suggestion was to reduce the intensity west of Tysons 7 West. One Task Force member stated that identifying the Tysons Central 7 station area as the Central Business District was seen as a threat to the Town of Vienna, and would also encourage additional traffic adversely impacting the Town. Another Task Force member stated that the intensity in the Old Courthouse South subarea was too great. The decision was made to discuss land use for these subareas at the April 21 meeting.

IV. Adjourn: The meeting was adjourned at 3:00 p.m.