



Draft Meeting Summary
April 21, 2008 7:00 p.m.
Fairfax County Chamber of Commerce

- I. Call to Order
- II. Meeting Summaries: Task Force members were concerned that it be made clear that the recommendations for a preferred transportation network in the April 14 meeting summary are those of the consultant. Therefore the word “consultant” was added so that the last line of paragraph III now reads, “The main *consultant* recommendations are:”

Regarding intensity on the northernmost edge of Tysons along the Dulles Toll Road, Task Force members are concerned about the impact of building heights on adjoining neighborhoods. There was discussion whether to change item 2 in Section III of the April 15 meeting summary to reflect that concern. The consensus was that the Task Force recommendations will need to address this issue, by ensuring that building heights in this area are compatible with surrounding areas.

- III. Background Issues: Task Force member Bill Lecos stated that he did not agree with Sterling Wheeler’s April 18 email entitled, “Tysons Process Retrospective.” In particular, Mr. Lecos does not believe that the Task Force agreed not to exceed the level of development in Prototype B. Task Force member Amy Tozzi stated that she and other representatives of the residential community are very concerned about the issue of increasing intensity in the second tier, and that Mr. Wheeler’s explanation that the second tier contains three times as many acres as the first tier was very informative. Ms. Tozzi further stated that she felt the residents’ voices have not been heard to the extent that the representatives of the development community’s voices have been heard on the Task Force.

There was discussion about PB PlaceMaking’s interchangeable use of the terms “parcels” and “blocks.” The Task Force recommends that PB define what it means by “parcels” and “blocks,” and that PB be consistent in its use of these terms.

Some Task Force members said that they would like to see PB's plans overlaid on existing parcels. However, Chairman Clark Tyler reminded the Task Force that parcels were removed from the plans during the development of the decision rules November 27-28, 2007. One Task Force member asked why the first tier was only 1/8 mile from Metro when people will walk 1/4 mile from Metro to office uses. The Task Force was reminded that the distances for the first tier (0 to 1/8 mile) and second tier (1/8 to 1/4 mile) were also established during the development of the decision rules in November.

IV. [Straw Man Preferred Transportation Network](#): The Task Force discussed the following issues and reached consensus in some areas.

- [Grid of Streets](#): The Task Force requested that the consultants draft narrative text explaining how the grid was developed, the extent to which it includes existing landowners' plans, and how the grid is intended to function. In the Plan recommendations, the Task Force will describe where and how new streets should be added to the existing grid.

There was considerable discussion about the need for criteria for the grid of streets, including block sizes. One Task Force member suggested that criteria could be included in the urban design guidelines. Another member pointed out that block sizes will vary by subarea. The Task Force agreed to ask PB to recommend block sizes for each of the eight districts at Tysons.

- [Bike Lanes](#): The Task Force was in consensus that bike lanes should be included where appropriate.
- [Scotts Run Crossing](#): The Task Force was in consensus that this beltway crossing should be included in the preferred network. They added that it *must* include bicycle and pedestrian access.
- [Route 123/Old Meadow Overpass](#): There was a good deal of discussion about this beltway crossing. The transportation consultants and staff believe it is important to take advantage of the HOT Lanes bridge on the west side of the Beltway by extending it to the east side. A Task Force member pointed out that is an important connection for vehicular traffic. Representatives of the residential community are concerned that this overpass could become a major cut-through and would rather it be a Special Purpose Overpass, for pedestrians and bikes. There was no consensus.
- [Shopping Mall/Old Meadow](#): Because of the location of a large water main next to Tysons Corner Center, this overpass would be extremely expensive to construct for vehicles. It is proposed to be a Special Purpose Overpass, for pedestrians, bicycles and possibly transit. There was some question as to how close this overpass is to the proposed overpass at Route 123/Old Meadow, and whether both were needed. There was no consensus.

- Westbound Highway Ramps, Greensboro Drive/Tyco Road to Dulles Toll Road and Boone Boulevard to DTR: The transportation consultants did not include these ramps in the Straw Man network due to the engineering challenges involved in their construction. These challenges would be greater for Boone Boulevard than for Greensboro Drive. The Task Force recommended that both ramps be included in the preferred network.
- Ramp from Jones Branch Drive to the Dulles Toll Road: Task Force members recommended this ramp, which the consultant included in the Straw Man network. The Task Force suggested that the westbound ramp could be extended to provide a pedestrian and bicycle connection to the McLean Hamlet neighborhood.
- Improvements to Interchanges of DTR/Route 7 and DTR/Spring Hill Road: The Task Force agreed that these improvements should be included in the preferred network.
- Grade Separations Generally: The Task Force requested that County staff provide examples of urban grade separations that are pedestrian-friendly. The Task Force agreed that grade separations should be designed to improve auto traffic while not impeding pedestrian or bicycle connections.
- Grade Separation at Route 7/Westpark Drive/Gosnell Road: The Task Force recommended that this be included in the preferred network as this intersection currently causes gridlock on the west side of Tysons.
- Grade Separation at Route 123/International Drive: The Task Force agreed with the consultant that this should be in the preferred network.
- Grade Separations at Route 123/Scotts Run Crossing/Colshire Drive and Route 123/Old Meadow Drive: The Task Force recommended that these two grade separations be included in the preferred network as they could permit Route 123 to operate with fewer traffic lights and fewer lanes.
- Old Courthouse Road and Route 123: Task Force members suggested that the intersection of Old Courthouse Road and Route 123 could benefit from a grade separation.

- Transit Circulators: The Task Force asked the Transportation Subcommittee to develop criteria for the circulator routes to be included in the preferred network. The issue of phasing was raised as being critical because some of the streets that may have a circulator route in the future have not yet been built. The question was raised as to why the current draft concept does not include circulators along Jones Branch Drive. Most Task Force members agreed that the circulator alignments should be defined in the Plan if they are tied to increased density. The suggestion was made that the Task Force look at the visions for the Non-TOD areas of Tysons and suggest circulator routes. These routes should also be adjacent to civic uses.
- Other: The Task Force suggested that this bullet point be reworded. It is intended to refer to equalizing tolls for cars traveling eastbound on the Dulles Toll Road, whether they exit at Route 7 or continue on through the main toll booth. The question was raised as to whether the Task Force needed to mention Transportation Demand Management; it was explained that the preferred network assumes TDM. However, the Task Force does need to discuss parking management. There is consensus that the Rosslyn-Ballston Corridor parking standards are appropriate to the Metro station areas. For the Non-TOD areas of Tysons, the Task Force may develop its own parking standards.

- V. List of Community Benefits: Staff provided the Task Force with a list of community benefits compiled mainly from the reports of the Affordable Housing, Livability/Walkability, Transportation/TDM and Implementation Subcommittees. The discussion of this issue on April 15 had focused on which benefits would be associated with base FAR and which would be incentivized with bonus FAR (the “two buckets”). There was confusion about what the term “base FAR” meant, and Task Force members responded that it would be between the by-right zoning and a maximum level that could be reached with incentives.

Task Force members proposed adding a “third bucket,” or those benefits that could be provided by the public sector, through tax increment financing and other measures. The suggestion was made that the Task Force identify the benefits that are *critical* to the new Tysons, and assign them to the base FAR and/or the public sector. Chairman Tyler asked Task Force members Jo Hodgins and Bill Lecos to come up with their suggestions for critical benefits and how they should be funded, for discussion at the April 28 meeting.

- VI. Adjourn: The meeting was adjourned at 9:55 p.m.