



Meeting Summary

May 5, 2008 7:00 p.m.

Fairfax County Chamber of Commerce

- I. Call to Order
- II. Meeting Summary: A Task Force member requested that the third sentence of the first paragraph on page 2 of the summary be revised to read, "One Task Force member objected to the concept of requiring *only* LEED certification at Tysons." The summary was approved as amended.
- III. Announcements: Chairman Tyler announced that he and Task Force member Keith Turner, Chairman of the Transportation/TDM Subcommittee, had gone to Richmond and met with the Secretary of Transportation on May 1. In addition to Peirce Homer, other public officials participating in the meeting included Nick Donahue, JoAnn Sorensen, and Corey Hill. Among the topics discussed were the regional Construction Management Plan, and the possibility of VDOT's applying more flexible urban standards on roadways at Tysons.

Mr. Tyler also announced that he had spoken with Joan Kelsch of Arlington County. She runs the County's green building certification program. She referred Mr. Tyler to the National Green Building Council website and information on the LEED for Neighborhood Development program that is now being developed. These links will be sent to the Task Force.

- IV. [DPWES Presentation on LEED Certification](#): James Patteson of Land Development Services gave a brief presentation on the County's new policy regarding LEED certification. The policy calls for zoning proposals for nonresidential development and multifamily residential development of four or more stories in urban centers such as Tysons to incorporate green building practices "sufficient to obtain certification through the LEED program or its equivalent."

During the question and answer period, the question of enforcement was raised. Mr. Patteson explained that the County is going to set up a performance bond or escrow, equal in value to the amount of density credit given to developers of LEED certified buildings, and that monitoring for compliance with LEED requirements would continue for about 10 months. In response to a Task Force question, Mr. Patteson stated that the LEED policy applies to developers seeking higher densities, not by-right zoning.

Task Force member Stella Koch explained that one reason the policy included the phrase “equivalent to LEED” was that LEED does not currently cover institutional uses like hospitals. Ms. Koch also stated that she does not believe that the other national program, Green Globes, is equivalent to LEED as it is an online, self-certification program.

V. [Overview of Existing County Requirements & Policies for Community Benefits:](#)

At the April 28 Task Force meeting, staff was asked to describe existing county requirements and policies for each of the community benefits in the Task Force’s matrix dated April 24, 2008. There were some questions about the title of the document and whether or not it included County requirements or rather described current County practice. Fred Selden of DPZ explained that while there are many requirements in the Zoning Ordinance, the Comprehensive Plan is not regulatory. Rather, the Plan contains policies and guidance that often exceed the requirements in the Zoning Ordinance. Sterling Wheeler of DPZ explained that the document describes the County’s experience in implementing policies contained in the Plan. The suggestion was made to change the document’s title to “Overview of Existing County Requirements, Policies & Practices for Community Benefits.”

For each of Sections I through V, Mr. Wheeler gave a brief summary of County policy, followed by Task Force discussion of the [revised Community Benefits Matrix](#) dated May 5, 2008. For Section I. Transportation, there was discussion about which streets are considered Arterials; in addition to Routes 7 and 123, Boone Boulevard, Greensboro Road, International Drive and Gallows Road were mentioned. Task Force member George Lamb suggested that a benefit be added to the second page of the Matrix, showing Right-of-Way for Major Arterials as a condition for development in Tysons, along with Right-of-Way for the Circulator System. Another Task Force member pointed out that in some cases Rights-of-Way may have to be purchased with public funds. With these additions, there was general agreement with the Transportation section of the matrix, except for the references to FARs associated with the Grid of Streets.

The Implementation Subcommittee offered to rework the matrix. Mr. Wheeler urged that, if benefits may be provided both through all three “buckets” or columns in the matrix (public funding or public-private partnerships; as a condition for development at Tysons or Base FAR, and in exchange for bonus density), the matrix should explain those details rather than recording an “x” or other symbol in a column. The suggestion was made that, after the matrix is finalized, staff could draft text explaining the details.

Regarding Section IV. Natural Environment, Stella Koch asked Randy Bartlett, head of Stormwater Management Planning for the County, to speak to the Task Force. Mr. Bartlett explained that redevelopment is an opportunity to reduce the amount of impervious surface at Tysons. This is critical to reducing the amount of stormwater runoff contributing to degradation of streams downstream from Tysons. Mr. Bartlett recommended that Low Impact Development (LID) techniques, such as green roofs, be required as a condition for development in Tysons. Current County policy is to require LID of by-right development. Task Force members observed that LID could be included in all three columns of the matrix (public infrastructure; Base FAR; and Bonus Density). The issue of regional stormwater management ponds was raised, and Mr. Bartlett explained that they are not considered to be an urban stormwater management technique. In closing, Mr. Bartlett suggested that the County's Public Facilities Manual include a separate section with stormwater management guidance for Tysons.

Regarding Section II. Parks, Open Space and Recreation, Chairman Tyler invited Sandy Stallman of the Park Authority to speak to the Task Force. Ms. Stallman explained that redevelopment is also an opportunity to create a Green Network at Tysons. She recommended that the Green Network, or a system of parks and open space linked by trails and other pedestrian facilities, be required as a condition for development in Tysons. She also suggested that the smaller parks themselves be included in the Base FAR. Task Force members concluded that the Central Urban Park, smaller parks and Green Network may all need to be included in all three columns of the matrix. Regarding the location of a Central Urban Park, Mr. Wheeler observed that there is a 3.5 acre site near the future Tysons Central 7 station; there is a 10 acre site on the West Park property; and that Scotts Run is an important amenity on the east side of Tysons.

Regarding Section III. Green Architecture, there was general agreement that basic LEED certification should be a requirement of development in Tysons, while higher certifications would be associated with bonus density.

Regarding Section V., Affordable & Workforce Housing, the Task Force agreed that the current County policy of 12% of residential units should be a requirement of development in Tysons. Michelle Krockner, Chair of the Affordable Housing Subcommittee, pointed out that the goal of 20% of affordable units could be associated with bonus density, or could be subsidized through public funds.

VI. [Revised Transportation Consensus Items](#): Chairman Tyler announced that Task Force members had received a handout with revised transportation consensus items dated May 5, 2008. Task Force member Amy Tozzi observed that the Task Force is waiting for information from the HOT Lanes project on Beltway crossings at Route 123/Old Meadow and the Shopping Mall/Old Meadow.

VII. Adjourn: The meeting was adjourned at 9:40 p.m.