FAIRFAX COUNTY PLANNING COMMISSION
TYSONS CORNER COMMITTEE
WEDNESDAY, JANUARY 20, 2010

COMMITTEE MEMBERS PRESENT:
Walter L. Alcorn, Chairman, At-Large
Frank A. de la Fe, Hunter Mill District
Kenneth A. Lawrence, Providence District
Rodney L. Lusk, Lee District

COMMITTEE MEMBER ABSENT:
Jay P. Donahue, Dranesville District

OTHER COMMISSIONER PRESENT:
James R. Hart, At-Large

FAIRFAX COUNTY STAFF PRESENT:
James Zook, Director, Department of Planning and Zoning (DPZ)
Sterling Wheeler, PD, DPZ
Fred Selden, PD, DPZ
Matthew Ladd, PD, DPZ
Regina Coyle, Zoning Evaluation Division, DPZ
Barbara Byron, Office of Community Revitalization and Reinvestment (OCRR)
Lucia Bowes Hall, OCRR
Daniel Rathbone, Fairfax County Department of Transportation (FCDOT)
Kris Morley-Nikfar, FCDOT
Michael Jollon, FCDOT
Eric Teitelman, FCDOT
David Kline, FCDOT
Leonard Wolfenstein, FCDOT
Andrea Dorlester, Fairfax County Park Authority
Rosemary Ryan, Braddock District Supervisor John Cook's Office
Barbara J. Lippa, Executive Director, Planning Commission Office
Linda B. Rodeffer, Clerk to the Planning Commission

TYSONS LAND USE TASK FORCE MEMBERS PRESENT:
George Barker
Janyce Hedetniemi
Stella Koch
Michelle Krocker
Keith Turner
Clark Tyler

OTHERS PRESENT:
Scott Adams, McGuire Woods
Ted Alexander, Greater Tysons Citizens Coalition
Elizabeth Baker, McGuire Woods

Chris Bart-Williams, Glenvic International
Erin Dawson, Tyco Road, LP
David Edwards
David Gill, Esquire
Gary Kirkbride, Dewberry
John McGranahan, Hunton and Williams
Don McIlvaine, Tyco Road, LP
Jim Phelps, McLean Citizens Association
Kali Schumitz, *Fairfax County Times*
Stewart Schwartz, Smart Growth
Mike Scheurer, AHOME
Steven Still, Transportation Advisory Commission
Bob Stoddard, WRIT
Jill Switkin, Cooley Godward
Rob Whitfield, Dulles Corridor Users Group
Hillary Zahm, Macerich
Mark Zetts, McLean Citizens Assn.

ATTACHMENTS:

A. Transforming Tysons: Overview of Comprehensive Plan Amendment, 3rd Draft
B. Transportation/Growth Balance in Tysons Plan Questions and Answers

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Chairman Walter L. Alcorn called the meeting to order at 7:07 p.m. in the Board Auditorium of the Fairfax County Government Center, 12000 Government Center Parkway, Fairfax, Virginia 22035.

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Commissioner Lawrence MOVED THAT THE MINUTES OF DECEMBER 3, 2009 AND DECEMBER 10, 2009 BE APPROVED.

Commissioner de la Fe seconded the motion which carried unanimously.

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TYSONS CORNER URBAN CENTER PLAN AMENDMENT

James Zook, Director, Department of Planning and Zoning, delivered a PowerPoint presentation, Transforming Tysons: Overview of Comprehensive Plan Amendment, 3rd Draft, Attachment A.

State Senator George Barker, Chairman, Draft Review Committee (DRC), Tysons Land Use Task Force, said that the DRC would present a “White Paper” to the committee on January 27,

2010. He explained that density and phasing were the two critical issues that still needed to be resolved and that the role of the implementation entity also needed to be addressed.

In response to questions from Commissioner Hart, Barbara Byron, Director, Office of Community Revitalization and Reinvestment, said every possible source of funding for transportation improvements and other public facilities was being investigated. She said if a Community Development Authority (CDA) for Tysons were structured similar to the one for Merrifield, bonds would not be backed by the BOS but by the CDA. Commissioner Hart said bonds for transportation improvements should not diminish the County's ability to issue bonds for other public improvements for Tysons as well as for the County as a whole. Ms. Byron said the County Executive, the Chief Financial Officer, the Director of the Department of Management and Budget, and the Debt Manager were all cognizant of this issue.

Responding to further questions from Commissioner Hart, Ms. Byron said that if a CDA was established, enabling authority would not be necessary because a public hearing had already been held, as required by law, giving the County the ability to establish CDAs. She said it was her understanding that if a district-wide CDA were established, everyone within the boundaries would be subject to a special assessment on existing and new development.

Commissioner Hart said the advertisement of the pending Plan amendment should be flexible enough to allow for changes to the recommended bonus densities for LEED certification, found on page 33 of the draft. Mr. Zook responded that staff was consulting with the County Attorney's Office concerning the scope of the advertisement, not only for LEED certification, but other issues where alternative policy choices may be proposed.

In response to questions from Commissioner de la Fe, Daniel Rathbone, Fairfax County Department of Transportation, said a level of service E was assumed for traffic in the Tysons area. He added that significant changes in the way development occurred could affect the phasing of some of the projects listed on Table 8, pages 77 and 78 of the draft amendment. Commissioner de la Fe objected to the Boone Boulevard connections shown on Map 7, page 53, because they were located in a stream valley. Mr. Rathbone said those connections were subject to a study to determine if there were alternative locations. Commissioner de la Fe this caveat should be noted on Map 7.

Commissioner Lawrence said he wanted the public record to reflect the questions and answers, shown in Attachment B, concerning balancing transportation and growth. He said he believed that the density recommended by the consultant and staff was the highest level that could be balanced by the transportation infrastructure in Tysons.

Addressing the earlier discussion about bonds associated with CDAs, Commissioner Lusk said the Industrial Revenue Bond Program could be used to fund projects without the backing of the Fairfax County Government. He said he had never known any of these bonds to default and that this program could be used as a template to develop CDAs bonds.

Responding to a question from Commissioner Lusk, Mr. Zook said he did not know the relationship between the CIP and a CDA for addressing future infrastructure needs, but would find out.

Commissioner Lusk noted that page 32 of the draft amendment indicated that non-residential development throughout Tysons should contribute $3.00 per square foot to a housing trust fund to create affordable and workforce housing in Tysons. He said it would be helpful to understand the methodology used to establish this amount, not only for housing needs in Tysons but throughout the County.

Sterling Wheeler, PD, DPZ, responded to questions from Commissioner Lusk about recommended building heights between 175-225 feet for development beyond one-eighth miles from the Metro station shown on page 169. He noted that the Design Section also contained height guidelines. Commissioner Lusk suggested that perhaps heights should not be characterized in exact numbers.

Chairman Alcorn asked staff to find out how Arlington County had applied the $3.00 per square foot housing trust fund contribution for mixed-use projects, specifically those providing affordable dwelling units.

In response to questions from Chairman Alcorn, Matthew Ladd, PD, DPZ, explained that as a result of the demonstration project, located in both office and residential-mixed use zones, the mix of uses recommended in this draft contained more flexibility than previously. He said staff had concluded that the aggregate mix of all of the uses would allow for flexibility to shift some office use to one area within the development as long as the aggregate was in accordance with that allowed under Map 3 on page 25. Mr. Ladd pointed out that the map and categories, initially derived from PB Placemaking recommendations, had evolved over time and would achieve the desired jobs/housing balance by 2050. Chairman Alcorn said the overall mix of uses might need further review since it affected transportation, a significant constraint on development.

Mr. Zook pointed out that the current draft allowed for a FAR higher than 2.75 in TOD areas if the land use mix was modified so that the number of trips generated by the development did not increase. He said this would allow for civic and cultural development. Chairman Alcorn said these types of uses were important to achieve the vision for Tysons and would lessen the impact on the road network.

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Chairman Alcorn noted that public comment on the draft Plan amendment would be received at committee meetings scheduled at 7:00 p.m. on January 27, 2010 in Conference Rooms 4/5 and on February 11, 2010 in Conference Rooms 2/3.

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The meeting was adjourned at 9:20 p.m.
Walter L. Alcorn, Chairman

An audio recording of this meeting is available in the Planning Commission Office, 12000 Government Center Parkway, Suite 330, Fairfax, Virginia 22035.

Minutes by: Linda B. Rodeffer

Approved: February 24, 2010

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Linda B. Rodeffer, Clerk
Fairfax County Planning Commission

Transforming Tysons:

Overview of Comprehensive Plan Amendment, 3rd Draft

Presented to
Fairfax County Planning Commission
Tysons Corner Committee
January 20, 2010

Tysons Today

- Economic engine of Fairfax County
- 17,000 residents; 105,000 jobs
- Half the land covered by impervious surfaces, including 167,000 parking spaces
- Auto-oriented, single-use development pattern
- Few transit options

Image source: Fairfax County EDA

The Vision

A livable urban center with:

- 100,000 residents; 200,000 jobs
- More housing and less parking
- Grid of complete streets
- Transit-oriented approach to density
- Network of parks, plazas and open space areas
- High level of environmental stewardship

People-Focused Urban Setting

- Urban standards for buildings, services and infrastructure
- Affordable/workforce housing targets
- Urban design guidelines
- Arts, cultural, recreation opportunities

Image source: PB PlaceMaking

Transit-Oriented Densities

Concentrated development pattern

Demonstration Project at Tysons West Station

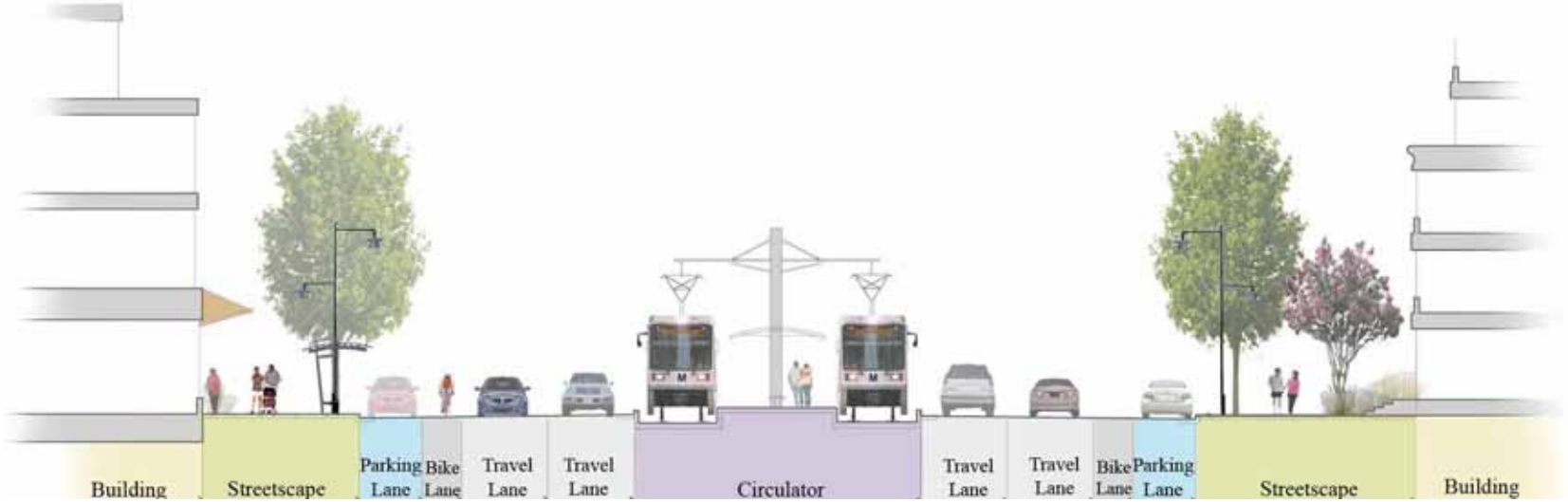
Urban Street Grid

Tysons “super-blocks” today

- Potential for smaller, walkable blocks
- New ramps and Beltway crossings

Complete Streets

Facilities for pedestrians, bikes, transit circulators, and cars



Transit Improvements

- Most of the transportation costs estimated for Tysons are for transit projects
  - Metro Silver Line
  - Circulators, neighborhood bus, and express bus/BRT service
- Additional high speed transit corridors are also recommended

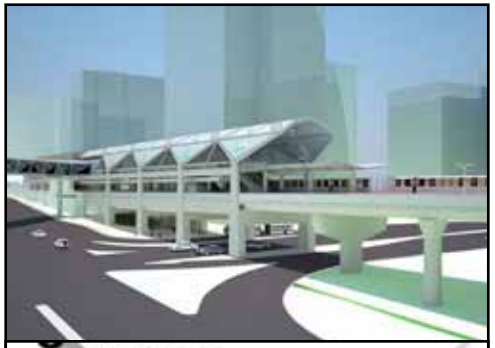
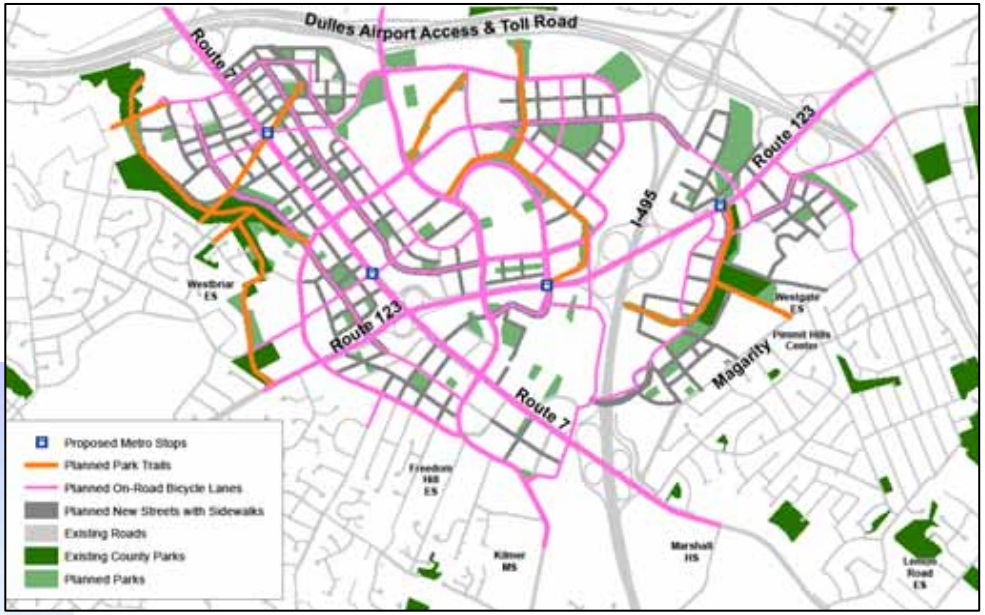


Image sources: Dulles Corridor Metrorail Project, Greater Great Washington, & DDOT

Focus on the Environment

Green building requirements and incentives



Network of parks, plazas, and open space areas

Why Re-Plan Tysons?

- Metrorail expansion to Dulles with four Tysons stations to open in 2013
- Regional growth management strategy to concentrate development in activity centers
- Tysons is not sustainable (economically or environmentally) as a suburban office park

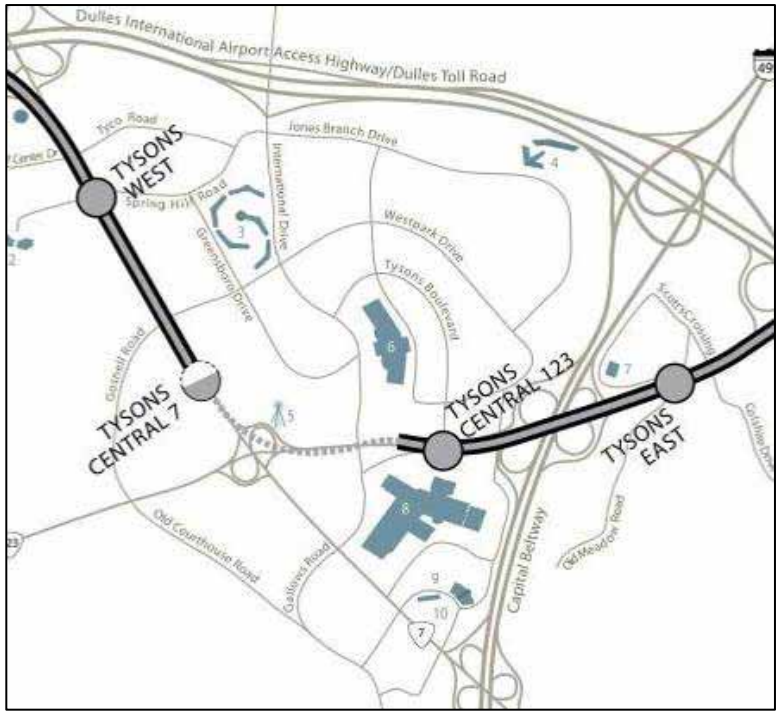


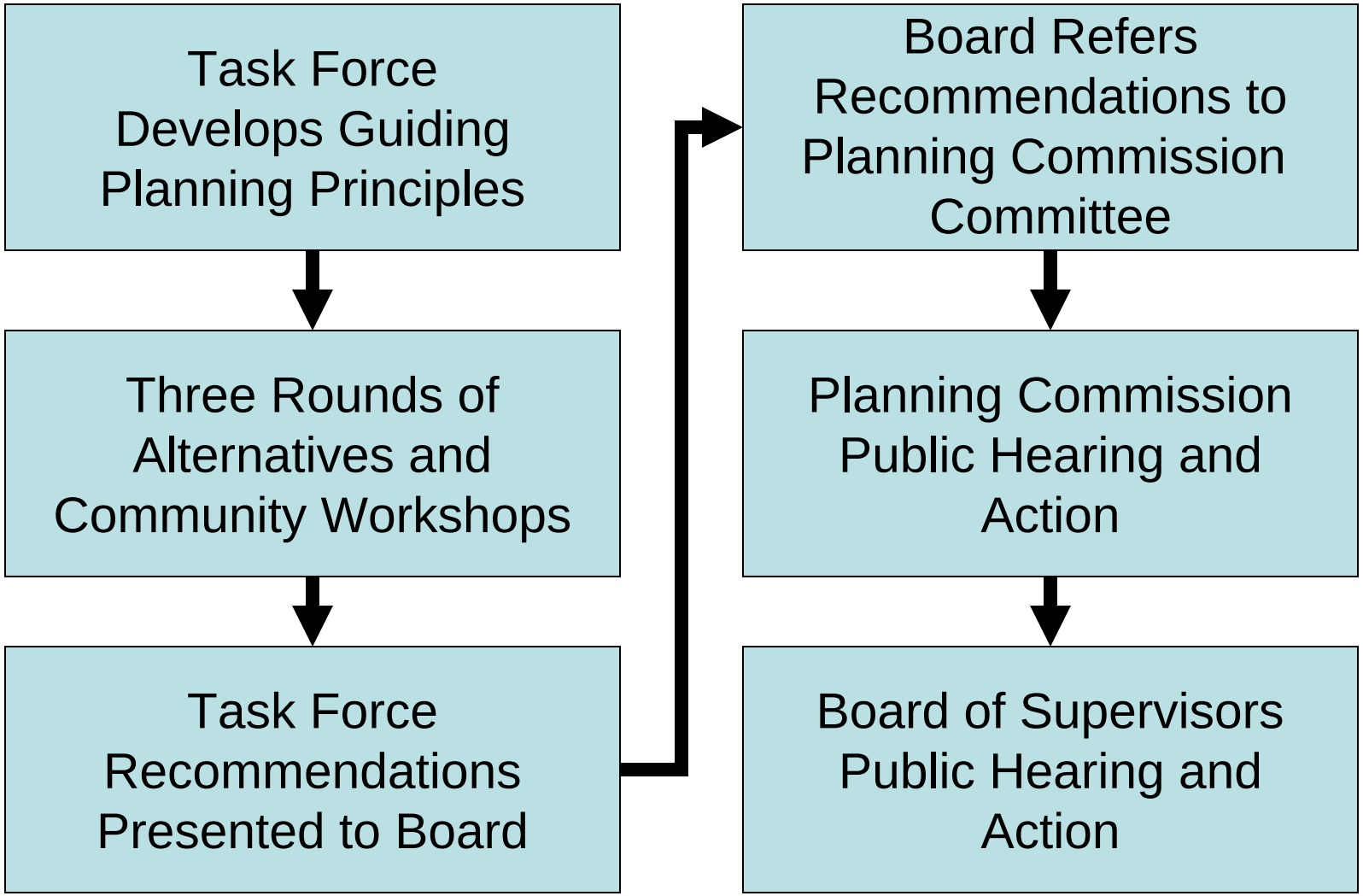
Image source: Dulles Corridor Metrorail Project

Board of Supervisors appoints Tysons Task Force in 2005

Mission is to update 1994 Tysons Plan to:

1. Promote more mixed use developments
2. Increase residential component
3. Facilitate transit-oriented development (TOD)
4. Enhance pedestrian connections
5. Improve functionality
6. Provide for amenities and aesthetics

The Planning Process



Task Force Guiding Principles

- **Move Tysons forward** within its existing boundaries
- Retain compatible **transitions at the edges** to adjacent neighborhoods
- Transform Tysons from a suburban office park and activity center into a **24 / 7 urban center**
- Reduce the time, cost, and inconvenience of **accessing and moving within Tysons**
- **Reduce the suburban focus** on isolated buildings, surface parking and moving vehicles through Tysons
- Attract **mixed-use, transit-oriented development** and private investment
- **Engage** people, communities, institutions, and the private sector with government

Team of Consultants

National and international experience and expertise in:

- Transit-oriented planning and development
- Transportation modeling and analysis
- Urban design
- Urban development economics
- Public outreach

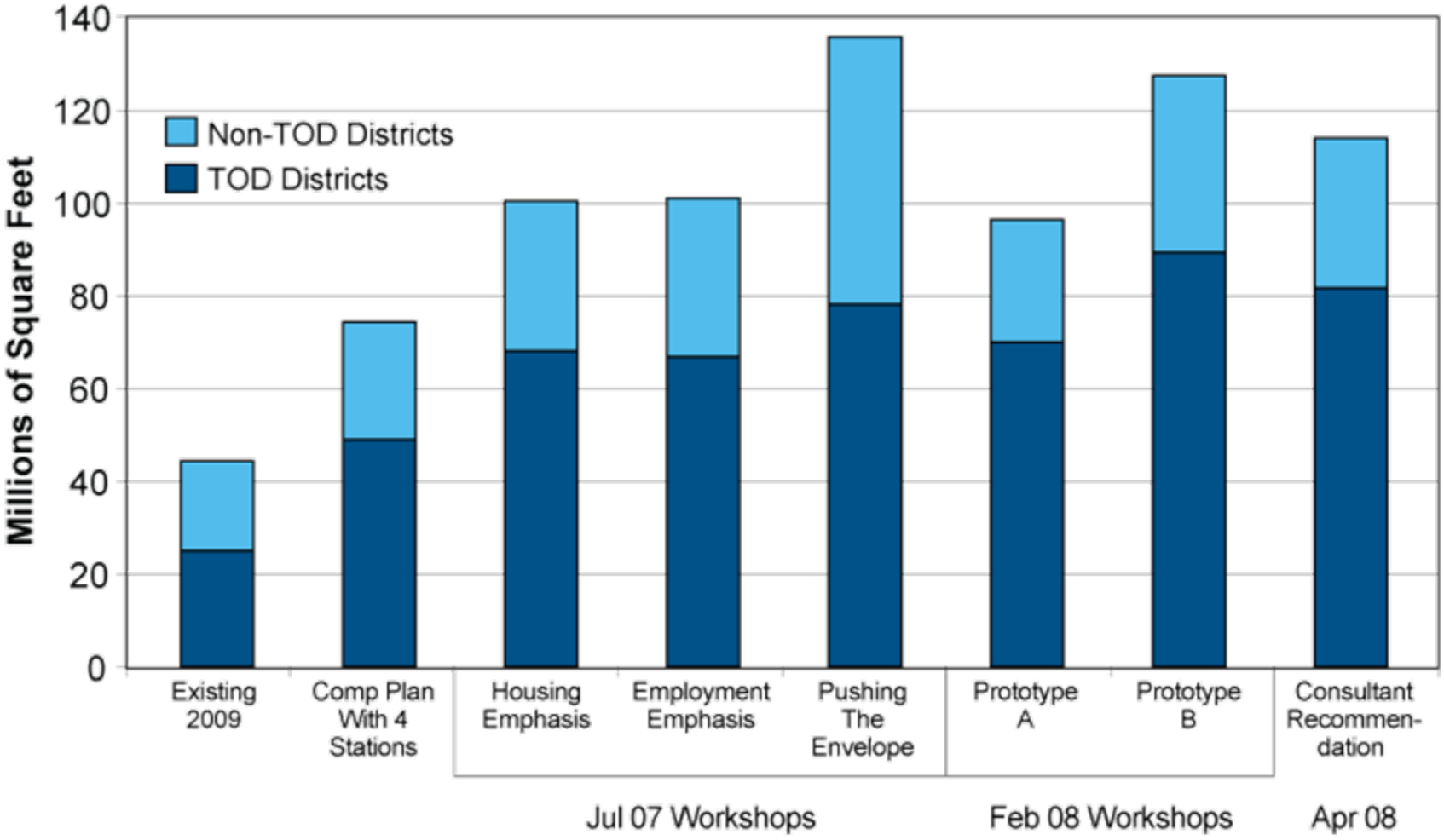
Task Force Community Outreach

- Task Force held 45 public workshops and outreach sessions from 2006 - 2008
- Hundreds of citizens participated in three rounds of workshops focusing on planning alternatives and scenarios
- Web site provided latest information and opportunities for input: www.fairfaxcounty.gov/tysons

Task Force Community Outreach

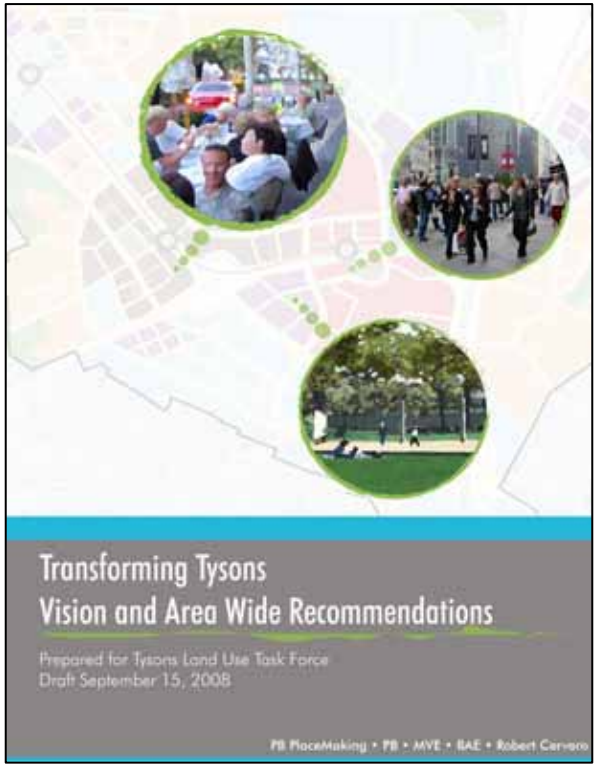
Jan. & Feb. 2006	Community Dialogues
Jan. 2007	Community Leader Presentations
Mar. & Jul. 2007	Employee Focus Groups
Mar. 2007	Workshops on Growth Alternatives
Apr. 2007	“Making Tysons Work” Presentation by Dr. Robert Cervero
Jul. 2007	Workshops on Test Scenarios
Sep. 2007	Implementation Presentation
Nov. 2007	Transportation Analysis Presentation
Jan. 2008	Seminar on Density
Feb. 2008	Workshops on Land Use Prototypes

Summary of Planning Alternatives and Scenarios



Task Force Recommendations

- Presented to Board of Supervisors in Sep. 2008
- Board directed Planning Commission and staff to develop Plan text
- Plan text should be guided by:
  - Task Force recommendations
  - Population and employment forecasts
  - Transportation, public facility, and fiscal impact analyses



Planning Commission's Tysons Committee

- Conducted listening sessions with stakeholders and public facility providers
- Reviewed two "straw man" drafts of Plan text
- Received recommendations from County staff and Task Force's Draft Review Committee on a variety of issues
  - Green buildings
  - Affordable/workforce housing
  - Transportation improvements & costs
  - TDM & parking
  - Parcel consolidation
  - Urban design & building heights
  - Planning horizon & intensity
  - Phasing strategies
  - Parks & athletic fields
  - Stormwater management

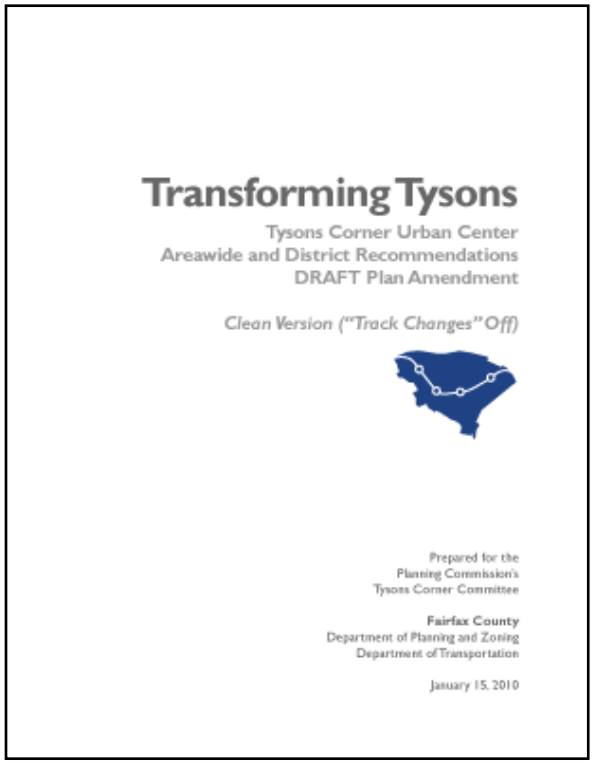
Demonstration Project

- Conceived by Planning Commission Committee and authorized by Board
  - Allows development to occur with Metro construction
  - Informs the drafting of Plan and Zoning Ordinance Amendments
  - Advances consideration of implementation strategies
  - Provides a base of development commitments for future projects
- Georgelas Group project at Tysons West selected

Image source: Georgelas Group

Draft Plan Amendment

- 3rd Draft of Plan text
- Incorporates staff recommendations presented at Planning Commission Committee meetings
- Text boxes include staff alternatives, alternatives from Task Force's Draft Review Committee and background information


Transforming Tysons

Tysons Corner Urban Center
Areawide and District Recommendations
DRAFT Plan Amendment

Clean Version ("Track Changes" Off)

Prepared for the
Planning Commission's
Tysons Corner Committee

Fairfax County
Department of Planning and Zoning
Department of Transportation

January 15, 2010

Draft Plan: What's New

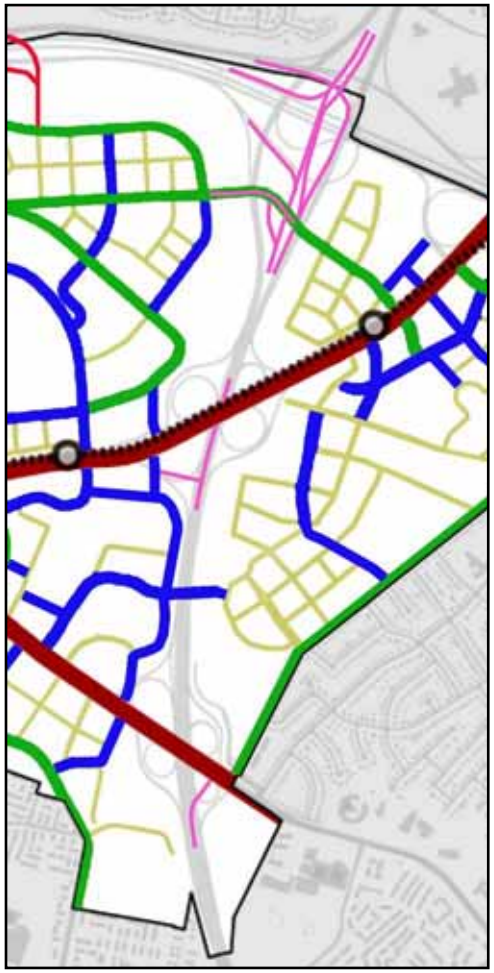
Land Use:

- Additional flexibility on intensity within ¼ mile of Metro stations
- Revised land use map
- Refined affordable/workforce housing guidelines
- Refined approach to phasing development to transportation

Draft Plan: What's New

Transportation:

- Refined street classification and cross-section graphics
- New recommendations for the bicycle network and bike parking
- Expanded section on phasing new facilities and monitoring TDM objectives



Draft Plan: What's New

Environmental Stewardship:

- New section on natural resource management
- New section on tree canopy goals
- Clarification of athletic field recommendations
- Revised parks and open space map

Image source: PB PlaceMaking

Draft Plan: What's New

Public Facilities:

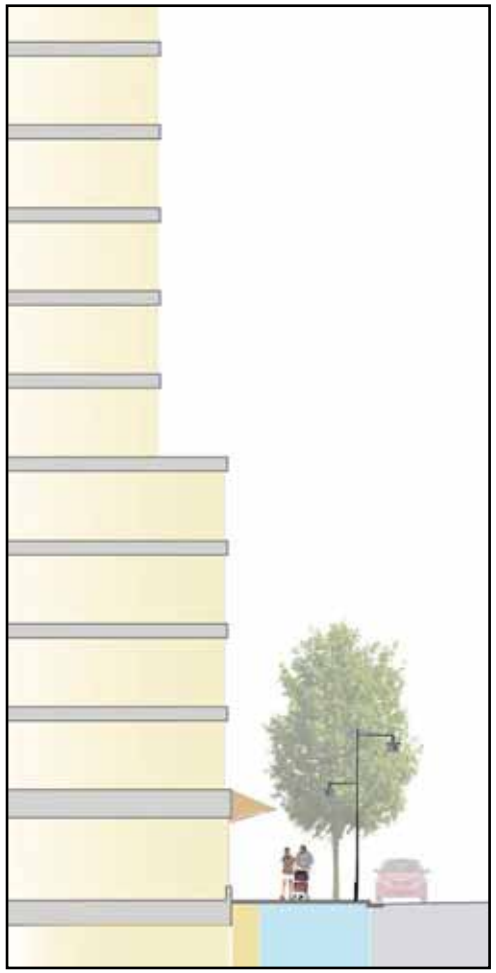
- Refined school recommendations
- New section on phasing facilities
- Revised land use map (in Land Use section) shows facility locations consistent with text descriptions

Image source: DC DMPED

Draft Plan: What's New

Urban Design:

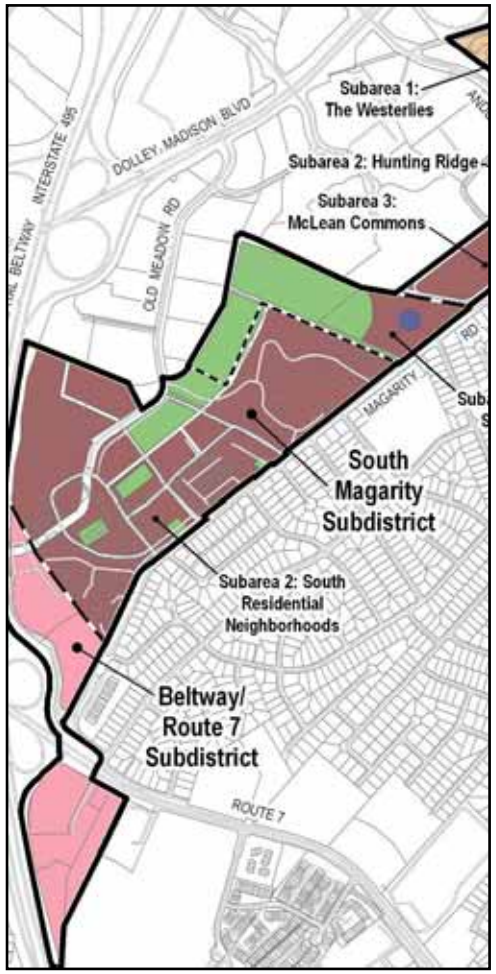
- Edited for clarity
- Revised building heights map
- Maximum heights increased for Tiers 1 – 3
- Additional height guidelines allow flexibility for architectural features, affordable housing, and public uses



Draft Plan: What's New

District Recommendations:

- Maximum building heights revised to be consistent with Urban Design section
- Alternatives included to preserve existing housing that is affordable to low- and moderate-income households
- New district and subdistrict maps



Draft Plan: Areas of Consensus

- Eight mixed-use, walkable districts
- Urban street grid
- New transit options, including circulators
- More residents and housing choices
- Parks, open space, art spaces, and recreation opportunities
- Environmental stewardship goals
- Urban design principles

Draft Plan: Issues to Resolve

- TOD District intensity
- Planning Horizon Year and Total Development Level
- Phasing to Transportation Improvements
- Phasing to Public Facilities
- Green Building Practices
- Affordable/Workforce Housing
- Building Heights
- Coordinated Development and Parcel Consolidation
- Implementation

TOD District Intensity

- Staff recommended intensities included in Draft Plan Amendment
- Draft Plan includes opportunities for bonus intensity and flexibility for additional FAR in 1/8 – 1/4 mile tier

Distance from Metro	Staff Recommended FAR	Task Force Recommended FAR
0 - 1/8 mile	4.75	6.0
1/8 - 1/4 mile	2.75	4.0 – 4.5
1/4 - 1/3 mile	2.0	2.0 – 3.0
1/3 - 1/2 mile	2.0	1.75 – 2.75

TOD District Intensity

- Staff intensity levels based on consultant's recommendation to the Task Force
- Similar to scenarios presented at final community workshops held by Task Force
- Staff intensities would result in walkable urban environments
- Overall intensity level planned for TOD Districts is 25% greater than the planned build out of the Rosslyn-Ballston Corridor in Arlington

Planning Horizon Year and Total Development Level

- Stated planning horizon year is 2050
  - 40 year plan: Scale of redevelopment and infrastructure improvements needed to transform Tysons is unprecedented
  - GMU mid-high forecast range for 2050 is 105 - 124 million sq. ft.
  - Consistent with vision of 100,000 residents and 200,000 jobs
- Consultant Recommendation is 114 million sq. ft.
- Staff FARs would produce 113 million sq. ft. (116 million sq. ft. with a moderate amount of green building bonuses)
- Using the same methodology, Task Force FARs would yield 175 million square feet

Phasing Development to Transportation Improvements

- Developments should be phased to the availability of necessary transit and roadway improvements and to the achievement of trip reduction objectives
- As an alternative, developments that commit to a strategy (such as a CDA) to fund improvements may not need to be phased to the provision of improvements

Phasing Development to Public Facilities

- Initial rezoning applications will need to commit land and/or building space for the facilities identified in the Plan
- Each district will have a public facilities plan that specifies where and when the facilities in that district will be built
- District facility plans will also identify the private sector's commitment toward providing facilities

Green Building Practices

- LEED Silver (or equivalent) is the minimum expectation for new development
- LEED Gold achievement allows bonus intensity up to 4%
- LEED Platinum achievement allows bonus intensity up to 10%

Affordable/Workforce Housing

- 20% increase in residential floor area allowed for providing 20% affordable/workforce housing

101 - 120% of AMI	5% of total units
81 - 100% of AMI	5% of total units
71 - 80% of AMI	5% of total units
61 - 70% of AMI	3% of total units
< 50 - 60% of AMI	2% of total units

- Income tiers are consistent with Task Force recommendation (20% unit goal; 2% of units for incomes below 60% of Area Median Income)
- Income tiers are also consistent with County's ADU program (5% of units for incomes below 70% of Area Median Income)

Affordable/Workforce Housing

- Non-residential contribution toward creating affordable/workforce housing opportunities in Tysons
  - $3.00 per non-residential square foot
  - Amount is similar to Arlington County's policy

Image sources: Torti Gallas & Goody Clancy

Building Heights

- Staff recommended heights are similar to other high intensity TODs in the region
- Draft plan includes Draft Review Committee's height recommendations as an alternative

Tier	Straw Man II (Previous Staff Recommendation)	Task Force's Draft Review Committee Recommendation	Draft Plan (New Staff Recommendation)
1	200 to 360 ft	455 ft	225 to 400 ft
2	150 to 200 ft	360 ft	175 to 225 ft
3	100 to 150 ft	200 ft	125 to 175 ft
4	75 to 125 ft	150 ft	75 to 125 ft
5	25 to 75 ft	75 ft	50 to 75 ft
6	25 to 50 ft	50 ft	35 to 50 ft

Coordinated Development and Parcel Consolidation

- The fragmented pattern of land ownership and piecemeal development approval process are barriers to the planned grid of streets and network of open spaces
- Minimum acreages for consolidations or coordinated development plans are specified in the District Recommendations
- Task Force's Draft Review Committee recommends allowing redevelopment to occur on smaller land areas if certain conditions are met

Implementation

Tysons Partnership

- Collaboration among the County, land owners, businesses, and residents of Tysons
- Mission is to facilitate the transformation of Tysons as envisioned in the Plan
- A committee is now underway to define the Partnership's responsibilities

Plan Amendment Schedule

Jan. 20	Q & A on Draft Plan
Jan. 27	Public comments on Draft Plan
Feb. 11	Public comments on Draft Plan
Feb. 24	Staff comments on citizen suggestions; PC Committee changes to Draft Plan
Mar. 9	Revised Plan advertised for PC public hearing
Mar. 11	PC workshop on advertised Plan
Mar. 24	PC public hearing on Plan Amendment
Apr. 21	PC mark-up of Plan Amendment
May	Board Public Hearing and Adoption

Public Comments on Draft

- Jan. 27 and Feb. 11 PC Committee meetings will solicit comments on latest draft Plan
  - Speakers allowed five minutes
  - Sign up at www.fairfaxcounty.gov/planning or call 703-324-2865
- Comments can also be emailed to TysonsCornerSpecialStudy@fairfaxcounty.gov

Download the Draft Tysons Plan and Find More Information at

www.fairfaxcounty.gov/tysons

Transportation/Growth Balance in Tysons Plan

January 20, 2010

Questions provided by Commissioner Ken Lawrence
Answers provided by Dan Rathbone, FCDOT

Q1- In analyses of growth, the impact of various land use intensities was assessed against transportation networks for Tysons by examining the number of trips to, from and within Tysons that would be produced by the envisioned growth, is that correct?

- Yes, that is correct.
- A wide range of land use intensities were assessed. The intensities ranged from the existing development at 44 million sq. ft. to 161 million sq. ft. of development.

Q2 – Some of the growth scenarios showed that the road net failed to support the amount of growth put forward for analysis, is that correct?

- Yes, that is correct.
- We found that the road network failed when the number of jobs in Tysons is greater than about 190,000. The analysis of two of the land use alternatives produced for the public workshops – the "Pushing the Envelope Scenario" (246,000 jobs assumed in analysis), Prototype B (203,000 jobs assumed in the analysis) as well as the Task Force alternative (213,000 jobs assumed in analysis) resulted in failed road networks.

Q3 – What constitutes "failure" in these tests? Is it the amount of congestion? Is it the travel mode splits that would be required?

- It is a combination of both. We consider a road network to have failed when the following conditions exist:
    a. An extremely high level of congestion. For example, the Task Force land use resulted in a level of congestion at nearly 70% higher than existing conditions.
    b. Severe failure at traffic merge points on the Beltway and the DTR
    c. The inability to reach the necessary level of reduction in vehicle trips through aggressively increasing transit services and applying TDM programs. The necessary level of reduction in vehicle trips is the level that is required to keep vehicle trips reasonably constant as Tysons grows.

Q4 – I understand that two of the growth scenarios produced for the Tysons public workshops showed failure when analyzed – an early one called "pushing the envelope" and one produced later on called "Prototype B", is that correct?

- Yes, that is correct.
- The initial analysis conducted in 2007 indicated that the highest land use scenario analyzed (the "Pushing the Envelope" Scenario) which assumed 246,000 jobs in Tysons increased congestion by more than 60% over the projected congestion associated with the present comprehensive plan.
- Later analysis included Prototype B, and the land use recommended by the Task Force in their preferred alternative. In this analysis we found that by adding all reasonable highway improvements, very aggressive TDM and significant additional transit services and infrastructure including two rail lines similar in scope to the Silver Line, we can sustain a growth of Tysons up to a level between the tested prototypes – somewhere around 113 million square feet. However we could not reach the desired transit modal split that can sustain a land use at the higher Prototype B level.

Q5 – Was the "prototype B" scenario analyzed against the most robust road infrastructure that is practicable for the Tysons locale?

- Yes.
- The road network included all the highway improvements in the current Comprehensive Plan, all the improvements suggested by the Task Force, as well as a few additional mitigation measures. In fact any additional highway capacity beyond these improvements will likely require the taking of many homes and businesses.

Q6 – The FAR levels referred by the task force for testing, and later adopted as the recommended density for Tysons, are higher than those in "Prototype B", is that correct? So it would be reasonable to assume that this level of growth would overbalance the envisioned road network, even with the best achievable mode splits, correct?

- Yes, for example the commercial FAR levels for the TOD areas for Prototype B range from 5.0 to 1.0 and those recommended by the Task Force range from 6.0 to 1.75.
- Yes, it is correct to say that the Task Force land use level cannot be supported even with a very aggressive transit and TDM program and will therefore result in an imbalance between land use and transportation.

Q7 – Was that found to be the case when a sketch analysis was done on these density levels?

- Yes, that is correct.
- The sketch planning results indicate that we can accommodate a maximum of about 113-116 million sq. ft. of development.

Q8 – It's suggested that actual transit mode splits will be higher than those used in the Tysons analyses, so that higher densities will be supportable. I note that in Tysons, unlike

for example the Ballston/Rosslyn corridor, we have elevated rail or rail in the median of a major arterial. How will these features affect our expectation of the achievable rail mode share in Tysons?

- I beg to differ with those that suggest that actual transit modal splits will be higher than those obtained from the Tysons analysis. We did determine what transit modal split for work trips our analysis estimated for Arlington and compared that to the findings from a survey. It was found that our analysis estimated transit modal split for work trips to within 1% of what the survey found. This gives us confidence in our analysis results.
- The fact that we have elevated rail in Tysons is not ideal from an aesthetic perspective. However, all considered the negative effects in terms of travel time and convenience is relatively small. The effect on modal split is therefore accordingly small.

Q9 – What assurance do we have that the trip reductions stemming from a good execution of the TOD concept were not underestimated in our Tysons analyses?

- The trip reductions achieved in the analysis are based on two main components: trip reductions due to transit modal split and due to TDM. As explained earlier, we maximized the transit modal split by adding a significant amount of additional transit services and infrastructure. We also assumed a very aggressive TDM program.
- We compared the estimated 2050 future transit modal split for Tysons TOD locations (peak period, all purpose) with observed transit modal split (2005) for three office locations within 0 to 800 feet from Metrorail stations in the R-B corridor in Arlington. The Tysons estimate is 36% transit compared to an average of 35% for the three office locations. We believe this supports the conclusion that we are not underestimating trip reductions in our analysis.

Q10 – During the project, staff provided information and guidance to the consultants. Could that have had any unfavorable effect on assessing recommended densities in Tysons? In other words, was there every chance to get to the most intensity that can be supported by a multimodal Tysons transportation infrastructure?

- The purpose of the beyond 2030 analysis was to determine what is necessary to sustain the 2050 level of development as projected by GMU. Our consultants were asked to help us with this task. We asked them to determine what kind of transit services (type of service and areas served) will maximize the transit modal split. We also asked them to see if there are more aggressive TDM measures that can be applied to help achieve the 2050 level of development. We are proposing a very ambitious increase in the level of transit service and infrastructure, including two new rail lines supporting Tysons by 2050. Considering this, we can say that the guidance and information provided to the consultants had the opposite effect in guiding them to the highest intensity level.
- We can say without hesitation that what we are proposing (113 - 116 million sq. ft. level of development) is the highest level of intensity that can be supported by 2050.

Q11 – Does the consultant recommendation, which is also nearly identical to the staff recommendation, represent the highest density that can be balanced by the transportation infrastructure in Tysons?

- This is correct and is achievable with an aggressive program to add transit services and infrastructure, an aggressive TDM program, as well as projects to add highway capacity. Some of the additional transit and highway projects that are assumed in this analysis would be challenging to construct and would face engineering, environmental, and financial challenges.