

**FAIRFAX COUNTY PLANNING COMMISSION
TYSONS CORNER COMMITTEE
THURSDAY, FEBRUARY 5, 2009**

COMMITTEE MEMBERS PRESENT:

Walter L. Alcorn, Chairman, At-Large
Frank A. de la Fe, Hunter Mill District
Jay P. Donahue, Dranesville District
Kenneth A. Lawrence, Providence District
Rodney L. Lusk, Lee District

COMMITTEE MEMBERS ABSENT:

None

OTHER COMMISSIONER PRESENT:

James R. Hart, Commissioner At-Large
Timothy J. Sargeant, Commissioner At-Large

FAIRFAX COUNTY STAFF PRESENT:

James Zook, Director, Department of Planning and Zoning
Sterling Wheeler, Planning Division, Department of Planning and Zoning
Matt Ladd, Planning Division, Department of Planning and Zoning
Richard Stevens, Fairfax County Department of Transportation
Daniel Rathbone, Fairfax County Department of Transportation
Leonard Wolfenstein, Fairfax County Department of Transportation
David Kline, Fairfax County Department of Transportation
Michael Garcia, Fairfax County Department of Transportation
Keith Goodman, Fairfax County Department of Transportation
Joe Gibson, Dranesville Supervisor John Foust's Office
Andrea Dorlester, Fairfax County Park Authority
Barbara J. Lippa, Executive Director, Planning Commission Office
Linda B. Rodeffer, Clerk to the Planning Commission

OTHERS PRESENT:

Ted Alexander, Greater Tysons Citizens Coalition
Surbhi Ashton, PBS&J
Elizabeth Baker, Walsh Colucci
Janet Caldow, Landowner
Elaine Cox, Hunton and Williams
Matthew Fortney, PBS&J
Lori Greenlief, McGuire Woods
Lewis Grimm, PBS&J
W. Hughes, VHB, Inc.
Chris Janosky, Citizens for Traffic-Calming on Old Courthouse Road
Kip Killmon, Tysons Ford

Tod Kolankiewigz
Tracy Lower, VHB, Inc.
Matthew McCulloch, Dolley Madison Apartments
Jim Phelps, McLean Citizens Association
Evan Pritchard, Walsh Colucci
John Rinaldi, CCI
Dean Smith, VHB, Inc.
Jill Switkin, Cooley Godward Kronish
Keith Turner, Tysons Land Use Task Force
Clark Tyler, Chairman, Tysons Land Use Task Force
Rob Whitfield, CFP
Bruce Wright, Tysons Corner Task Force
Mark Zetts, McLean Citizens Association

//

Chairman Walter L. Alcorn called the meeting to order at 7:03 p.m., in Conference Rooms 4/5 of the Fairfax County Government Center, 12000 Government Center Parkway, Fairfax, Virginia 22035. He said the committee would receive presentations on the design and engineering of Boone Boulevard and Greensboro Drive, the evaluation of ramps and interchanges, and background information on the transportation analysis.

//

Commissioner Lawrence MOVED THAT THE TYSONS CORNER COMMITTEE MINUTES OF JANUARY 14, 2009 BE APPROVED.

Commissioner de la Fe seconded the motion which carried unanimously.

//

CONCEPTUAL DESIGN AND ENGINEERING ASSESSMENT OF BOONE BOULEVARD AND GREENSBORO DRIVE

Richard Stevens, Fairfax County Department of Transportation, delivered a PowerPoint presentation, a copy of which is in the date file. He addressed the impact of the design and engineering of Boone Boulevard and Greensboro Drive on public facilities, the environment, stormwater management, traffic dispersion, and conformance with Comprehensive Plan recommendations. He reviewed screening analyses for alternative alignments of three segments of Boone Boulevard: (1) Chain Bridge Road to Gosnell Road; (2) Gosnell Road to Spring Hill Road; and (3) Spring Hill Road to Westwood Center Drive.

Chairman Alcorn said if the purpose of the thoroughfare along the Park Authority property shown in alternative (2) was to function as a Main Street, perhaps it should be kept in the middle of the development.

Commissioner Lawrence said he thought ten-foot sidewalks were not wide enough.

Commissioner de la Fe commented that since Tysons was being planned as an urban/pedestrian development, flyovers would not be appropriate.

Mr. Stevens addressed alternatives for getting Boone Boulevard across Route 123: (1) Boone Boulevard crossing over Route 123; (2) Boone Boulevard crossing under Route 123; or (3) an at-grade intersection. He responded to questions from Commissioners about these alternatives.

Commissioner Lawrence reiterated his concern about sidewalk widths, especially near the rail stations. Mr. Stevens said he would show wider sidewalks in the proposed plan. Daniel Rathbone, FCDOT, suggested that a range of up to 22 feet be considered. Commissioner Lawrence said that was a good idea.

Responding to questions from Janet Caldwell, landowner, Mr. Stevens said all intersections would be signalized and that Route 123 would be six lanes in width.

EVALUATION OF RAMPS AND INTERCHANGES

Lewis Grimm, Post, Buckley, Schuh, and Jernigan (PBS&J), narrated a PowerPoint presentation, a copy of which is in the date file. He said PBS&J was tasked with evaluating the engineering and operations feasibility of three general types of improvements in the Tysons Corner area: (1) modified or new ramp connections; (2) overpasses; and (3) grade-separated interchanges. He while these options were not perfect, they were feasible, subject to further analysis.

Responding to a question from Commissioner Lawrence, Mr. Grimm described a single point urban interchange, similar to the current interchanges at Routes 7 and 123 and Route 50 and Gallows Road.

Mr. Grimm reviewed the preferred options identified in the study:

- **Study Area 1 – Option 1D** – Dulles Toll Road to Boone Boulevard Extension – preferred due to increased connectivity.
- **Study Area 2 – Option 2B** – Dulles Toll Road to Greensboro Drive Extension – preferred due to minimal property impacts and increased connectivity while maintaining existing land balance.

- **Study Area 3 – Option 3B** – Dulles Toll Road to Jones Branch Drive – preferred due to operational and engineering feasibility.
- **Study Area 4** – Overpass Near Dulles Toll Rd Interchange
- **Study Area 5 – Option 5C** – I-495 overpass at Tysons Corner Center – preferred due to connectivity to proposed street grid.
- **Study Area 6** – Ramp to I-495 via Route 7 EB Ramp – not pursued due to operational issues, length of interchange modification approval process and physical constraints.
- **Study Area 7** – Route 123 and Old Courthouse Road – conceptual interchange.
- **Study Area 8** – Route 7 and Westpark Drive – conceptual interchange.
- **Study Area 9** – Route 123 and International Drive – conceptual interchange.
- **Study Area 10** – Route 7 and International Drive/Gallows Road – conceptual interchange.

Mr. Rathbone said staff's analysis had not included the new grade separations on Routes 7 and 123 because they did not show measurable improvement and would attract more through traffic. He explained that PBS&J's study was under review by the Virginia Department of Transportation (VDOT) and that the Metropolitan Washington Airport Authority would have the final say because they owned the Toll Road.

Responding to a question from Chairman Alcorn, Mr. Rathbone said that VDOT's initial review had indicated that there were no fatal flaws in the study but there were some reservations about the left off-ramp at Jones Branch Road and that auxiliary lanes along the Toll Road might be necessary in the vicinity of the new ramps on Greensboro Drive, Boone Boulevard, and Route 7.

In response to a question from Commissioner Lawrence, Mr. Grimm said there were potential environmental impacts on the Park Authority land. Commissioner Lawrence emphasized the importance of protecting the environment and said the alignment should be carefully planned so that there was no intrusion into the EQC.

Commissioner de la Fe expressed strong support for this position and said that it was as important when building roads to protect the environment as it was to minimize the impact on businesses and households. He said the stormwater pipes along the stream valley should be daylighted.

Sterling Wheeler, Planning Division, DPZ, pointed out that of the four alternatives, three accessed the same EQC and the fourth went through the Sheraton which interfered with the rail

line ramp. He said staff had struggled with this issue and asked if this should be done if it was the only way to provide access to Tysons.

Chairman Alcorn said he would not want to preclude the possibility of a through road going along the developed area at the end of the EQC because it was an ideal location for moving traffic.

Commissioner Lawrence commented that the economy would recover but the streams would not and that the County needed to lean more in favor of the environment than it had in the past.

Responding to a question from Chairman Alcorn, Mr. Wolfenstein said that the circulator system was a separate issue and therefore had not been addressed in the study.

In response to a question from Ted Alexander, Greater Tysons Citizens Coalition, Mr. Rathbone said adding capacity on the Toll Road and the Beltway might be a better option than having traffic go through the heart of Tysons.

Staff responded to questions from Keith Turner, Tysons Land Use Task Force, about the impact on transit-oriented development if two grade-separated crossings on Route 123, at Old Meadow and Anderson and Scott's Crossing, recommended by the Task Force, were not constructed.

BACKGROUND INFORMATION ON TRANSPORTATION ANALYSIS

Mr. Wolfenstein narrated a Power Point presentation addressing the background for the transportation analysis which would be presented to the committee in two weeks by Cambridge Systematics. (A copy of the presentation is in the date file.)

In response to a question from Chairman Alcorn, Mr. Wolfenstein said modeling was being done to try to understand the transportation impacts of different land uses on the transportation system and how different networks/systems could accommodate greater demand for more intense land use to aid in the decision-making process on future land use.

Mr. Wolfenstein reviewed the following slides:

- Travel Demand Forecast Model
- Washington, DC Regional Model
- Fairfax County Sub-Area Model
- Tysons Districts and Zones
- Four Step Model Process
 - Trip Generation (Why)
 - Trip Distribution (Where)
 - Mode Choice (How)
 - Traffic Assignment (Which)

- Model Outputs
- Other Considerations

Mr. Wolfenstein said that the Cambridge Systematics study would give the committee an overall indication of travel patterns and the number of trips produced for each zone broken down by trip purpose and mode but would not provide a detailed traffic simulation model of how each road or intersection would function in the future. He said those types of studies would be more appropriate at the development review stage.

Responding to a question from Commissioner Sargeant, Mr. Wolfenstein said the model was intended to represent traffic on typical weekday.

In response to a question from Chairman Alcorn, Mr. Wolfenstein confirmed that a mode was an output, not an input, and that this was a very important thing to remember.

Mr. Wolfenstein explained that the study model would include add-ons, such as transportation demand management (TDM) and smart growth, to show how trips could be further reduced.

Staff responded to questions from Commissioner Lawrence and Chairman Alcorn about the mixed-use, TOD design model used in the study for Tysons Corner.

Chairman Alcorn requested that information about the mode split for Tysons Corner shown in the model be provided at the next meeting.

Responding to a question from Chairman Alcorn, Mr. Wolfenstein said he did not know if the add-ons had been validated but he would find out.

Responding to questions from Commissioner Hart about factors that could influence the number of vehicle trips, such as the weather, Mr. Rathbone said counts had been taken on a typical day. Commissioner Hart said he would have more confidence in the model if it was based on areas close to Fairfax County with similar weather.

In response to a question from Commissioner Lawrence, Mr. Rathbone and Mr. Wolfenstein said the Cambridge Systematics study would show results based on specific land use scenarios and transportation networks.

Mr. Rathbone responded to a question from Commissioner Sargeant about comparing traffic studies that will come in with rezoning applications with the model results.

Mr. Wolfenstein said transportation studies were fine-tuned based on the Metropolitan Washington regional model and overall they had performed reasonably well.

In response to a question from Chris Janosky, Citizens for Traffic-Calming on Old Courthouse Road, Mr. Wolfenstein that the Board of Supervisors had requested a Supplemental Neighborhood Impact Study be conducted to determine the impact of redevelopment on about 15 intersections on the periphery of Tysons Corner.

Responding to a question from Chairman Alcorn, Mr. Wolfenstein said that the timeframes for the model included the George Mason University forecasts for 2030, 2040, and 2050.

Robert Whitfield said that all input and assumptions for the modeling needed to be made very clear.

Mark Zetts, McLean Citizens Association, commented that Tysons Corner was harder to model than other areas because it was unique since it was near the Toll Road and the Beltway. Mr. Wheeler responded to a question from him about mode split assumptions and TDM.

Mr. Rathbone responded to a question from Jim Phelps about mode split formulations.

Mr. Rathbone responded to a question from Clark Tyler, Chairman, Tysons Land Use Task Force, about the reliability of models for other TOD areas.

Commissioner Sargeant agreed with Mr. Zetts that Tysons was unique and said it would be valuable to know the impact of the Toll Road and the Beltway on modeling and design.

In response to a question from Commissioner Alcorn, Mr. Wolfenstein said the model could be adapted to speeds at which cars were able to travel on the Beltway.

Mr. Wolfenstein responded to a question from Mr. Killmon about the impact the increase in the number of residents in Tysons would have on traffic.

//

The meeting was adjourned at 9:35 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: March 19, 2009

Linda B. Rodeffer, Clerk
Fairfax County Planning Commission