FAIRFAX COUNTY PLANNING COMMISSION
TYSONS CORNER COMMITTEE
WEDNESDAY, MAY 16, 2012

COMMITTEE MEMBERS PRESENT:
Walter L. Alcorn, At-Large, Chairman
Frank A. de la Fe, Hunter Mill District
Jay P. Donahue, Dranesville District
Kenneth A. Lawrence, Providence District
James T. Migliaccio, Lee District

COMMITTEE MEMBERS ABSENT:
None

OTHER COMMISSIONERS PRESENT:
James R. Hart, At-Large
Ellen J. Hurley, Braddock District
Timothy J. Sargeant, At-Large

FAIRFAX COUNTY STAFF PRESENT:
Fred R. Selden, Director, Department of Planning and Zoning
Thomas P. Biesiadny, Director, Fairfax County Department of Transportation (FCDOT)
Daniel B. Rathbone, Chief, Transportation Planning Division, FCDOT
Kris M. Morley-Nikfar, Project Manager for Tysons Metrorail Station Access Management Study (TMSAMS), Transportation Planning Section, FCDOT
Seyed A. Nabavi, Project Manager and Liaison for I-95/395 HOT Lanes Project, Capital Projects Section, FCDOT
Ray Johnson, Senior Transportation Planner, Coordination and Funding Division, FCDOT
Barbara A. Byron, Director, Office of Community Revitalization (OCR)
Charles Wu, Deputy Director, OCR
Scott Sizer, Revitalization Program Manager, OCR
Barbara J. Lippa, Executive Director, Planning Commission Office
Jeanette Nord, Deputy Clerk to the Planning Commission

OTHERS PRESENT:
Bruce Bennett, Greater Tysons Citizens Coalition
Debbie Baxter, Broker/Team Leader, Keller Williams Realty
G. Evan Pritchard, Esquire, Walsh, Colucci, Lubeley, Emrich & Walsh, PC
Jill Parks, Esquire, Cooley LLP
Jonathon Kerester, Managing Director/Broker, KW Commercial
Keith Turner, Chairman, Tysons Partnership Board of Directors
M. Jane Seeman, Mayor, Town of Vienna
Mark Zetts, Co-Chairman, McLean Citizens Association's Planning & Zoning Committee
Tom Fleury, Executive Vice President, Cityline Partners

ATTACHMENTS:

A. "Determination of a New Tysons Road Club Rate for Funding Part of the Grid of Streets Costs" document dated May 9, 2012
B. "Update on FCDOT Tysons Corner Studies" presentation

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Chairman Walter L. Alcorn called the meeting to order at 8:06 p.m., in Conference Rooms 2/3 of the Fairfax County Government Center, 12000 Government Center Parkway, Fairfax, Virginia 22035.

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PROPOSED TYSONS ROAD CLUB RATE ADJUSTMENT

Thomas Biesiadny, Director, Fairfax County Department of Transportation (FCDOT), noted that a significant piece of the Tysons funding package was the grid of streets and staff believed that one significant revenue source for the grid would be the extension and expansion of the existing Tysons Road Club. He said FCDOT staff had been calculating a proposed future rate for the Tysons Road Club and Daniel Rathbone, Chief, Transportation Planning Division, FCDOT, would present the details of that analysis.

Mr. Rathbone explained the background information outlined on the first page of the "Determination of a New Tysons Road Club Rate for Funding Part of the Grid of Streets Costs" document dated May 9, 2012, and reviewed the attached tables providing estimates for a new Tysons Road Club to be used for funding part of the total cost of the grid of streets in Tysons, as shown in Attachment A.

In response to a question from Chairman Alcorn, Scott Sizer, Revitalization Program Manager, Office of Community Revitalization (OCR), indicated that approximately $39 million of non-residential development revenue would be generated for every dollar contributed toward the Tysons Road Club at the end of a 40-year period.

Replying to a question from Commissioner Hart, Mr. Rathbone explained that staff had estimated that 20 percent of the total cost of the grid of streets would be provided by the new Tysons Road Club based on the total portion of the grid that would be located adjacent to properties without development rights.

Commissioner de la Fe asked whether the County would provide credits to developers for their financial contribution toward construction of off-site grid connections, provision of the necessary right-of-way, and construction of the portion of the grid that was located on their property. Barbara Byron, Director, OCR, replied that his question would be addressed during review of the working draft transportation funding responsibility splits, which was scheduled as the third item on the agenda (*Note: This item was subsequently moved to the May 24, 2012 meeting agenda*).

Chairman Alcorn pointed out that the "Tysons Road Club Rate for New Non-Residential Development" tables assumed that the Tysons developers and landowners would pay for the entire grid of streets, regardless of the location of the grid sections (on-site or off-site). He noted that a significant portion of the grid would be located where development might not occur at all or not in a timely manner.

Mr. Biesiadny stated that if a developer built an off-site grid connection, the developer would be able to receive credit against the Tysons Road Club.

Commissioner Lawrence emphasized the importance of ensuring that the critical connections that need to be constructed early in the process were completed in a timely manner because they were absolutely vital to the proper functioning of the entire grid and of Tysons as a whole.

Answering questions from Commissioner Lawrence, Mr. Rathbone said staff had performed analyses of the full built-out grid of streets at the expected level of development in Tysons for the year 2050 and only the grid connections located adjacent to the known rezoning cases in Tysons at the expected level of development for the year 2030. He explained that staff had tested the refined grid as part of the Tysons East Consolidated Transportation Impact Analysis (CTIA) in the traffic simulation models, which had demonstrated that a majority of the additional links were located adjacent to the known zoning applications in this area and needed to ensure that appropriate traffic mitigation measures were in place to ensure a balance between land use and transportation. He noted that property owners had submitted individual TIAs in accordance with Virginia Department of Transportation (VDOT) Chapter 527 requirements that examined the necessary traffic mitigation measures to include public transportation options and Transportation Demand Management tools.

Commissioner Lawrence said he thought that the results from the CTIAs would identify the order of completion for the connecting pieces of the grid needed to support the proposed developments at various phases. He said he also believed that the 20 percent estimated cost of the grid to be funded by the Tysons Road Club had been established for planning purposes but would change on an annual basis depending on market and growth conditions and functionality of the grid until build-out. Mr. Rathbone concurred with these statements. Mr. Biesiadny added that the 20 percent estimate essentially represented the average over the 40-year period, recognizing that the market would drive where development would occur in Tysons.

Ms. Byron pointed out that developers had been contributing to a road fund in Tysons since 1991 although the amount was based on a somewhat arbitrary number. She said this exercise sought to create a rational basis for the new road fund contribution amount.

Responding to a question from Chairman Alcorn, Mr. Rathbone stated that the Committee had not yet formulated a proposal addressing situations where essential off-site grid links were needed to enable the functionality of a proposed development, to include whether a developer contributing to construction of an off-site link would receive credit. Mr. Biesiadny pointed out that if the property located between the Georgelas Group, LLC application (RZ 2010-PR-014) and Campus Point Realty Corporation application (RZ 2010-PR-022) properties was not

proposed for redevelopment, the County could use Tysons Road Club funds to construct the link within this portion of the grid.

In reply to another question from Chairman Alcorn, Mr. Biesiadny indicated that the Tysons Corner Comprehensive Plan included a conceptual grid of streets and staff had been working with property owners to refine it. He said it was anticipated that staff would later ask the Board of Supervisors to adopt the refined grid as an amendment to the Plan, which would be available to the public.

Ms. Byron noted that similar to that of the other road funds in the County, rules would be associated with the adopted Tysons Road Club that would address such issues as credit for right-of-way. She explained that the Board of Supervisors would adopt a prioritization of projects for the Fairfax Center Area Road Fund and suggested that such a process also be considered for the Tysons Road Club.

Commissioner Lawrence commented that completion of the grid segments benefited everyone regardless of whether they were involved in this process. He supported allocating priority order to the necessary grid connections as supported by the results of the transportation analyses.

Answering questions from Commissioner Hart, Mr. Biesiadny explained the following:

- The Committee had agreed that the Tysons landowners/developers would be primarily, but not exclusively, responsible for the grid of streets as there might be situations where the public sector might have to pay for the construction of a critical link if there was not enough money in the Tysons Road Club.

- The Committee had also agreed that the public sector would be primarily, but not exclusively, responsible for the transit service enhancements as there might be situations where a private entity might contribute toward a part of the transit network if it accommodated its proposed development.

- Potential reimbursement to the public sector for public funds expended upfront for certain links could be addressed as part of the established rules for the Tysons Road Club although it had not been considered at this time.

- Developers would contribute to the Tysons Road Club based on the square footage of their proposed development.

- The construction or funding of certain improvements would be handled on a case-by-case basis.

Ms. Byron added that there might be situations where a developer would provide the necessary right-of-way to accommodate the construction of a particular road or commit to construct a portion of a road.

Replying to a question from Commissioner Donahue, Mr. Biesiadny said the boundaries of Tysons already established for the existing road club would remain the same for the new club. Chairman Alcorn pointed out that the current rate would increase substantially for this new fund.

Answering more questions from Commissioner Donahue, Mr. Biesiadny explained that staff envisioned that the allocation of private and public sources would be flexible in how they funded each transportation improvement category over the 40-plus-year period. He said staff also envisioned that the public sector might have to fund in advance particular Tysons-wide improvements, and as new developments were constructed, the private sector would reimburse the public sector for those contributions. He noted that such an approach could also be considered in cases where there was not enough money in the Tysons Road Club to fund a critical missing link within the grid of streets.

Responding to a question from Commissioner Sargeant, Ms. Byron indicated that staff would ask the Board of Supervisors to adopt a specific Tysons Road Club rate for new non-residential development (per square foot) and another specific rate for new residential development (per dwelling unit). She explained that the 20 percent estimated cost of the grid to be funded by the Tysons Road Club would become the rational basis for the genesis of that number and each subsequent year, FCDOT staff would send to the Board a package that included an updated grid cost estimate based on the inflation rate and cost of right-of-way.

In reply to a question from Jill Parks, Esquire, Cooley LLP, Mr. Rathbone noted that the new Tysons Road Club rate for new non-residential development would include retail uses.

Answering questions from Bruce Bennett, a member of the Greater Tysons Citizens Coalition, Mr. Biesiadny stated that Tysons landowners whose development was located adjacent to the links would be responsible for 80 percent of the total cost of the grid. Ms. Byron added that this was essentially an in-kind contribution. Mr. Biesiadny indicated that the remaining 20 percent of the total cost of the grid covered the off-site links. Chairman Alcorn explained that the grid was intended to be 100 percent funded by the private sector but with the understanding that situations might arise where a critical piece of the grid might need to be funded upfront by public sources.

Responding to a question from Mark Zetts, Co-Chairman, McLean Citizens Association's Planning & Zoning Committee, Mr. Biesiadny noted that staff envisioned that the new Tysons Road Club would pay for clearly defined grid projects.

In reply to a question from Keith Turner, Chairman, Tysons Partnership Board of Directors, Mr. Rathbone said staff had not yet performed an analysis comparing the expected growth rate based on the pending zoning applications in Tysons with the George Mason University's (GMU) High Forecast for Growth in Tysons.

Mr. Turner questioned why there was a substantial eight-to-one disparity between the Tysons Road Club rates for new commercial versus new residential development. Ms. Byron said the rates were not intended to prevent non-residential development but to encourage more residential development as recommended in the Tysons Plan. Mr. Rathbone pointed out that the peak hour

trip generation per square foot of residential development was estimated to be approximately five times lower than that of office development. Mr. Turner said he was unsure how this disparity tied into a road fund intended to fund missing pieces of the grid of streets and suggested that staff examine this issue.

Mr. Turner also recommended that staff respond to the following questions:

- What pieces of the grid were considered critical, missing, and not covered by the current zoning applications in Tysons?

- Why were the levels of development presented in the GMU High Forecast for Growth in Tysons used as the basis for the new Tysons Road Club rates when they were significantly lower than those required for the basis of the CTIAs? This essentially necessitated a substantially higher private sector funding amount.

Mr. Biesiadny explained that the data derived from the CTIAs and individual VDOT Chapter 527 TIAs submitted by applicants were being used to better define the grid and costs to construct the off-site grid connections.

Mr. Turner reiterated his concern that the different development levels used for the CTIAs and Tysons Road Club resulted in a significantly higher funding rate. Mr. Biesiadny said staff would investigate this issue.

Answering questions from Tom Fleury, Executive Vice President, Cityline Partners, Ms. Byron said staff would provide him the number of linear lane feet of the missing grid links. Mr. Biesiadny stated that the $100 per square foot cost of right-of-way was based on actual recent sales information in Tysons for the type of property that would need to be acquired. He noted that staff could also provide him that information.

In response to more questions from Mr. Fleury, Ms. Byron explained the following:

- If the VDOT Chapter 527 TIA or CTIA associated with an approved rezoning application required a critical off-site link, the County expected that the applicant would provide this link. The County might also credit the applicant against the road fund for this provision because it was off-site.

- The new Tysons Road Club was intended to provide funding for essential sections of the grid of streets which were not anticipated to be provided with development.

- If an applicant failed to acquire the necessary right-of-way to construct an off-site road link that was needed to support its development, the Board of Supervisors could decide to condemn the land at the developer's expense. If the Board decided not to condemn the land, the developer might need to contribute toward construction of the improvement or be relieved of its obligation to complete the improvement depending on the relevant proffer language.

- If an applicant was unable to bring about the dedication by others of the necessary rights-of-way and easements, or to acquire by purchase the rights-of-way or easements at fair market value, as determined by a MAI (Member of the Appraisal Institute) appraisal, then the applicant should request the Board of Supervisors to condemn the necessary land and/or easements. Upon demonstration by the applicant that, despite diligent efforts or due to factors beyond the applicant's control, the required dedications would be or have been delayed beyond the time set forth in the proffers, the development would not be delayed and the Zoning Administrator could agree to a later date for dedication of such right-of-way. This issue was unrelated to the Tysons Road Fund.

- The Tysons Road Fund was intended to be used to fund missing links within the grid of streets and applicants most likely would receive credit against the Fund contribution for those improvements.

- The decision of the Board of Supervisors to condemn the necessary land and/or easements was contingent on the political views held by the Board members at the time.

Replying to a question from Chairman Alcorn, Mr. Biesiadny confirmed that the estimated 20 percent of the total cost of the grid of streets would cover the pieces of the grid that were not anticipated to be associated with a rezoning application. He pointed out that the current Board of Supervisors was not permitted to bind future Boards to comply with all future requests for condemnation of land for dedication of right-of-way needed to complete grid connections as this decision would be made on a case-by-case basis.

Answering a question from Mr. Turner, Mr. Biesiadny indicated that if the Board of Supervisors decided to condemn a piece of property to acquire the necessary right-of-way, this process would be funded by the Tysons Road Club. Ms. Byron explained that an applicant could proffer to acquire and dedicate off-site right-of-way and easements that were necessary to complete the transportation improvements described in the proffers, but if the development was not constructed staff would ensure that the necessary right-of-way would be available when the improvements were needed as the adjacent properties were redeveloped.

Responding to a question from Chairman Alcorn, Mr. Turner commented that including the increased cost of right-of-way in the grid cost estimates was unreasonable if the Board of Supervisors was never going to exercise its right of condemnation. Mr. Biesiadny clarified that he did not suggest that the Board was never going to condemn land but noted that the Board would be able to use the money in the Tysons Road Fund if it decided to pursue such action in the future.

In reply to questions from Mr. Fleury, Mr. Biesiadny and Ms. Byron explained the following:

- Staff envisioned that the rules for the new Tysons Road Club would specify that the Board of Supervisors was only approving its use for the grid of streets in Tysons.

- The new Tysons Road Club rate for new non-residential development (per square foot) would be paid incrementally as each building in the development was constructed.

- Staff could not accurately predict whether the Board of Supervisors would exercise its right of condemnation but could only presume that the Board supported the concept of a grid of streets in Tysons.

- It was in the Board's and County's interests that Tysons succeed, which provided a significant incentive for stakeholders to collaborate on actions needed to be taken to build missing links within the grid.

- Staff and the current Board were not in a position where they could commit that a future Board would choose to condemn a piece of property to construct a required transportation improvement.

Answering a question from G. Evan Pritchard, Esquire, Walsh, Colucci, Lubeley, Emrich & Walsh, PC, Mr. Biesiadny clarified that the grid of streets was identified as a specific project on Table 7 in the Transportation section of the Tysons Corner Comprehensive Plan, which was separate from the Tysons-wide road improvements.

Responding to a question from Commissioner Hart, Mr. Biesiadny reported that 2012 House Bill 1035 provided definitions for the terms "lost profits" and "lost access" and how to determine the amount of just compensation, which included lost profits and lost access resulting from the taking that must be paid for property taken by eminent domain. He noted that the bill had a contingent effective date of January 1, 2013, provided that the voters approve an amendment to Section 11 of Article I of the Constitution of Virginia at the 2012 November election.

Commissioner Lawrence requested that when staff resolved Mr. Turner's concerns regarding the CTIA and GMU High Forecast for Growth in Tysons development level estimates that an explanation also be provided to the Committee. Mr. Rathbone agreed with this request.

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UPDATE AND DISCUSSION OF OUTSTANDING TYSONS TRANSPORTATION STUDIES

Mr. Rathbone explained the information on Slides 3 through 18 regarding the Tysons Corner CTIAs in the "Update on FCDOT Tysons Corner Studies" presentation, as shown in Attachment B.

Seyed Nabavi, Project Manager and Liaison for I-95/395 HOT Lanes Project, Capital Projects Section, FCDOT, reviewed Slides 19 through 21 regarding the preliminary design efforts for the Jones Branch Connector and Slides 22 through 27 regarding the operational analysis of the Dulles Toll Road Ramps to Tysons.

Chairman Alcorn said it would be helpful to know the number of years of development that were being assumed in the CTIA process so that information could be reconciled with the improvements shown on Table 7, which reflected the extent of a 40-year planning horizon.

In reply to questions from Chairman Alcorn, Mr. Rathbone explained the following:

- The outputs of the CTIA process for the Tysons East District were close to being finished, but a few refinements needed to be tested to determine whether the traffic impacts could be further minimized as depicted by the red circles on the "TIER 3 – Additional Mitigation" map on Slide 16 of the presentation.

- Staff had not yet finished the cost estimate of the finalized grid of streets for Tysons East and anticipated that further transportation projects would be derived from this process.

- The land use assumptions for the build-out stage (year 2050) in Tysons East were based on the current rezoning proposals in that analysis area. Department of Planning and Zoning (DPZ) staff had applied these assumptions and allocated a commensurate level of intensity to those property owners who have not yet submitted applications but were awarded redevelopment rights in the area inside the dashed line shown on the "TIER 3 – Additional Mitigation" map.

- The land use assumptions for the properties located outside the Tysons East District but still inside Tysons were based on the GMU High Forecast for Growth in Tysons.

- The Tysons-wide simulation model would test more than 40 years of development.

- The land use assumptions for the expected level of development for the year 2030 in Tysons East were based on the zoning applicants' properties within that study area and the remaining properties within that area were kept at today's level of development.

Replying to a question from Commissioner Donahue, Mr. Rathbone noted that staff had evaluated the potential impacts of the CTIA areas on one another.

Answering questions from Commissioners Hurley and Sargeant, Mr. Rathbone described how vehicles that sought to turn left at the intersection of Dulles Access/Toll Road and Dolley Madison Boulevard (as depicted on Slide 17 of the presentation) would instead need to turn right and make a U-turn at a traffic light farther down the road. He said the timing of this intersection would stop the traffic behind these turning vehicles so they would be able to easily and safely cross over from the right lane to the center lane to make the U-turn. Mr. Biesiadny added that the U-turn would be protected by the through movement on the cross street.

In reply to questions from Chairman Alcorn, Mr. Rathbone identified the circled improvements shown on the "TIER 3 – Additional Mitigation" map that were currently included in Table 7. He indicated that the model input for the Tysons East CTIA was based on a build-out analysis for the year 2050. Fred Selden, Director, DPZ, pointed out that staff had allocated the total square

footage of development that exceeded the assumption for the 40-year build-out. He said staff would determine the exact number of years and percentage of additional growth above the forecasted amount and provide that information to the Committee.

Chairman Alcorn explained that because the Table 7 improvements were designed to address the first 40 years of development in Tysons, the Committee and staff should begin discussing a process to identify the infrastructure needs beyond the 40 years and how to incorporate that into the review process for the rezoning applications that exceed the 40-year horizon.

Commissioner Sargeant emphasized the importance of staff and the Tysons Partnership reaching an agreement on a payment system and funding criteria, which could be considered by the Committee. Mr. Selden concurred with this statement. He explained that if the monetary contributions the County expected to be provided by the rezoning applicants were tied to the 2050 forecast level, then logically the County would have to allocate to the applicants their proportionate share of the total cost and the other property owners who had not yet submitted proposals would be allocated their proportionate share. He said, however, this exercise presented a challenge wherein the shares were higher than the forecast.

Chairman Alcorn commented that growth in Tysons would not cease in the year 2050.

Mr. Turner pointed out that certain Tysons stakeholders disagreed with the inclusion of particular properties in the Tysons East CTIA on the basis that redevelopment was unlikely to occur on those properties; for example, the allocation of 4.5 million square feet for a redevelopment option to include the property currently developed with The Gates of McLean condominiums. He pointed out that staff had tested 27 million square feet of mixed-use development within Tysons East that was expected to be fully built out in the year 2050.

Ms. Parks expressed concern that participants in the CTIA process whose properties had not been allocated additional density under the Tysons Plan and who have not filed redevelopment proposals were learning that certain planned streets and traffic mitigation measures would impact their properties and would therefore make their properties non-marketable. She said these landowners were also being excluded from providing input because they did not have any applications pending.

Mr. Biesiadny disagreed with Ms. Parks' characterization, noting that staff had never told non-applicants that their input was invalid. He explained that the Board of Supervisors had directed staff to refine the conceptual grid of streets to include existing streets and alignments of new or modified streets that have been conceptually engineered, which the Board would later consider for adoption. He stated that both Tysons rezoning applicants and non-applicants have been attending meetings with staff to discuss grid connections. Mr. Biesiadny pointed out that when requested, staff had agreed to test certain links in various ways and configurations to demonstrate their benefits. He indicated that the Board had also directed staff to bring forward amendments to the grid associated with subsequent rezoning applications when such were required to address the alignments of new or modified streets that have been conceptually engineered.

Addressing Mr. Turner's earlier remark about The Gates of McLean, Mr. Selden noted that the Tysons Plan District Recommendations for Tysons East provided a redevelopment option for The Gates of McLean, which was located within one-quarter mile of the planned Tysons East Metrorail station. He explained that if staff received evidence from The Gates of McLean condominium owners affirming that they were not interested in redevelopment, staff would be willing to amend the Plan to remove the redevelopment option and this property would be retained as a stable residential community. He pointed out that during the Tysons re-planning process, staff had removed redevelopment options for other condominium communities upon request.

Mr. Turner commented that it was unreasonable that the Tysons East CTIA assumed 100 percent build-out of every parcel within that urban area by the year 2050, which he said was unlikely to occur in 38 years. He again questioned why the Tysons Road Fund rate was based on a lower build-out level.

Ms. Parks said she appreciated Mr. Biesiadny's response to her concern. She suggested that staff consider the policy issue concerning the potential impacts of identifying streets and traffic mitigation measures on properties that would not redevelop in the near future. She said she thought that the CTIA process would ultimately lead to the creation and adoption of an "official map" of public streets in Tysons. She further suggested that staff consider a way to differentiate the properties whose future was uncertain or would be subject to future engineering study from the properties that were subject to pending rezoning applications and engineering analyses.

Responding to questions from Chairman Alcorn, Ms. Byron said staff had not discussed the creation of an official map in some time. She noted that staff envisioned the next step to be a possible amendment to the Tysons Plan to update the conceptual map. She pointed out that if an official map was adopted, any change to the grid would trigger the formal map amendment process.

Ms. Parks stated that staff had met with her clients to discuss their concerns. She explained that upon request of one of her clients, staff had agreed to test a particular property without the connections that were found to be objectionable by the client. She, however, expressed concern about how drawing lines on a map delineating transportation improvements would impact the marketability of a given property.

Commissioner Sargeant emphasized the importance of establishing a benchmark to measure the success of how the Tysons roadway system maintained efficient traffic flow while it accommodated a variation of development over time. He also noted the importance of staff and the Tysons Partnership achieving consensus on this benchmark during their negotiations.

In reply to a question from Chairman Alcorn, Mr. Rathbone explained that the Phasing Study provided insight into how the Table 7 transportation improvements should be prioritized, which assumed a certain even level of development throughout Tysons because information detailing the expected redevelopment of each district within Tysons was not available at that time.

Answering a question from Commissioner Sargeant, Chairman Alcorn stressed the need for the Committee to understand the CTIA process and how the outputs should be addressed during the rezoning review process. Mr. Biesiadny added that he thought that the development community had expressed general support for the Table 7 improvements. He noted, however, that the following concerns have been raised:

- How would the improvements identified as beyond the scope of Table 7 be funded?
- Was the level of development that was tested in the CTIA higher than what would actually occur and would it therefore generate a need for additional improvements?

Addressing the earlier discussion regarding The Gates of McLean, Mr. Zetts questioned whether retaining this property as a stable neighborhood would reflect prudent planning for a dense urban area because the buildings would probably need to be revitalized in the future and the necessary right-of-way should be acquired to accommodate any future growth in this area.

In response to questions from Mr. Zetts, Mr. Biesiadny and Mr. Rathbone noted that staff would perform further analysis to determine whether the planned improvements for the Great Falls Street/Dolley Madison Boulevard and Magarity Road/Great Falls Street intersections should be considered neighborhood intersection improvements.

Replying to questions from Commissioner Donahue, Mr. Biesiadny explained that potential access problems between the Jones Branch Connector and the Capital One, The Gates of McLean, and Cityline properties have been coordinated with the CTIA effort and the associated mitigation strategies have been incorporated into the conceptual design for the Jones Branch Connector project. Mr. Rathbone indicated that signage would be installed on the Jones Branch Connector directing people on the new traffic patterns.

Answering a question from Mr. Zetts, Mr. Biesiadny explained that the intersection U-turn scenario actually created for pedestrians and bicyclists a clear path that was considerably longer than the traditional length for these modes of transportation. Mr. Rathbone pointed out that this would also prevent conflict with the right-turn vehicles.

Mr. Fleury said although he recognized the need for staff to test the development potential in Tysons out to the year 2050, the landowners who had pending rezoning applications were more focused on their immediate task to receive approval on their applications and understand the relationship between the improvements in Table 7 with their projects. He emphasized the importance of ensuring that the Table 7 improvements matched the expected level of development in the year 2030 so all involved parties could figure out how to finance those improvements. Chairman Alcorn noted that the majority of the Tysons-wide road improvements in Table 7 were required to be completed by the year 2030. He said because the development planning horizon was the year 2050, a financing model that extended out to that time would be more helpful.

Responding to a question from Mr. Fleury, Mr. Biesiadny clarified that staff had not presented a recommendation to the Committee or any other body regarding how the additional transportation projects derived from the Tysons East CTIA would be addressed in the financing plan.

Commissioner Lawrence presented the following questions for consideration by staff and the Committee:

- Should the financing plan be based on a composite of the levels of development presented in the pending rezoning applications, potential redevelopment proposals, and the GMU High Forecast for Growth?

- How should the discrepancy between the development levels used for the CTIAs and Tysons Road Club be addressed?

- Because 100 percent build-out of every parcel in Tysons East by the year 2050 was unlikely, how should the bounds of the expected development activity be defined and adjustments be applied to respond to new information?

- What was the degree of sensitivity in the planned road improvements to respond to differences in the growth rate?

Chairman Alcorn asked that staff compile a document outlining the working assumptions the Committee had so far developed about the construction or funding responsibility for each of the four categories of transportation projects. He said although this working draft might change, it would provide a target to enable the Committee to move forward on the financial modeling and other related activities. Chairman Alcorn then announced that the Committee would next meet on Thursday, May 24, 2012, at 7 p.m., in Conference Rooms 9/10 of the Fairfax County Government Center, to receive staff updates on the remaining Tysons transportation studies and review the working assumptions on transportation responsibility allocation.

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The meeting was adjourned at 10:14 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: Kara A. DeArrastia

Approved: June 12, 2012

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Kara A. DeArrastia, Clerk to the
Fairfax County Planning Commission

Attachment A

Determination of a New Tysons Road Club Rate for Funding Part of the Grid of Streets Costs (May 9, 2012)

The attached tables provide estimates for a new Tysons Road Club to be used for funding part of the total cost of the grid of streets in Tysons. The following bullet points provide background information.

- The purpose of the new Tysons Road Club is to provide funding for important sections of the grid of streets which are not anticipated to be provided with development but are necessary to maintain an acceptable level of traffic flow, bus route connectivity, and bicycle and pedestrian connectivity over time. Typically these sections will be at locations where development most likely will not take place at all or not in a timely way.

- It is estimated that 20% of the total cost of the grid of streets will be provided by the new Tysons Road Club. The total cost of the grid of streets is estimated at $1,521 million (in 2012 dollars). 20% of the total cost is $304 million. These are the latest costs after converting 2009 dollars to 2012 dollars by using a 3% inflation rate per year (recommended by VDOT), adjusting the cost of right-of-way from $70 per sq. ft. to $100 per sq. ft. (newer information became available), and adjusting the route miles of the grid of streets due to further analysis.

- The new Tysons Road Club Rate can be based on the cost of the grid and estimated development from today to 2030, or from today to buildout of the grid of streets, assumed to occur in 2050. It is assumed that 60% of the grid of streets will be developed by 2030 and the remaining 40% will occur from 2030 to 2050.

- The land use estimates are based on the GMU high projections.

- Recently approved zoning cases proffered to contribute to the existing Tysons road club. The present rate of this fund is $4.07 per sq. ft. for non-residential development and $903 per dwelling unit. In the following tables, the contributions from these developers (MRP, Park Crest, Tysons Corner Center, Tysons II, Towers Crescent, and MITRE 4) were deducted from the 20% of the grid of street cost to be provided by the new Tysons Road Club.

- A contribution of $1,000 per dwelling unit to the new Tysons Road Club was assumed in the attached tables. This is a rate proffered by the Georgelas group earlier this year.

Tysons Road Club Rate for New Non-Residential Development Based on 2012 to 2030 Estimates (May 9, 2012)

(2012 Dollars)

Line #	Description of Line Item		Totals
1	**Grid Cost, 2012 to 2030 (assumed to be 60% of total grid cost from 2012 to 2050)[1]**		
2	Right-of-Way Cost	$568,974,732	
3	Construction Cost	$343,633,138	
4	Total Cost (line 2 + line 3)	$912,607,870	**$912,607,870**
5			
6	**Portion of Total Cost of Grid to be Funded by Road Club (20% of grid cost from 2012 to 2030)** (20% of line 4)		**$182,521,574**
7			
8	**New Development, 2012 to 2030 (excluding approved development)[2]**		
9	Residential SF	13,622,142	
10	Residential DU	11,382	
11	Non-Residential SF	18,724,106	
12			
13	**Approved Development (assume buildout amounts to 75% of approved zoning rights and occurs from 2012 to 2030)[3]**		
14	Residential SF	3,258,242	
15	Residential DU	2,769	
16	Non-Residential SF	4,376,137	
17			
18	**Contributions to New Road Club by Approved Development and New Residential Development[4]**		
19	Approved Development Contribution to Road Club (based on existing rate)	$19,784,886	
20	New Residential Contribution to Road Club (based on $1,000 per DU) (line 10 x $1,000)	$11,382,000	
21	Total Contributions (line 19 + line 20)	$31,166,886	**$31,166,886**
22			
23	**Portion of Road Club Funds to be Provided by New Non-Residential Development** (line 6 - line 21)		**$151,354,688**
24			
25	**New Road Club Rate for New Non-Residential Development (per sq. ft.)** (line 23/line 11)		**$8.08**
26	**New Road Club Rate for New Residential Development (per DU)[5]**		**$1,000**

Notes:

1. The grid cost estimates were updated in March 2012 by applying an inflation factor of 3% per year and by increasing the cost of right-of-way from $70 to $100 per sq. ft.
2. The New Development estimates for 2012 to 2030 are based on GMU high forecasts and excludes approved development
3. Approved development includes MRP, Park Crest, Tysons Corner Center, Tysons II, Towers Crescent, and MITRE 4
4. Approved development contribute to the existing Tysons Road Club at the rate of $4.07 per sq. ft. for non-residential and $903 per DU. Specific proffer conditions apply.
5. A contribution of $1,000 per dwelling unit to the new Tysons Road Club was assumed. This is a rate proffered by the Georgelas group earlier this year.

Tysons Road Club Rate for New Non-Residential Development Based on 2012 to 2050 Estimates (May 9, 2012)

(2012 Dollars)

Line #	Description of Line Item		Totals
1	**Grid Cost, 2012 to 2050 (assume 100% of grid to be constructed by 2050)[1]**		
2	Right-of-Way Cost	$947,910,426	
3	Construction Cost	$572,650,687	
4	Total Cost (line 2 + line 3)	$1,520,561,113	**$1,520,561,113**
5			
6	**Portion of Total Cost of Grid to be Funded by Road Club (20% of grid cost)** (20% of line 4)		**$304,112,223**
7			
8	**New Development, 2012 to 2050 (excluding approved development)[2]**		
9	Residential SF	39,546,544	
10	Residential DU	32,976	
11	Non-Residential SF	39,057,412	
12			
13	**Approved Development (assume buildout amounts to 75% of approved zoning rights and occurs from 2012 to 2030)[3]**		
14	Residential SF	3,258,242	
15	Residential DU	2,769	
16	Non-Residential SF	4,376,137	
17			
18	**Contributions to Road Club by Approved Development and New Residential Development[4]**		
19	Approved Development Contribution to Road Club (based on existing rate)	$19,784,886	
20	New Residential Contribution to Road Club (based on $1,000 per DU) (line 10 x $1,000)	$32,976,000	
21	Total Contributions (line 19 + line 20)	$52,760,886	**$52,760,886**
22			
23	**Portion of New Road Club Funds to be Provided by New Non-Residential Development** (line 6 - line 21)		**$251,351,337**
24			
25	**New Road Club Rate for New Non-Residential Development (per sq. ft.)** (line 23/line 11)		**$6.44**
26	**New Road Club Rate for New Residential Development (per DU)[5]**		**$1,000**

Notes:

1. The grid cost estimates were updated in March 2012 by applying an inflation factor of 3% per year and by increasing the cost of right-of-way from $70 to $100 per sq. ft.
2. The New Development estimates for 2012 to 2050 are based on GMU high forecasts and excludes approved development
3. Approved development includes MRP, Park Crest, Tysons Corner Center, Tysons II, Towers Crescent, and MITRE 4
4. Approved development contribute to the existing Tysons Road Club at the rate of $4.07 per sq. ft. for non-residential and $903 per DU. Specific proffer conditions apply
5. A contribution of $1,000 per dwelling unit to the new Tysons Road Club was assumed. This is a rate proffered by the Georgelas group earlier this year.

RATHBONE (2)

Tysons

Update on FCDOT Tysons Corner Studies

May 16, 2012

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Tysons

FCDOT Tysons Area Studies

1. Tysons Corner Consolidated Transportation Impact Analyses (CTIA)
2. Jones Branch Connector
3. Operational Analysis of Dulles Toll Road Ramps to Tysons
4. Tysons Corner Interim Parking
5. Tysons Metrorail Station Access Management Study (TMSAMS)
6. Tysons Corner Circulator Study: Preliminary Results Summary

2

Tysons

Tysons Corner Consolidated Transportation Impact Analyses (CTIAs)

3

Tysons

Purpose of CTIAs

- Analyze impact of pipeline developments. Individual impact studies (TIAs) do not consider pipeline developments
- Analyze 2030 and 2050 levels of development for the analysis area and determine associated mitigation measures
- Finalize grid of streets including
  - Functional classification
  - Number of lanes between and at intersections
  - Accommodation of transit, bikes, and pedestrians
  - Right-of-way needs
- Create a Tysons-wide simulation model

4

Tysons

Macroscopic Models – Regional Transportation Model

Public policy, regionally significant projects

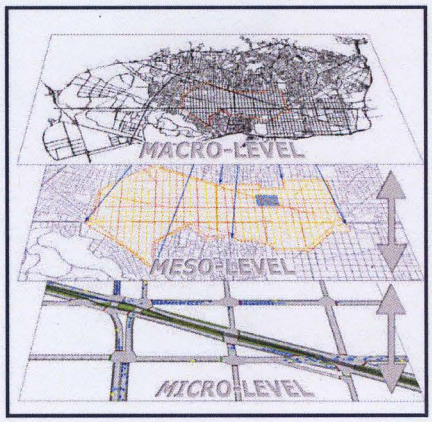
Mesoscopic Models – Sub Area Extractions

Link regional trip purpose to details of micro-simulation models

Microscopic Models – Street Traffic analysis

"Visualization" of solutions, detailed intersection operations analysis

Tysons East is used as an example



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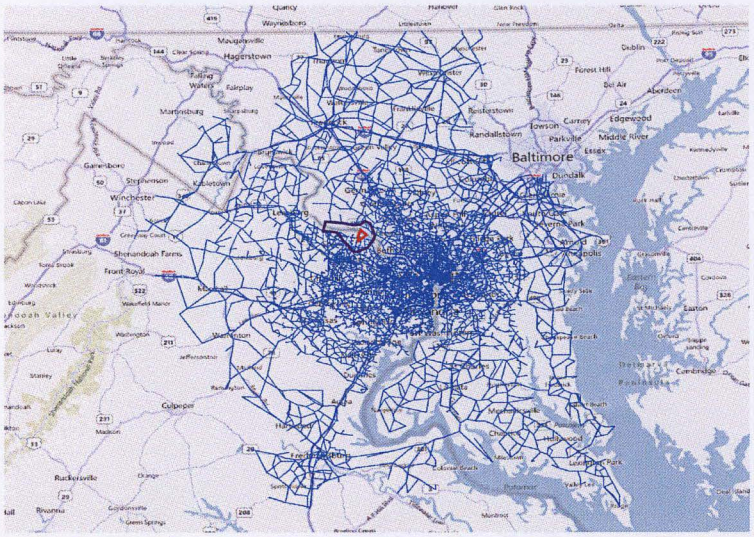
Tysons

MWCOG Regional Model



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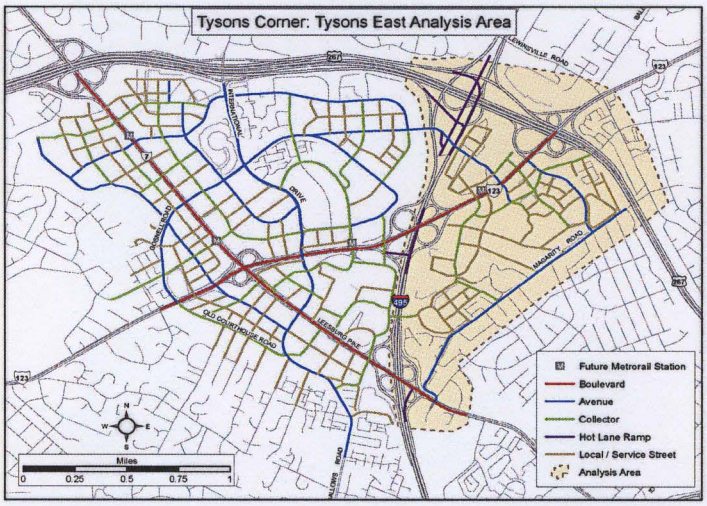
Tysons

Tysons East Analysis Area



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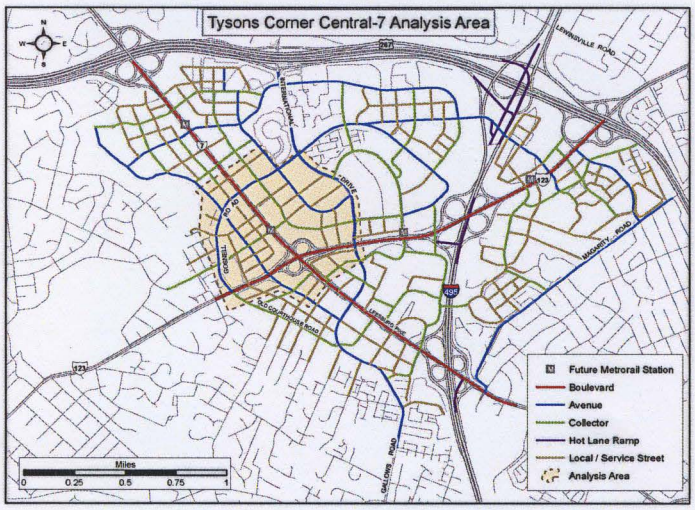
Tysons Central Analysis Area



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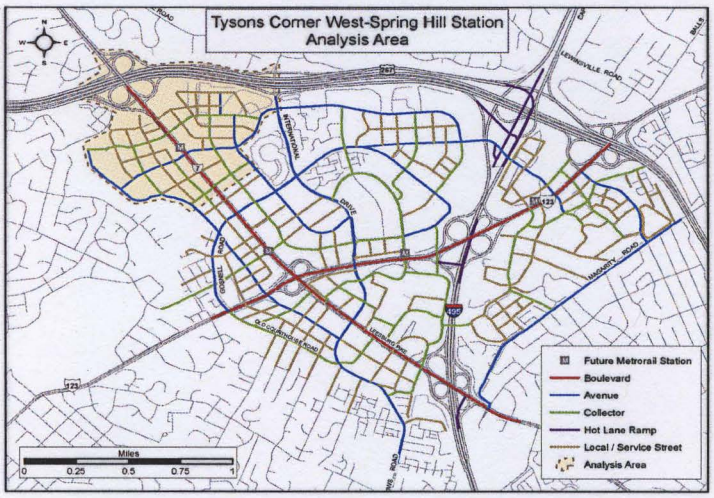
Tysons West Analysis Area



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Tysons

Volume/Capacity Sample Output

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Tysons

Measures of Effectiveness (MOE)

- **Level of Service and Delay at Intersections**
- Vehicles Mile Travel
- Hours of Delay
- Average Speed
- Travel Time
- Queue Length

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Tysons

CTIA Process with Stakeholders

- Weekly meetings
- Inclusive, collaborative process
- Full access to information
- Analyze suggestions from stakeholders
- Many iterations (40) of testing alternative mitigation measures – what transportation measures are required to accommodate proposed land use intensity levels?
- Focus is cost-effectiveness

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Tysons

CTIA Analysis Process – Tiered Approach

1. No right of way impact (traffic reassignment, signal modification, lane restriping)
2. Some right of way impact (turn lanes, additional through lane, additional grid link)
3. Additional mitigation

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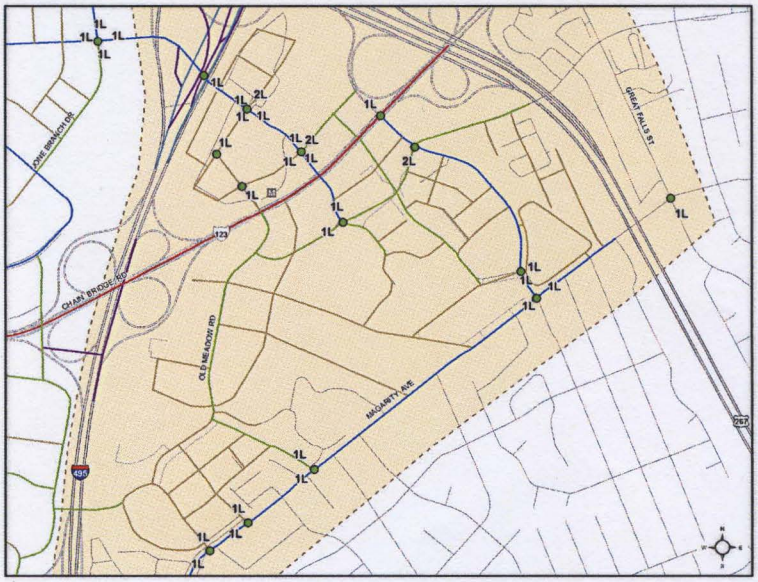
Tysons

TIER 2 – ROW Impacts



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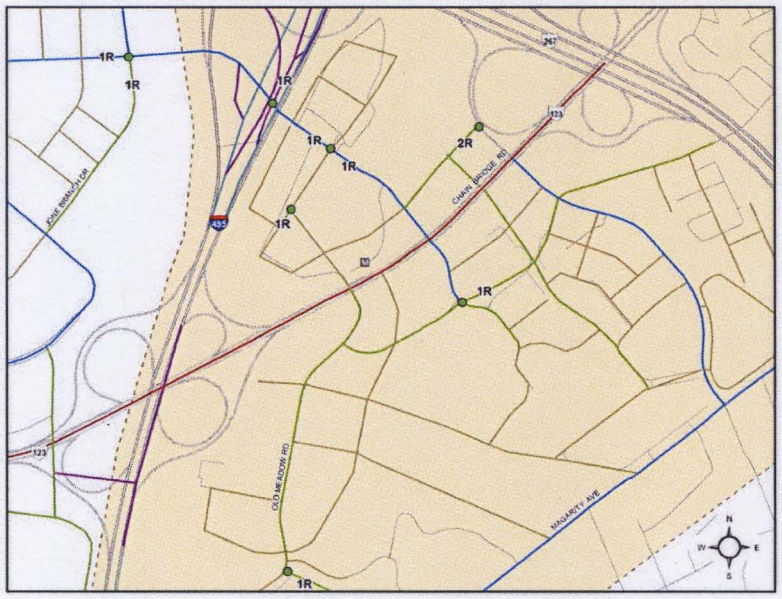
Tysons

TIER 2 – ROW Impacts



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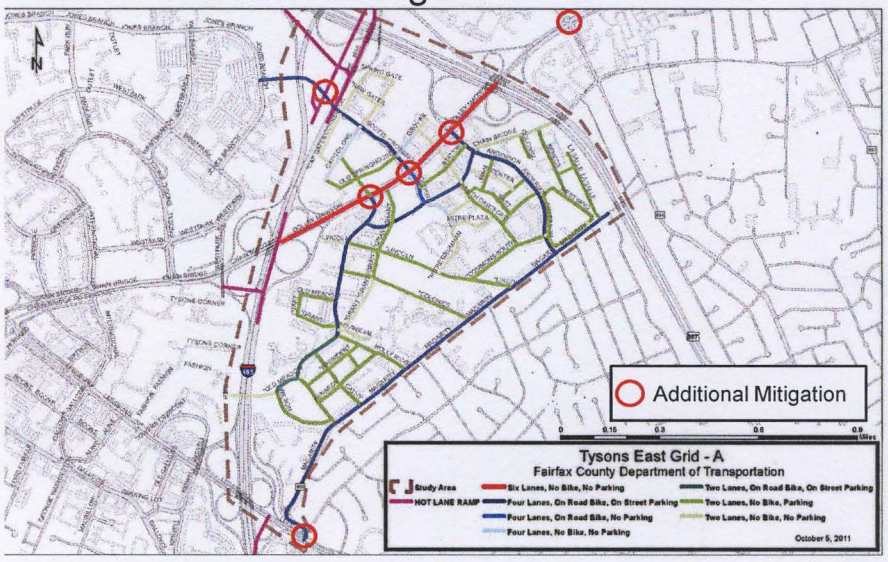
Tysons

TIER 3 – Additional Mitigation



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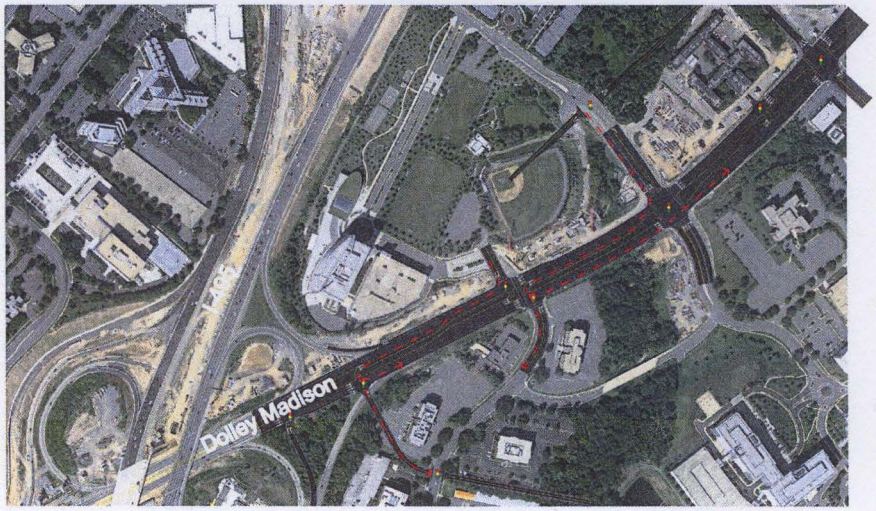

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Tysons

Conclusions (Tysons East)

- Traffic impacts were mitigated
- Identified right-of-way needs
- Finalized grid of streets

Next Steps

- Submit analysis to VDOT to meet VA traffic impact study requirements
- Plan amendment

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Tysons

Jones Branch Connector

Summary of Preliminary Design Efforts

- Goals
  - Develop preliminary design for the Jones Branch Connector which will provide connection between Dolley Madison Blvd (Route 123) and Jones Branch Drive
  - Develop cross sections which are in accordance with urban design elements for Tysons and which will support multi-modal forms of transportation including transit, pedestrians, bicycles and vehicles

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Tysons

Jones Branch Connector

Summary of Preliminary Design Efforts

- Project Update
  - Conceptual layout developed
  - Preliminary design (30% level), environmental and traffic analyses efforts underway
  - Estimated completion of preliminary level design, environmental and traffic analyses efforts anticipated during Fall 2012

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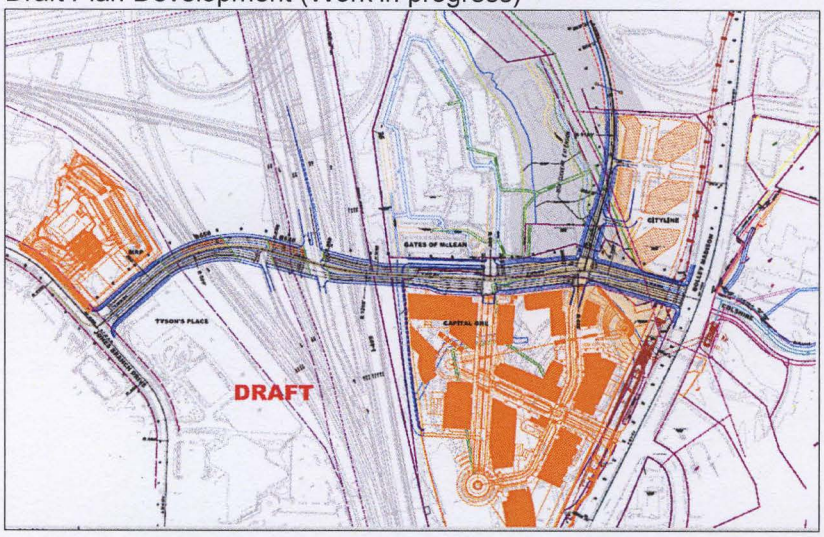
Tysons

Jones Branch Connector

- Draft Plan Development (Work in progress)



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Tysons

Operational Analysis of Dulles Toll Road Ramps to Tysons

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Tysons

Preferred Options

- Developed nine scenarios including providing upgrades to existing Route 7 and Spring Hill Road Interchanges
- Improvements to existing Route 7 and Spring Hill Road Interchanges were not cost effective based on the minimal capacity added
- Compared three preferred alternatives against the "No Build" Alternative
- Measured the Network Performance of each preferred option and compared traffic operations

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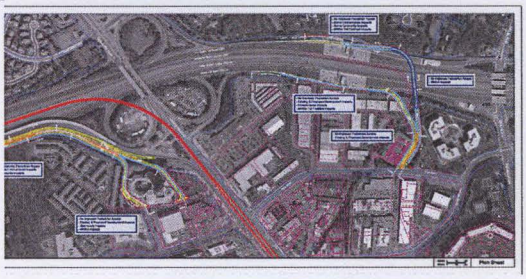
Tysons

Preferred Options

Preferred Option 1 – Boone Boulevard, Greensboro Drive



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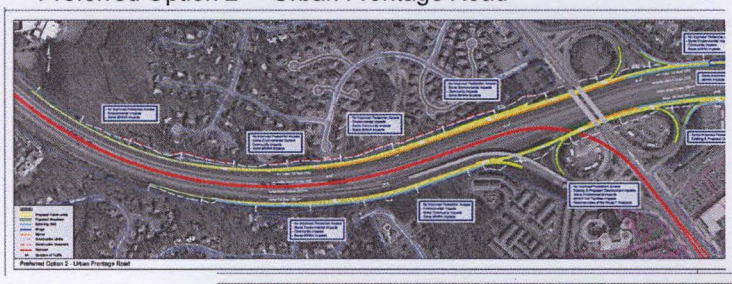
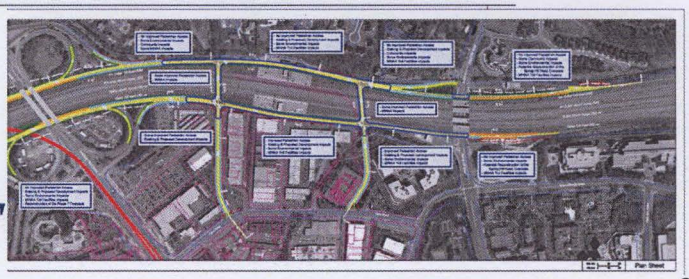
Tysons

Preferred Options

Preferred Option 2 – Urban Frontage Road





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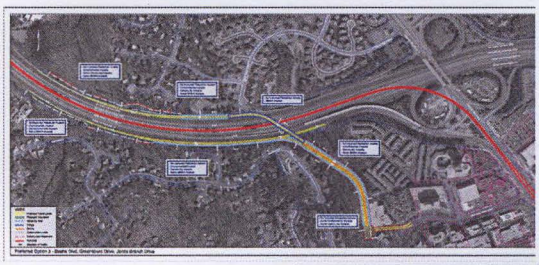
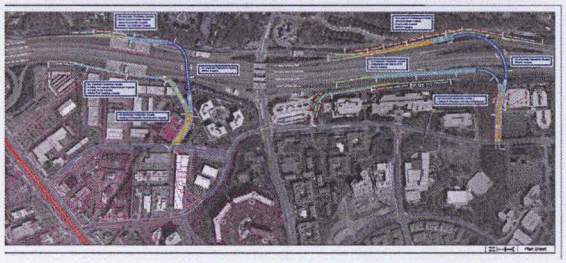
Tysons

Preferred Options

Preferred Option 3 – Boone Boulevard, Greensboro Drive, Jones Branch





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Tysons

Next Steps

- Tysons Partnership Briefing — May 23, 2012
- Public Information Meeting — May 31, 2012
- Evaluate Impacts — Summer 2012
- Second Public Information Meeting — Fall 2012
- Study Completion — Winter 2012

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Tysons

Tysons Corner Interim Parking

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