

**FAIRFAX COUNTY PLANNING COMMISSION
TYSONS CORNER COMMITTEE
WEDNESDAY, NOVEMBER 2, 2011**

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
Timothy J. Sargeant, At-Large

FAIRFAX COUNTY STAFF PRESENT:

Rob Stalzer, Deputy County Executive, County Executive's Office
Fred R. Selden, Director, Department of Planning and Zoning (DPZ)
James P. Zook, Consultant, DPZ
Thomas P. Biesiadny, Director, Department of Transportation (FCDOT)
Daniel B. Rathbone, Chief, Transportation Planning Division, FCDOT
Jay Guy, Senior Transportation Planner, Coordination and Funding Division, FCDOT
Barbara A. Byron, Director, Office of Community Revitalization and Reinvestment
(OCRR)
Scott Sizer, Revitalization Program Manager, OCRR
Barbara J. Lipka, Executive Director, Planning Commission Office
Dawn M. Ashbacher, Assistant Director, Planning Commission Office
Kara A. DeArrastia, Clerk to the Planning Commission

OTHERS PRESENT:

Diane Poldy, President, ViennaTysons Regional Chamber of Commerce
Elaine Cox, Hunton & Williams LLP
Jill Parks, Esquire, Cooley LLP
Jonathan Cox, Senior Vice President of Development, AvalonBay Communities, Inc.
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
Patty Nicoson, President, Dulles Corridor Rail Association
Robert Whitfield, Dulles Corridor Users Group
Stella Koch, Audubon Naturalist Society
Thomas Cranmer, Great Falls resident

ATTACHMENT:

A. "Grid of Streets/Neighborhood and Access Improvements" presentation

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Chairman Walter L. Alcorn called the meeting to order at 7:08 p.m., in the Board Auditorium of the Fairfax County Government Center, 12000 Government Center Parkway, Fairfax, Virginia 22035.

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Commissioner de la Fe MOVED THAT THE TYSONS CORNER COMMITTEE MINUTES OF SEPTEMBER 22, 2011 AND OCTOBER 5, 2011, BE APPROVED.

Commissioner Lawrence seconded the motion which carried unanimously.

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REPORT TO THE BOARD OF SUPERVISORS ON TYSONS CORNER

Barbara Byron, Director, Office of Community Revitalization and Reinvestment, noted that the "Report to the Board of Supervisors on Tysons Corner, dated October 2011" document had been distributed to Commissioners this evening, a copy of which is in the date file. She explained that this was the first periodic report on the status of Tysons, including the currently submitted applications in Tysons, cases that had been approved since June 2010, and baseline data that were intended to be monitored over time in an effort to evaluate the progress toward achieving the vision of Tysons. She announced that staff had presented this report at the Board of Supervisors' Community Revitalization and Reinvestment Committee meeting on Tuesday, October 25, 2011. Ms. Byron indicated that this report was also available online at <http://www.fairfaxcounty.gov/tysons/implementation/download/2011tysonsreporttobos.pdf>.

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DISCUSSION OF TYSONS HELD BY BOARD OF SUPERVISORS' COMMUNITY REVITALIZATION AND REINVESTMENT COMMITTEE ON OCTOBER 25, 2011

Commissioner Lawrence briefed the Committee on the discussion of Tysons held by the Board's Community Revitalization and Reinvestment Committee on October 25th. He explained that the Board members had reached a general consensus that specifying percentages of public/private funding allocations for the categories of transportation elements in Table 7 in the Tysons Corner Comprehensive Plan, as proposed by staff, would be an unreasonable approach. He said he had informed the Board members that the Tysons Corner Committee had accomplished deconstructing staff's proposed allocations by category and was working on reconstructing recommendations for a breakdown of the responsibilities for each component of Table 7. Commissioner Lawrence stated that staff had briefed the Board members on the status of the

Tyson's applications, noting that a common theme was ongoing work on the grid of streets. He emphasized the importance of viewing the grid as a multi-modal grid where pedestrians had priority within walking distance and in proximity to the Metro stations. He also noted the importance of maintaining an easily accessible walking path to a station despite challenges presented by topography and elevation changes required for elevated rail.

Ms. Byron pointed that the following aspects had also been discussed at the meeting:

- 1) Staff had explained that while they understood the desire of the Board to address this financing issue as expeditiously as possible, the Tysons Corner Committee strongly desired to undertake a deliberative and inclusive process that could not be rushed. In response, the Board members expressed appreciation to the Committee for meeting twice a month and working diligently to develop recommendations through an appropriate process.
- 2) Staff planned to meet with the Board members to update them on the Committee's progress and discussions on Tuesday, January 17, 2012 and Tuesday, February 14, 2012.
- 3) Board members indicated their expectation to receive comprehensive recommendations or a menu of options from the Committee.
- 4) Board members also stressed the importance of staff collaborating with Tysons applicants to accommodate the inclusion of required athletic fields within the boundaries of Tysons Corner.

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INCLUSION OF ATHLETIC FIELDS WITHIN TYSONS CORNER

Commissioners discussed ways applicants could collectively provide the required number of athletic fields as part of proposed developments in Tysons.

Ms. Byron pointed out that staff was working on the Public Facilities Plan for Tysons, which included parks and athletic fields.

In response to questions from Commissioner Donahue, Ms. Byron explained that the Tysons Partnership was collaborating with staff on a plan requesting transportation funding for Tysons to present to the General Assembly and would also consult State legislators for assistance. She stated that the County's draft 2012 federal and state legislative programs also included requests for transportation funding for Tysons. She indicated that the Tysons Partnership had presented a position paper to the Commonwealth Transportation Board recently that was fully aligned with the Board of Supervisors' position on Tysons.

Keith Turner, Chairman, Tysons Partnership Board of Directors, discussed the difficulties involved with the provision of athletic fields in Tysons, such as land constraints and lack of a clear definition of an athletic field. He noted that the Tysons Partnership would continue to work with staff and Tysons stakeholders to locate as many fields in Tysons as possible.

Replying to questions from Commissioner Donahue, Mr. Turner said Tysons developers were considering ways to consolidate athletic fields into a complex, such as in Tysons Central 7 and Tysons East, with guidance from staff on the specific size and shape requirements for the fields.

Commissioner Lawrence said if athletic fields were provided off-site, the owner of that land was absolutely entitled to compensation in some form. Mr. Turner replied that this issue also applied to other public facility efforts such as stream restoration. Commissioner Lawrence commented that although it might be difficult, he thought that it was well worth the effort to design a place where people would want to live, work, and play, which would contribute to the public value and enhance the economic vitality of Tysons. Mr. Turner agreed with this statement.

Commissioner Hart discussed the authority of the County to acquire property for public facilities, such as parks, athletic fields, or trails, through condemnation proceedings. Mr. Turner said he expected that staff, the Tysons Partnership, and other Tysons stakeholders would reach a resolution to avoid the condemnation of land. Commissioner Hart indicated his support for a method of acquiring property for public use that did not involve a commitment of public funds or reimbursement of funds, such as a proffered commitment by an applicant to construct a necessary road improvement. He stated, however, that if money was not an issue, condemnation was a practical method of obtaining land to address constraints imposed by the geometry of the property.

Chairman Alcorn requested that staff schedule time in a future meeting to brief the Committee on the status of the Public Facilities Plan.

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COMMITTEE DISCUSSION OF RESPONSIBILITY FOR GRID OF STREETS

Chairman Alcorn pointed out that the Committee would work toward identifying sources of responsibility at a high level for each category of Tysons Corner transportation improvements. He suggested that staff assemble a rolling strawman document to capture the Committee's consensus on these items and that it be widely distributed to the public for comments and feedback.

Thomas Biesiadny, Director, Department of Transportation (FCDOT), indicated that there were four components to the transportation plan in Tysons Corner:

- 1) 20-year Grid of Streets,
- 2) Neighborhood and Access Improvements,
- 3) Transit Service Enhancement, and
- 4) Tysons-wide Road Improvements (Table 7),

Mr. Biesiadny said the discussion this evening would focus on the first two components, and the discussion at the next Committee meeting on Wednesday, November 16, 2011, at 7 p.m., in the

Conference Rooms 2/3 of the Fairfax County Government Center, would focus on the last two components.

Daniel Rathbone, Chief, Transportation Planning Division, FCDOT, reviewed the first 14 slides in a PowerPoint presentation on the grid of streets, as shown in Attachment A.

Commissioner de la Fe pointed out that the "The Purpose of the CTIA (Consolidated Traffic Impact Analysis)" slide should also note that the grid of streets needed an acceptable level of pedestrian use to make it comfortable and easy for people to walk in Tysons and that the transportation model should feature the pedestrian as the prime element. Mr. Rathbone concurred with this statement, noting that this had been inadvertently omitted from this slide.

Answering questions from Commissioner Lawrence, Mr. Rathbone described how the transportation simulation program would analyze areas of the grid and pedestrian phases with their appropriate walking speed. He explained that staff was preparing to test the refined grid as part of the Tysons East CTIA in the traffic simulation models to demonstrate the balance of land use and transportation, including pedestrian movements within the vicinity of Metro stations.

Chairman Alcorn said he thought that the "Attributes of the Grid of Streets" slide should also indicate that this grid would set the framework for a new, more inviting urban form that would ultimately define and bound the development inside those city blocks. He explained that while he recognized that the grid would not be entirely rectilinear and some streets would need to be curved due to topography and existing buildings, it was critical to have straight street lines wherever possible because this would allow for clear, safe, direct, and interesting lines of sight for pedestrians.

Responding to questions from Commissioner Sargeant, Mr. Rathbone stated that the more uniform the grid of streets, the more efficient it would be regarding block sizes and straight lines, although he recognized the challenges imposed by constraints due to topography and other factors. He noted that the grid would facilitate the overall congestion management strategy, help divert traffic away from Routes 7 and 123, and play a critical role in ensuring that traffic continued to flow smoothly within and external to Tysons although the grid was limited to within the borders of Tysons. He explained that it was difficult to determine which portion or percentage of the grid of streets needed to be constructed first to ensure traffic flow because this depended on the timing and location of development, noting that the necessary transportation improvements were expected to be constructed as development occurred. Mr. Rathbone indicated that the CTIAs for Tysons East, Tysons Central 7, and Tysons West would help determine which transportation improvements were necessary to support the 2030 level of development based on the growth projections prepared by George Mason University, and also at full build-out.

Commissioner Sargeant emphasized the need to more clearly identify the priorities of the Tysons transportation projects that were needed now or in the immediate future to help ensure a smooth transition from the existing traffic pattern to a pedestrian pattern and maintain efficient flow of traffic and congestion management. Chairman Alcorn commented that this prioritization might

undertake a more strategic approach toward tracking the progress of development projects, depending on the responsibility decision. Commissioner Sargeant concurred with this statement.

Commissioner Hart briefly discussed the illustration depicted on the "Developers Might Need Off-Site Grid Links (continued)" slide. He then asked whether the applicant of the new development highlighted in the gray square would need to build all three street segments in conjunction with the approved development or would there be a mechanism in place to enable the adjacent property owners to reimburse the applicant if they decided to redevelop their properties later. Mr. Rathbone discussed potential ways that applicants could provide the necessary off-site grid links depending on the particular situation, but noted that staff had not finalized any recommendations yet. Mr. Biesiadny added that Tysons developers could contribute a certain dollar amount per square foot of development, or residence, toward the existing Tysons Road Club to help fund construction of the off-site missing links needed to connect the streets between development nodes.

Commissioner Hart said he thought that the issue of constructing the essential off-site links needed to connect to the grid of streets should be handled on a case-by-case basis, keeping in mind that such links might be obstructed by an existing building or the refusal of adjacent landowners to consolidate their properties.

Answering questions from Chairman Alcorn, Ms. Byron noted that the focus of the discussion this evening was on the tan (Local/Service) and green (Collector) lines depicted on the map on the "Future Tysons Street Network (The Grid of Streets)" slide. She pointed out that as part of RZ 2010-PR-014C, submitted by Georgelas Group LLC, staff had asked that the applicant construct certain segments of local/service streets to improve access to the site.

In response to questions from Commissioner Hart, Ms. Byron explained that staff was collaborating with all the landowners in Tysons East and their engineers to make refinements to the grid in that area and address issues regarding off-site links and consolidation of adjacent properties.

Replying to questions from Chairman Alcorn, Mr. Biesiadny stated that as part of RZ/FDP 2010-PR-014A and RZ 2010-PR-014B, approved by the Board of Supervisors on September 27, 2011, the Georgelas Group had proffered to dedicate right-of-way to construct an interim section of Greensboro Drive and contribute funds toward the future extension of Greensboro Drive to connect Spring Hill and Tyco Roads, which was contingent on a certain level of development within Tysons. He said proffers would be used as an enforcement mechanism to ensure that the applicant satisfied its commitment to construct the necessary transportation improvements.

Fred Selden, Director, Department of Planning and Zoning, explained that staff had contemplated amending the Tysons Corner Comprehensive Plan to show a more refined grid of streets based on more detailed planning and engineering studies and the known impacts of new and approved development. Chairman Alcorn said he thought that this was a logical approach, noting that it was important that once there was consensus among landowners and staff on refinements to a grid in a given area that it be memorialized in the Plan.

Responding to questions from Commissioner Sargeant, Mr. Rathbone noted that the "Future Tysons Street Network (The Grid of Streets)" map showed a functional classification of the Tysons street network, including boulevards, avenues, collector roads, local/service streets, and HOT lane ramps. He said although the Tysons Corner Comprehensive Plan had identified typical cross section dimensions for each street type, final street designs might vary as necessary to address other design and engineering goals and requirements. Mr. Biesiadny pointed out that while the grid of streets comprised the entire network, a majority of the avenues were listed on Table 7 as Tysons-wide transportation improvements. He added that the estimated cost of the grid of streets only covered the local/service and collector streets. Mr. Rathbone also noted that staff had calculated the costs of constructing additional right-of-way and appropriate sidewalk space to complete existing streets, which had been allocated to the overall cost of the grid.

Answering questions from Chairman Alcorn, Mr. Rathbone indicated on the map where a collector or local/service street was not adjacent to redevelopment. Mr. Selden pointed out that future redevelopment proposals were expected to be phased to planned roadway improvements and the Plan identified incentives to encourage redevelopment.

In response to more questions from Chairman Alcorn, Mr. Rathbone stated that the primary function of the local/service street was to provide access to buildings. He explained that the collector street helped divert traffic away from Route 7 and Greensboro Drive and typically covered a long distance, serving a number of developments within a particular area.

Commissioner Sargeant explained that before the Committee discussed who should pay for the construction of the collector and local/service streets, it would be helpful to first consider the following questions:

- How much was a particular street needed? How essential was it to the actual success of the transportation system and efficient traffic flow in Tysons?
- When did a particular improvement need to be funded?

Mr. Rathbone agreed with this assessment, noting that staff would analyze the traffic impact of the initial, interim, and build-out phases of development to ensure that the transportation improvements functioned properly.

Commissioner Sargeant said he believed that the collector streets located immediately adjacent to Routes 7 and 123 were extremely important to the efficient traffic flow of this new system for pedestrians, vehicles, and rail in its initial stage. He suggested that if particular streets were essential to the overall pattern of congestion success in Tysons, they might need to be completed prior to the construction of new development.

Replying to a question from Chairman Alcorn, Commissioner Sargeant said he thought that the public sector might need to fund particular collector street improvements in advance to help maintain efficient traffic flow. He commented that instead of deciding whether developers or the public should pay for the improvements, a decision should be made on which improvements needed to be funded now and which ones should be funded later.

Ms. Byron explained that in general, staff thought that the collector roads would primarily be constructed as development occurred, and segments of the collector roads necessary to maintain acceptable traffic circulation for an individual development could be provided in phases, as determined by the associated TIA. She pointed out that the boulevards, avenues, and HOT lane ramps comprised the regional system. She said it was difficult to accurately prioritize the transportation projects due to the uncertainty of the exact order of the development proposals.

Mr. Biesiadny indicated that the avenues were intended to be primary alternatives to Routes 7 and 123 for Tysons as a whole while the collector and local/service streets were intended to be alternatives that were needed as development in those blocks occurred. He said there probably would be periods of time where the collector and local/service streets were not completely connected as those streets were more localized to the rate of development, but the Table 7 improvements were intended to provide those overall connections for Tysons as a whole.

Commissioner Sargeant recommended that staff clarify the distinction between avenues and collector roads as the avenues were needed at the initial phase of development while the collector roads were needed to support the level of development. Mr. Rathbone noted that despite the proposed application of aggressive Transportation Demand Management (TDM) measures, high volumes of traffic were expected in Tysons over the coming years due to the intensity of planned development; therefore, the need to satisfy street network capacity and vehicular and pedestrian movements was critical.

Commissioner Lawrence indicated on the map a collector street that ran for several blocks parallel to Route 7 and said this was vital because it would divert a tremendous amount of traffic that would otherwise travel on Route 7 or Greensboro Drive. He explained that although development would not occur evenly along that particular street, the land for the necessary right-of-way would need to be dedicated at the time of the first rezoning approval on that property. He stated that one element of payment by the landowners and developers during the early stages of development was the dedication of land for right-of-way. He said right-of-way could be dedicated for the construction of an interim section of a particular road when the whole capacity was not needed at the time and the remainder could be completed as needed to meet demand. Commissioner Lawrence noted that if the developers were determined to be responsible for providing the grid of streets, the proffer system would be their mechanism for funding the improvements needed to serve their site; however, it might be premature to discuss the specific mechanisms for funding because the variations of responsibility have not been resolved and the upfront initial costs must also be considered. Commissioner Sargeant said he concurred with these remarks.

Commissioner de la Fe said he thought that the primary responsibility of the collector streets would lie with the developers and the private sector, but he emphasized the importance of identifying the approximate location of the grid streets and ensuring that future development permitted the extension and connection of these roads through the proffer system, road club, dedication of right-of-way, or other mechanism. He commented that given that the transformation of Tysons was expected to occur over 50 years, it was critical that the financing model be adaptable as conditions change.

Commissioner Hart pointed out that if the owners chose not to redevelop their property or dedicate the necessary rights-of-way for street connections, then the County could choose to condemn the necessary land. He said he thought that the collector and local/service streets were the developers' responsibility regardless of whether the required improvements were on-site or not, and if this condition was not met, the application would be deemed to not be in compliance with the Comprehensive Plan. He noted that a developer could contribute a pro rata share to the cost of a particular improvement per an agreement with an adjacent landowner. Commissioner Hart explained that the question of when a certain local/service or collector was needed was irrelevant because it would be needed either immediately as part of a development or tied to phases in the development, which would not require it to be built in advance.

In reply to a question from Commissioner Migliaccio, Mr. Rathbone said staff had allocated the functional classification of streets in Tysons as accurately as possible. He then briefly described some of the roadway system functional classification elements. He indicated that the functional classification of the Tysons street network would be updated as results of the CTIAs became available.

Commissioner Sargeant said he agreed with Commissioner Hart's earlier remarks that developers should be responsible for the collector and local/service streets. He pointed out that the only caveat was if it was determined that a particular road was needed immediately to maintain efficient traffic flow, the County should influence how soon that occurred, which could possibly be through condemnation.

Mr. Rathbone pointed out that owners whose property was not currently subject to a rezoning were also invited to participate in discussions on the refinements to the grid of streets for the Tysons East, Tysons Central 7, and Tysons West areas because the refined grid would eventually affect their property. He explained that the CTIA would ascertain the cumulative impact of all proposals in the analysis area as well as the impact of other properties likely to be developed, and ensure that transportation improvements support the level of development proposed.

Chairman Alcorn called for speakers from the audience to address the responsibility issue pertaining to the collector and local/service streets as identified in the future grid of streets in Tysons.

Answering a question from Mr. Turner, Mr. Rathbone reported that the estimated total cost of the entire Tysons grid, including the rights-of-way and construction costs, was approximately \$1.2 billion.

Mark Zetts, Co-Chairman, McLean Citizens Association's Planning & Zoning Committee, recommended that the "Attributes of the Grid of Streets" slide also include the following: Allows the free flow of traffic entering and exiting the Dulles Toll Road and HOT lane ramps.

Mr. Selden clarified that staff had not factored in land costs for the provision of roadways associated with a new development due to density credit and unlimited floor area ratio.

Addressing the County's eminent domain authority, Thomas Cranmer, Great Falls resident, said he believed that unless the County had a contractual obligation with every developer and landowner in Tysons, landowners could potentially wait until the County seized their property and compensated them at the highest use assessment. He strongly recommended that the parties who should be responsible for paying for the grid of streets be determined as soon as possible, specific commitments to the grid be obtained in writing from the landowners, and the participants and non-participants be identified. He also pointed out that the original estimated cost of the grid of streets assumed that it would be completely paid for by the developers and no public funds would be required upfront.

In response to questions from Chairman Alcorn, Mr. Biesiadny stated that the results from the CTIAs would enable staff to determine which links were needed to support the proposed developments at various phases. He explained that Tysons developers could contribute toward the existing Tysons Road Club to help fund construction of both on-site and off-site transportation improvements, and developers could receive reimbursement for the construction costs of off-site grid links once they were built by another party. Mr. Biesiadny noted that the question of whether a road club would provide sufficient funds in a timely manner to acquire land or build the missing grid links, or public funds would be required upfront depended on the set contribution rate and when the money was needed. He said staff envisioned that the public sector might have to fund in advance particular links that needed to be built immediately, and as the developments were constructed, the private sector would reimburse the public sector for those contributions.

Commissioner Sargeant emphasized the importance of measuring the initial success of how the Tysons roadway system maintained efficient traffic flow while it transitioned to a more urban-oriented design over the years.

Commissioner Hart said he was uncertain whether there should be upfront financial support from the public sector that would be reimbursed later by developers. He explained that if a certain road connection or segment was needed to ensure that a proposed development functioned properly, the developer should determine how to finance the construction of that improvement; otherwise, the application should not be approved.

Commissioner Sargeant commented that if additional roadway was needed to make the traffic flow and road system work in the interim, the County should consider ways to initiate implementation of that roadway. Commissioner Hart replied that part of staff's analysis of a development proposal was to identify transportation improvements required to support the development and it was up to the applicant to determine how to satisfy those requirements.

Commissioner Donahue said he thought that if a proposal was considered important and a particular piece of the grid was needed during a given time, the County could consider contributing funds initially and to expect the developer to contribute funds later. He noted that the initial presumption was that the developers would generally pay for the grid of streets, but there would need to be some flexibility built into this process to consider unique circumstances on a case-by-case basis.

Commissioner Lawrence said he agreed with Commissioner Donahue's point about flexibility, citing an example where flexibility would be needed to help mitigate congestion affecting the flow of traffic to and from the Tysons malls via the Dulles Toll Road and HOT lane ramps and therefore, endangering the vitality of Tysons.

Mr. Biesiadny pointed out that there had been circumstances where developers had built off-site links at their own expense and were later reimbursed from the appropriate road club.

Ms. Byron explained that even though staff had suggested that the developers pay for the grid of streets as a general rule, staff envisioned that certain cases might require a flexible approach as there was a spectrum of opportunities and solutions available.

Chairman Alcorn said he believed that it was the general consensus of the Committee that the Tysons developers would be responsible for building the grid of streets, but on a case-by-case basis there might need to be some public involvement. He noted however, that this was not the final decision. He then requested that staff incorporate this position into a rolling strawman document for the Commissioners to review and determine whether all the recommendations for the different components fit together and made sense.

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COMMITTEE DISCUSSION OF RESPONSIBILITY FOR NEIGHBORHOOD IMPROVEMENTS

Mr. Rathbone discussed the information on the remaining slides (beginning at Slide 15) in a PowerPoint presentation on the Neighborhood and Access Improvements components of Table 7, as shown in Attachment A.

Chairman Alcorn thanked Mr. Rathbone for his informative presentation.

In reply to questions from Commissioner Lawrence, Mr. Rathbone indicated that the neighborhood intersection and access improvements affected public roads and the Virginia Department of Transportation (VDOT) was responsible for those roads.

Answering a question from Chairman Alcorn, Mr. Rathbone said he would provide the quantifiable data on the net increase in traffic through neighborhood intersections attributed to redevelopment in Tysons versus existing background traffic at a future meeting.

Responding to a question from Commissioner de la Fe, Mr. Rathbone stated that the Tysons Metrorail Station Access Management Study (TMSAMS) also included additional bus connections but this was not listed on the "Access Improvements" slide because transit was considered a separate cost item.

Addressing Chairman Alcorn's earlier question about increase in neighborhood intersection traffic, Mr. Biesiadny explained that while staff did not know the exact percentage of the traffic

increase, many of those intersections were currently problematic and already in need of improvements. Chairman Alcorn said he presumed that this was one of the reasons for staff's recommendation that the public sector be responsible for providing the neighborhood intersection improvements. Mr. Biesiadny concurred with this assessment.

Replying to a question from Chairman Alcorn, Commissioner Hart said he thought that staff's analysis of a specific development application would probably include recommendations for sidewalks and turn lanes and improvements to a nearby intersection to resolve existing problems. He cited the issue where there might not be a nexus between off-site access improvements and the proposed development. He commented that perhaps a developer could contribute to a road club or a similar mechanism to help fund neighborhood intersection improvements. Commissioner Hart explained that sidewalks and trails were expensive to construct, especially when there were topographic problems or telephone poles that needed to be moved; however, such improvements could be considered incidental to a larger road improvement project if they could be delayed until such time. He noted that he supported staff's proposal that sidewalk and trail improvements were primarily the public sector's responsibility. He stated that for example, if a specific nexus had been identified between a particular section of sidewalk and easy pedestrian access to a Metro station or across Route 7, this should be included in the proffers. He said identifying a nexus was an important step and therefore, should be included in the checklist for consideration on cases.

Chairman Alcorn called for speakers from the audience to address the responsibility issue regarding the neighborhood and access improvements in Tysons.

M. Jane Seeman, Mayor, Town of Vienna, noted that citizen input collected for the TMSAMS revealed that a majority of the respondents wanted the access improvements, especially the sidewalk links, to be coordinated with the opening of the Metro stations to encourage people to walk, bike, or ride the bus to the stations in the initial stage. She pointed out that the Town of Vienna was responsible for maintaining and constructing improvements to its streets since it owned them and did not depend on VDOT. She then invited Fairfax County staff to meet with the Town of Vienna's Public Works Department to help gather information regarding the intersection improvements that were needed in Vienna. Mayor Seeman commented that increased development in Tysons would have a significant impact on Vienna and McLean; therefore, that should be the primary focus of the neighborhood intersection and access improvements.

Chairman Alcorn requested that staff work with the Town of Vienna on the neighborhood and access improvements.

In response to a question from Chairman Alcorn, Ms. Seeman said she thought that knowing the percentage of increased traffic in the neighborhood intersections generated by Tysons development might help support the idea of a road club where Tysons developers contribute a specified amount to help support neighborhood intersection improvement projects.

Mr. Zetts expressed support for the idea of the County requesting funds from the State to help implement these neighborhood intersection and access improvements. He commented that the ultimate cost of the neighborhood intersection impacts was unknown, noting that 14 of the 19 target neighborhood intersection improvement locations required some kind of remediation and 3 of those 14 could not be remediated above Level of Service "F." He pointed out that some of these intersections also crossed Route 123, which was part of the Federal Highway System. Mr. Zetts explained that these intersections were already deficient and the expected increase in traffic would come from Tysons, especially on Route 123, not from the stable residential neighborhoods. He said he believed that there was a nexus at the target intersection of Route 123 (Dolley Madison Boulevard) at Old Dominion Drive, but he was unsure whether it would be adequate because it could not be remediated and was a heavily used commuter corridor from Washington, D.C. and the I-495 into Tysons. He indicated that there would be tremendous opposition to the proposed widening of the target intersection of Georgetown Pike at Swinks Mill Road (non-signalized). He also pointed out that although the Comprehensive Plan stated that Georgetown Pike was heavily travelled and congested, no changes were recommended to it.

Commissioner Lawrence commented that there might be Federal funds available for congestion management, air quality improvement, and other similar activities. He said he believed that since Route 123 was part of the Federal Highway System, contributions from the Federal and State Governments should be included in the public sector funding. Mr. Biesiadny reported that so far, approximately \$100 million had been identified for transportation improvements in Tysons, a large measure of which related to the neighborhood intersection improvements, from Federal, State, and local sources.

Mr. Cranmer suggested that a VDOT representative be invited to attend these Committee meetings and discuss the priorities and long-range view of the State to provide understanding as to how the County could obtain money from the State to fund certain improvements. Chairman Alcorn said he thought that the County definitely needed support to implement a State strategy and promote involvement at the State level to help address these improvements.

Addressing Mr. Biesiadny's earlier remark about Federal funding, Commissioner Hart said he thought that staff would continue to excel at identifying potential grants to file applications for certain pedestrian and bicycle improvements, noting that this could be an important source of funds for constructing pedestrian connections to the Metro stations.

Chairman Alcorn said he believed that it was the general consensus of the Committee that the neighborhood intersection and access improvements were primarily a public sector responsibility with State and Federal sources as the most logical, and that it was important to identify and use a nexus with development applications where applicable. He added that the following caveats should also be considered:

- 1) The potential impacts of Tysons redevelopment on the target neighborhood intersections, based on the data to be provided by staff on the expected percentage of intersection traffic associated with Tysons.

- 2) The County needed to develop a strategy with VDOT and initiate engagement at the State level.

Chairman Alcorn reminded everyone that the Committee would next meet on Wednesday, November 16, 2011, at 7 p.m., in the Conference Rooms 2/3 of the Fairfax County Government Center, to begin discussing the responsibilities for the Tysons Transit and Tysons-Wide Road Improvements components of Table 7 (Years 2012 to 2030).

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The meeting was adjourned at 9:36 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: January 19, 2012

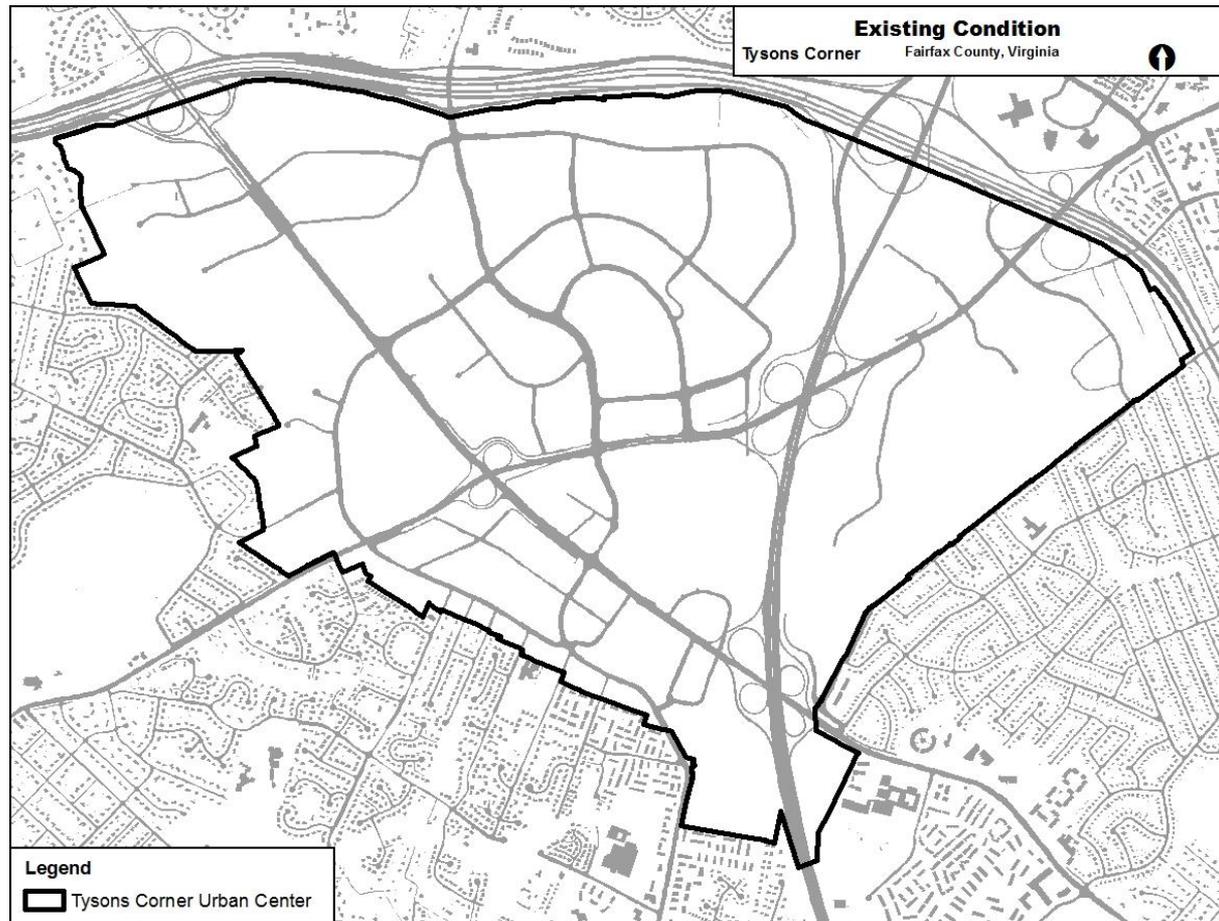
Kara A. DeArrastia, Clerk to the
Fairfax County Planning Commission

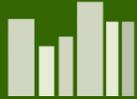


Grid of Streets/ Neighborhood and Access Improvements

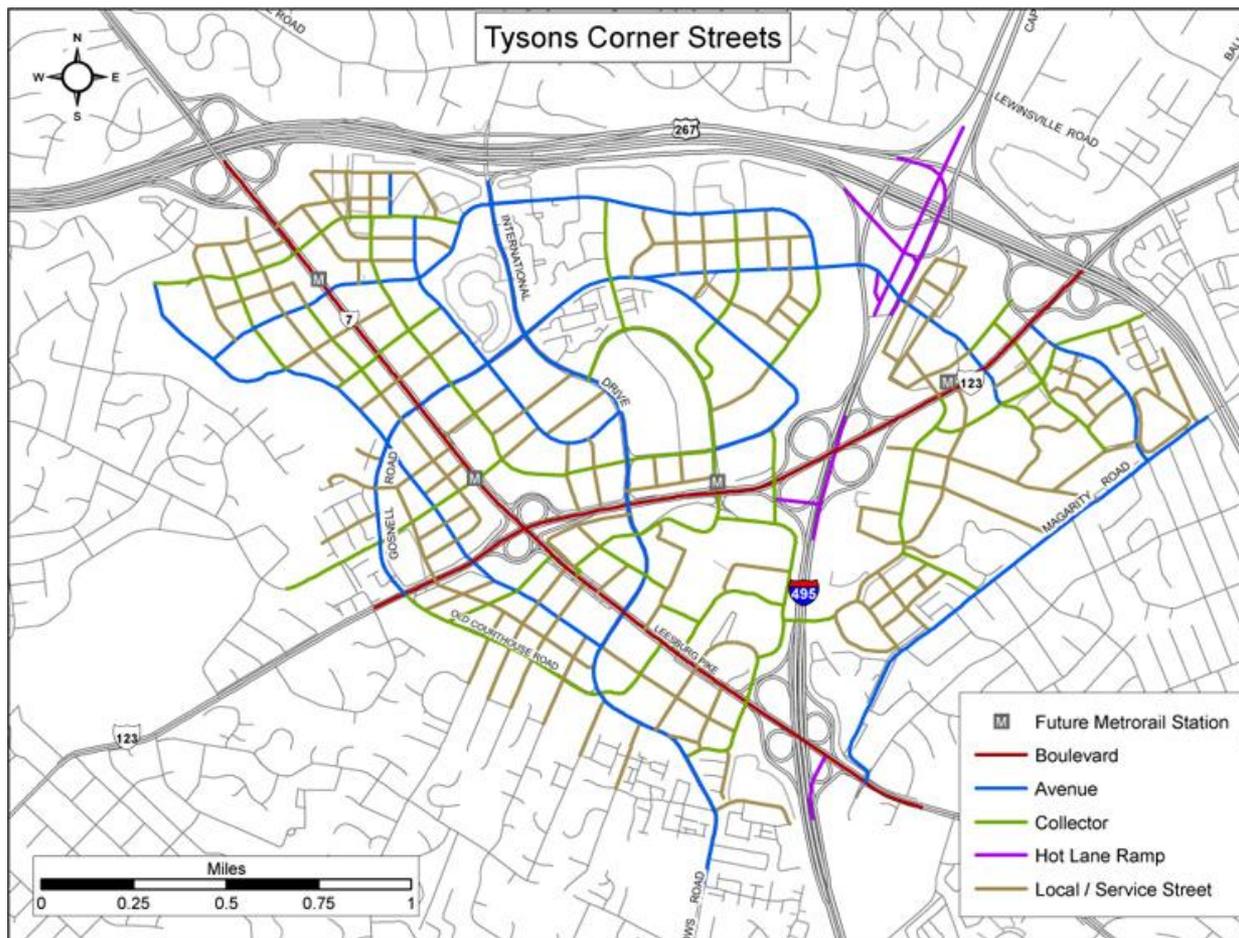
**Planning Commission Tysons Committee
Wednesday, November 2, 2011**

Existing Tysons Street Network





Future Tysons Street Network (The Grid of Streets)



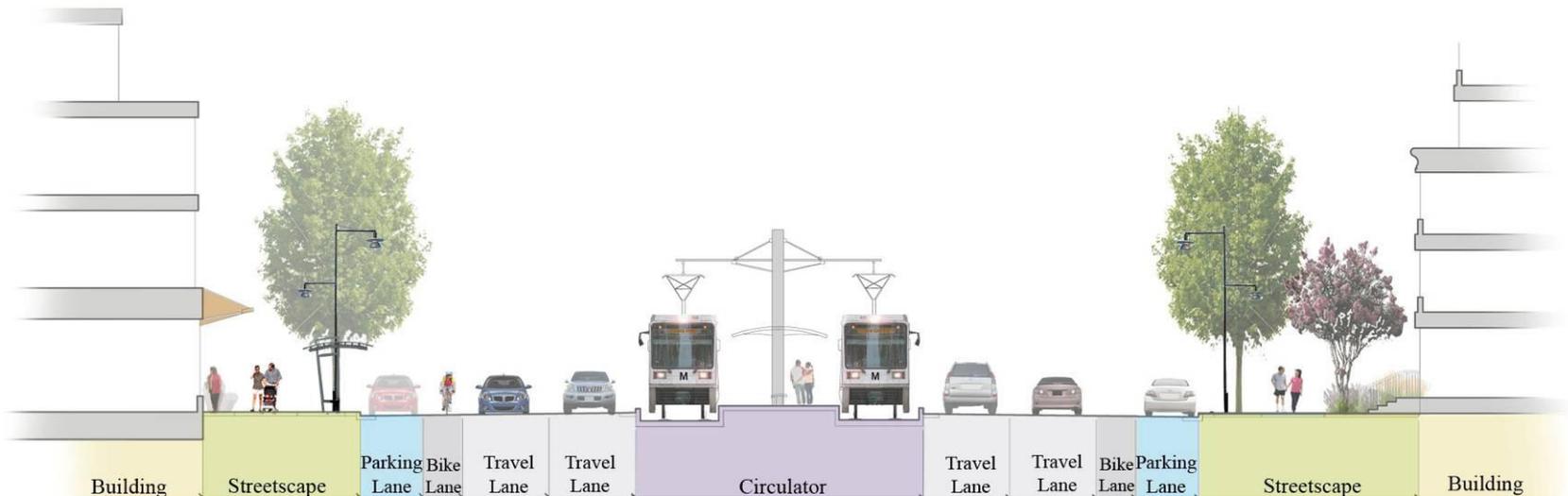


Attributes of the Grid of Streets

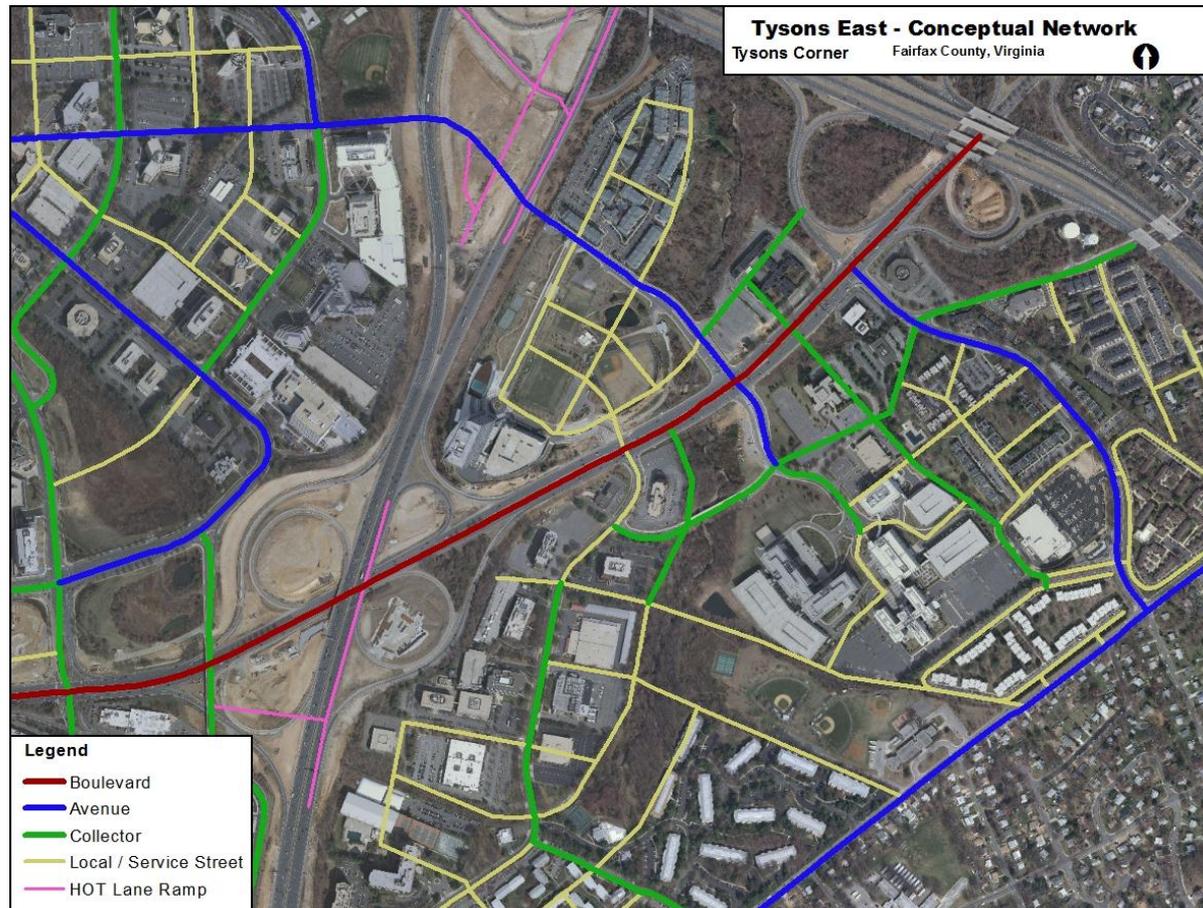
- Provides convenient transit, pedestrian, and bike connections
- Distributes traffic efficiently by providing alternative paths
- Enhances the urban quality of Tysons (complete streets)

Complete Streets

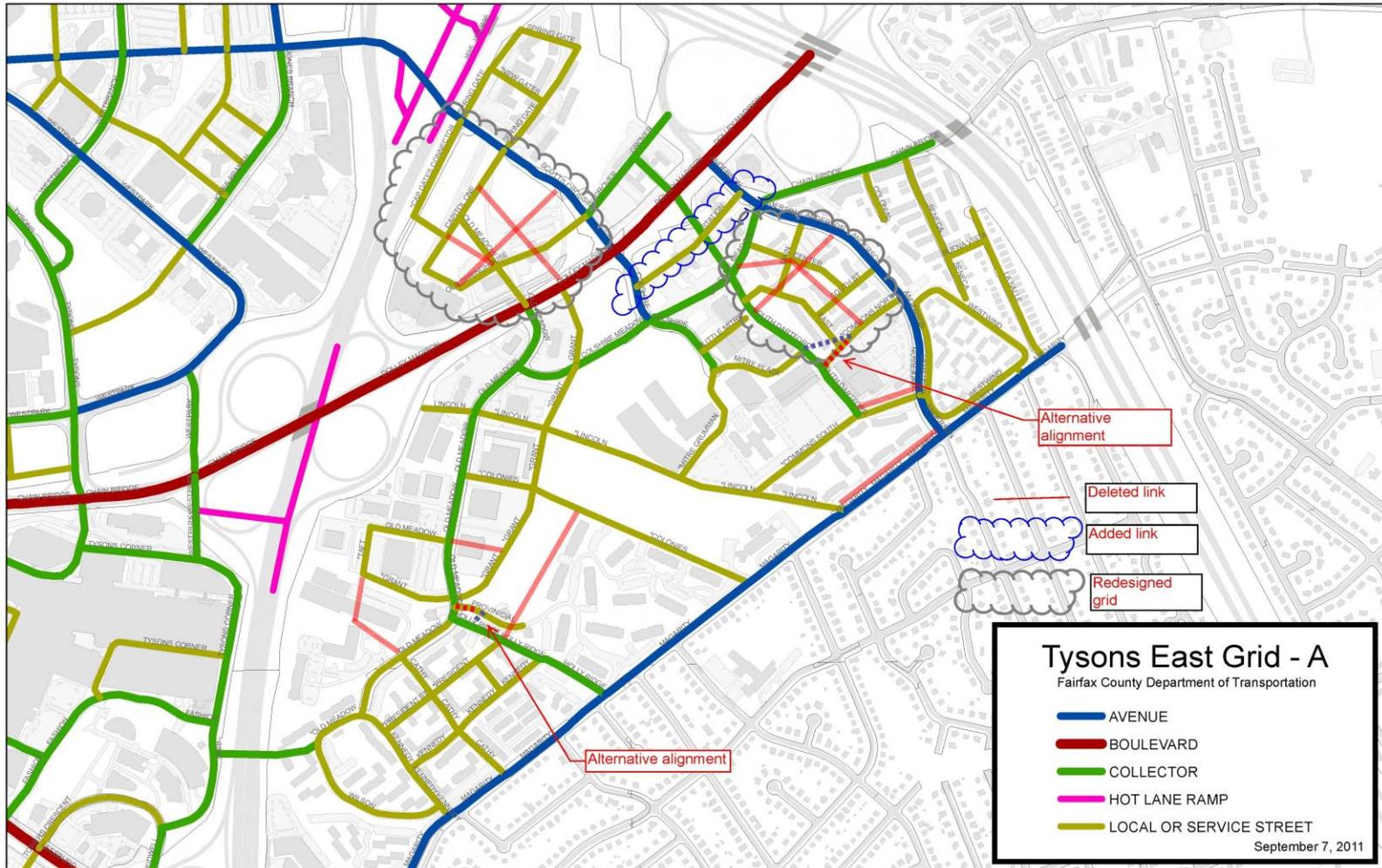
Facilities for pedestrians, bikes, transit circulators, and cars



Conceptual Grid of Streets (Comp Plan) Tysons East



Refinements to Grid – Tysons East

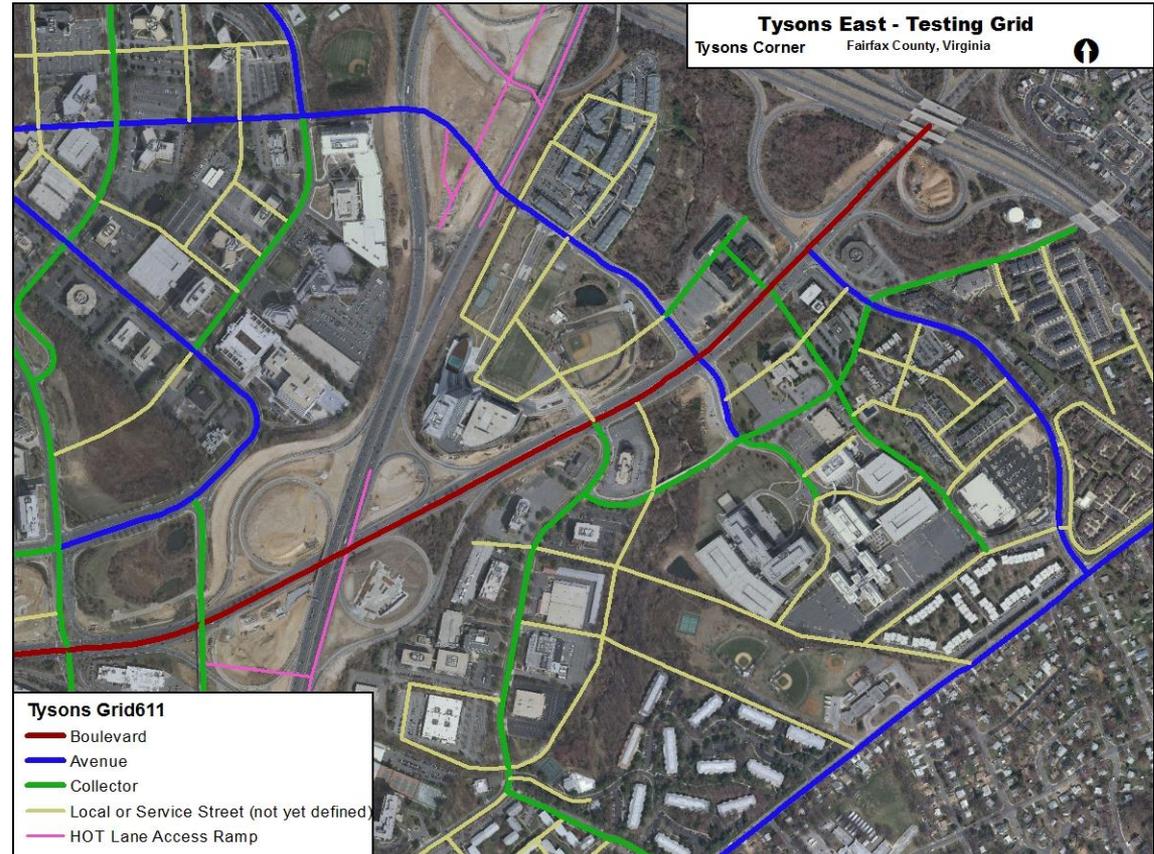


Refined Grid of Streets – Tysons East

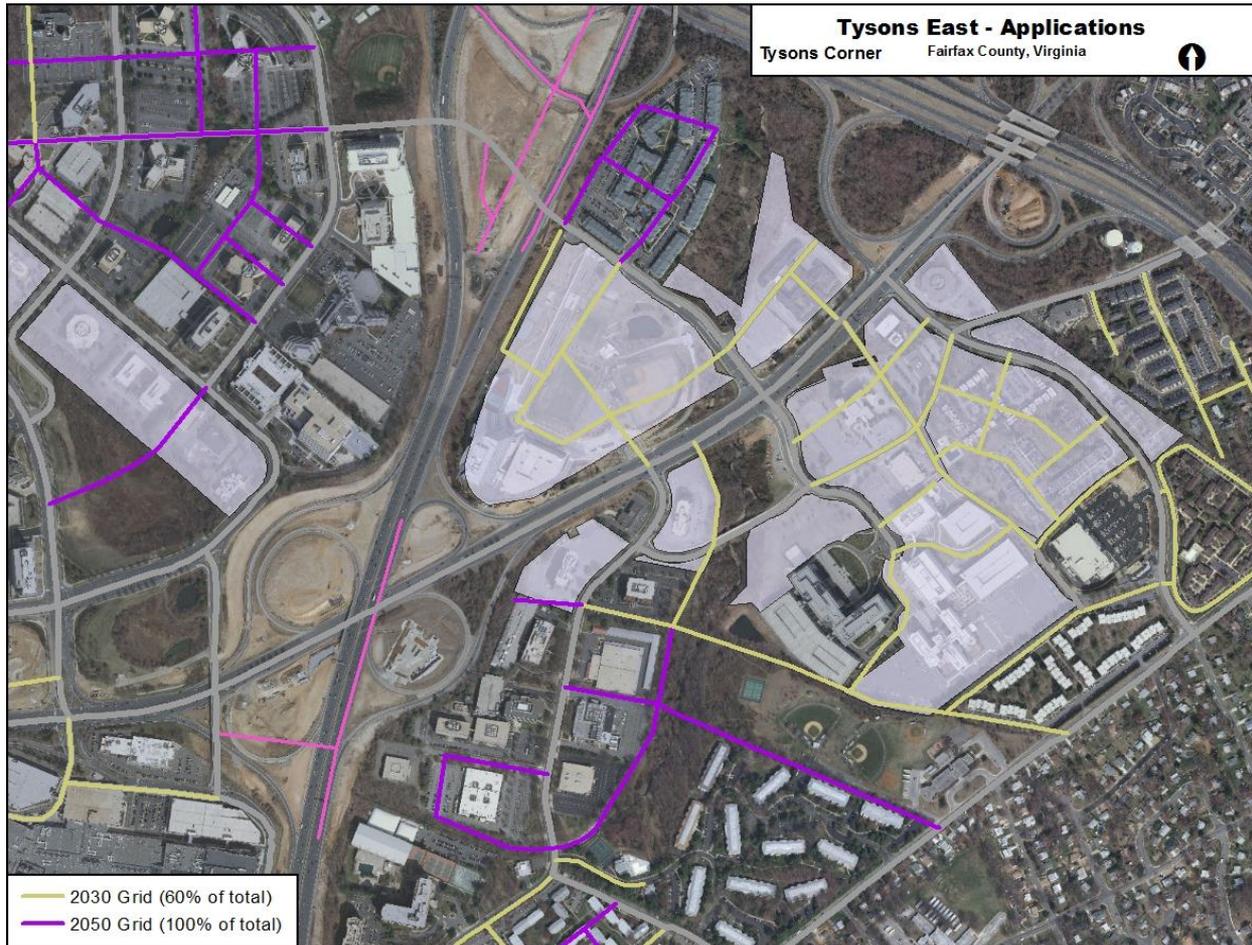
Refined grid being tested as part of Consolidated Traffic Impact Analysis (CTIA).

Overall approximately 96% of the Comprehensive Plan grid.

Within Tysons East District 3% reduction in centerline distance when compared to Comp Plan.



Refined Grid of Streets – Tysons East (cont.)



The Purpose of the CTIA (Consolidated Traffic Impact Analysis)

- Test grid of streets
 - Cost effectiveness
 - Acceptable level of traffic flow
 - Right-of-way requirements
- Test proposed level of development
- Perform micro-simulation to assess future traffic operations and opportunities for operational improvements

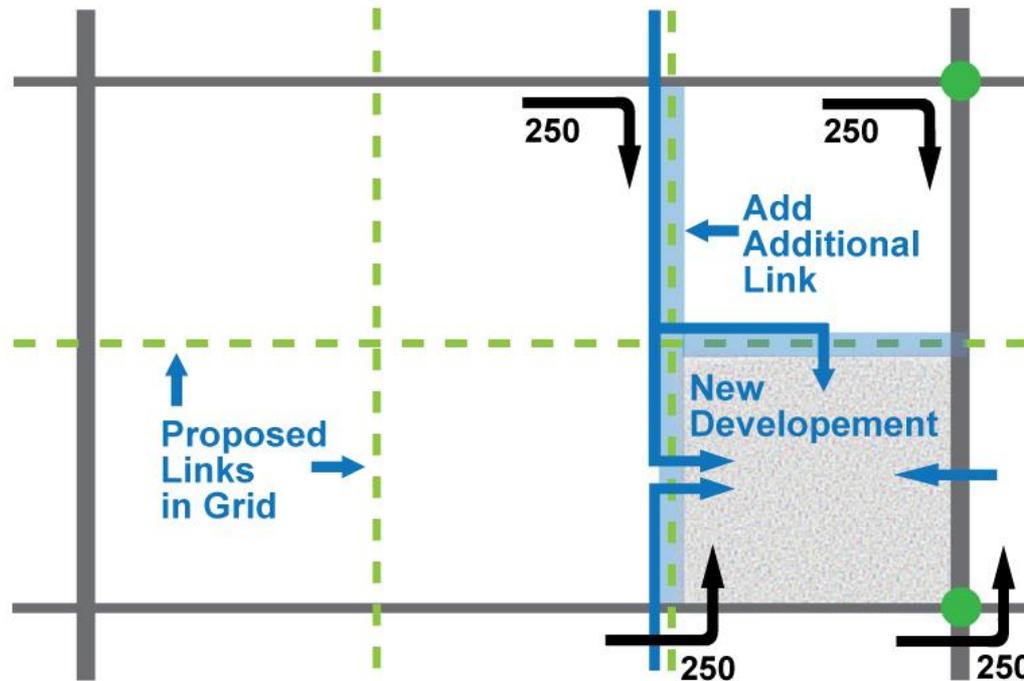
Developers Might Need Off-Site Grid Links



A.M. PEAK HOUR (SITE TRAFFIC FROM ONE DIRECTION)

Developers Might Need Off-Site Grid Links

Links (continued)

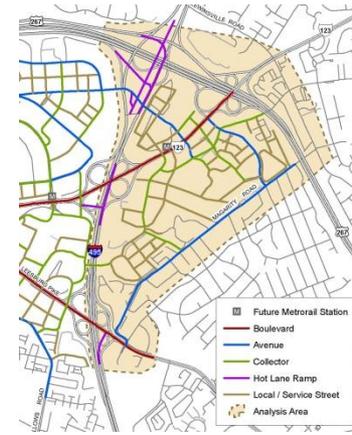


A.M. PEAK HOUR (SITE TRAFFIC FROM ONE DIRECTION)

CTIA Schedule

Tysons East

- CTIA well advanced
- Estimated completion: Dec. 2011



Tysons Central

- CTIA started
- Estimated completion: Jan./Feb. 2012



Tysons West

- CTIA kick-off meeting tomorrow
- Estimated completion: Jan./Feb. 2012





Staff Funding Proposal: Developers to Provide Grid of Streets

Reasons

- Developments need grid to accommodate traffic
- Traditionally developers have provided roads adjoining their property



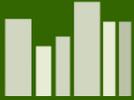
Neighborhood and Access Improvements

Neighborhood Improvements:

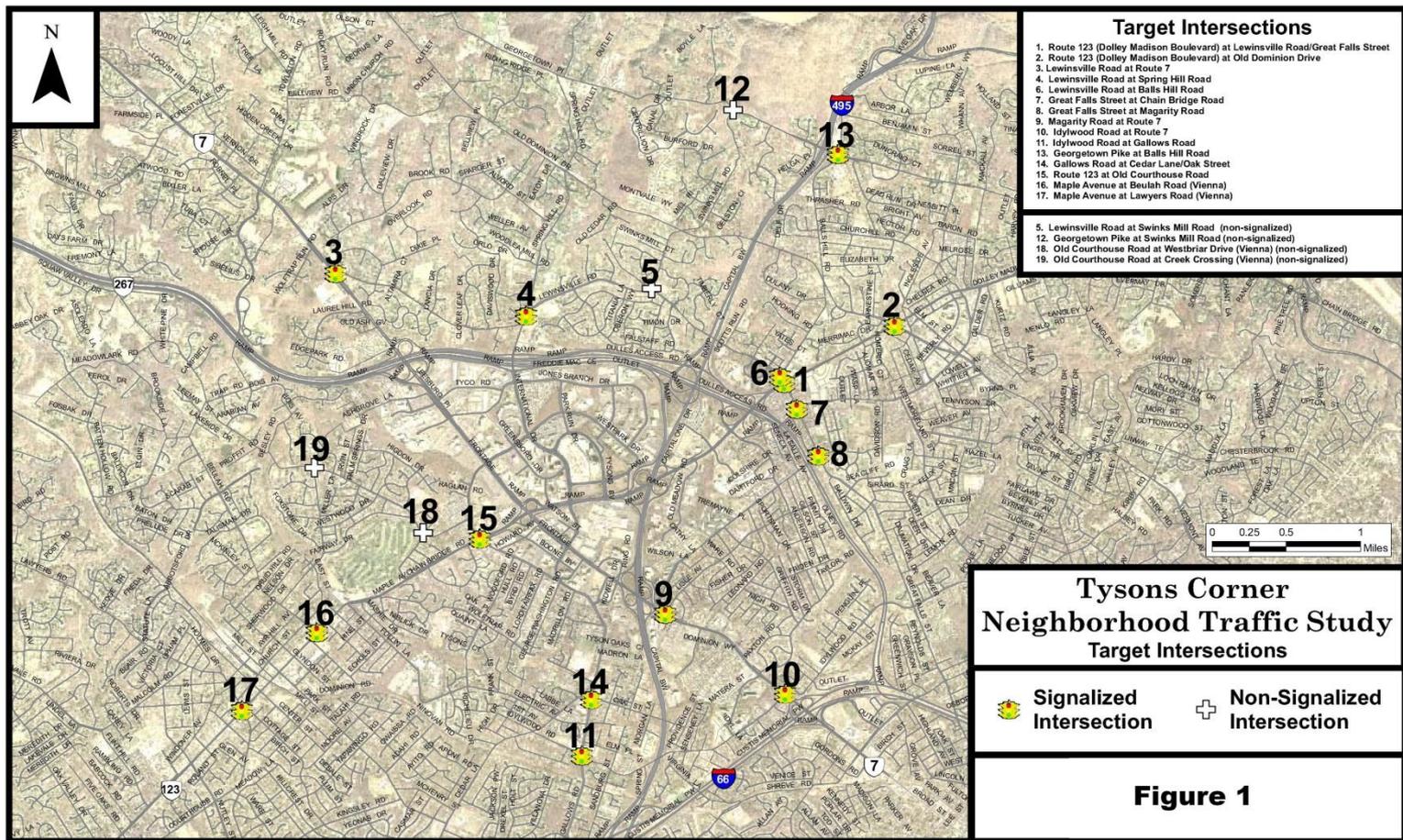
- Intersection improvements adjacent to Tysons

Access Improvements:

- Pedestrian and bicycle improvements as identified in the Tysons Metrorail Station Access Management Study (TMSAMS) and the Tysons Corner Bicycle Master Plan



Neighborhood Intersection Improvement Locations



Neighborhood Intersection Improvements: An Example





Neighborhood Intersection Improvements: Next Steps

- Meeting with stakeholders on proposed improvements resulting from Neighborhood Intersection Improvement Project
- Meet with Supervisors and others to determine intersections to be included for the next Neighborhood Improvement Project



Staff Funding Proposal: Public Sector to Provide Neighborhood Intersection Improvements

Reasons

- Outside Tysons
- Traditionally public sector provides spot intersection improvements not associated with a particular development

Access Improvements



Extensive Public Involvement to Determine:

- How 18 planned but unfunded **sidewalk projects** should be prioritized for implementation
- How 51 planned but unfunded **crosswalk projects** should be prioritized for implementation
- How 15 planned but unfunded **trail projects** should be prioritized for implementation
- Which corridors are of greatest importance to improve **bicycle connectivity**

Staff Funding Proposal: Public to Provide Some Access Improvements

Reasons

- At some high priority locations, property owners might not apply for rezoning
- Public sector often provides sidewalk and trail improvements



Questions?