FAIRFAX COUNTY PLANNING COMMISSION
TYSONS CORNER COMMITTEE
WEDNESDAY, DECEMBER 7, 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

COMMITTEE MEMBER ABSENT:
James T. Migliaccio, Lee District

OTHER COMMISSIONERS PRESENT:
James R. Hart, At-Large
Timothy J. Sargeant, At-Large

FAIRFAX COUNTY STAFF PRESENT:
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
Barbara A. Byron, Director, Office of Community Revitalization and Reinvestment (OCRR)
Scott Sizer, Revitalization Program Manager, OCRR
Barbara J. Lippa, Executive Director, Planning Commission Office
Kara A. DeArrastia, Clerk to the Planning Commission

OTHERS PRESENT:
G. Evan Pritchard, Esquire, Walsh, Colucci, Lubeley, Emrich & Walsh, PC
Hillary Zahm, Macerich – Real Estate
Jill Parks, Esquire, Cooley LLP
Kafia A. Hosh, Staff Writer, *The Washington Post*
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
Robert Whitfield, Dulles Corridor Users Group

ATTACHMENTS:
A. Tysons Plan Amendment, Board Follow-On Motions, dated June 22, 2010
B. Board Summary Item Number 29, "Tysons Corner Comprehensive Plan (Dranesville, Hunter Mill, and Providence Districts)," dated March 29, 2011
C. FCDOT Handout on Tysons-Wide Improvements, Neighborhood Intersection Improvements, and Funding Source Groupings for Tysons-Wide Improvements

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Chairman Walter L. Alcorn called the meeting to order at 7:08 p.m., in Conference Rooms 2/3 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 OCTOBER 12, 2011, BE APPROVED.

Chairman Alcorn seconded the motion which carried unanimously.

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REVIEW BOARD OF SUPERVISORS' CHARGE TO PLANNING COMMISSION

Chairman Alcorn called attention to the Board of Supervisors' follow-on motions on the Tysons Plan Amendment, dated June 22, 2010, and Board Summary Item Number 29, "Tysons Corner Comprehensive Plan (Dranesville, Hunter Mill, and Providence Districts)," dated March 29, 2011, as shown in Attachments A and B. He then read the following excerpt from page 25 of the March 29 Board Summary, "To develop some options for the Board to consider, Chairman Bulova moved that the Board direct the PC, working with staff, to develop an inclusive process to address Follow on Motion #1, related to financing infrastructure, as well as Follow on Motion #14, relating to options for providing commuter parking at Metrorail stations on an interim basis, and Follow on Motion #17 related to development of a County policy on walking distances in TODs and affordable housing contributions from non-residential developments; and that the PC return to the Board with its recommendations on how best to address those issues in September of 2011." He pointed out that Springfield District Supervisor Pat Herrity had also asked to amend this motion to include the Initial Development Level (IDL), which was accepted by the Board. Chairman Alcorn also read Follow-On Motion Number 1, which stated, "The Board directs staff to continue its work on potential arrangements for financing the public share of Tysons infrastructure improvements; to facilitate co-operative funding agreements with the private sector; and, to return to the Board with its recommendations. The Board further directs that this include funding for transit systems, including Metrorail. The Board strongly believes that public and private reinvestment in Tysons is both critical and responsible for ensuring that Tysons continues to be the economic engine for the County. The portion of revenue stemming from growth at Tysons that is proposed to be applied in Tysons should take into account the past and continuing contribution of Tysons to the County's economy."

In response to a question from Commissioner Hart, Chairman Alcorn indicated that in September 2011, the Planning Commission had submitted to the Board of Supervisors an interim progress report on Tysons-related activities.

Commissioner Lawrence said he believed that the Committee was on track in developing an inclusive process to address financing infrastructure. He stated that the Committee had also deconstructed staff's proposed public/private funding allocations for the categories of

transportation elements in Table 7 in the Tysons Corner Comprehensive Plan and would continue to work on reconstructing recommendations for a breakdown of the responsibilities for each component of Table 7.

In reply to a question from Commissioner Sargeant, Barbara Byron, Director, Office of Community Revitalization and Reinvestment (OCRR), said she thought that actions of the Committee thus far have aligned with the expectation of the Board of Supervisors. She noted that the Board also expected to receive alternatives from the Planning Commission. She indicated that staff planned to give a briefing of the Committee's progress to the Board members on January 17, 2012.

Commissioner Sargeant suggested that staff's proposal be presented as one of the alternatives. Ms. Byron pointed out that Board members had expressed concern with staff's proposal to specify percentages of public/private funding allocations; however, they were not opposed to the categories of transportation elements. She said the Board expected that the Planning Commission would develop a different proposal.

Commissioner Lawrence commented that recommending a fixed cost allocation ratio at this time would be meaningless.

Commissioner de la Fe said that rather than stating what the funding mix must be, it should be handled on a case-by-case basis.

Responding to a question from Commissioner Hart, Ms. Byron noted that Follow-On Motion Numbers 14 and 17 were scheduled to be discussed at the next Committee meeting on Wednesday, December 14, 2011. She stated that Commissioners had determined that the issues of the IDL and the financing of the transportation infrastructure were intrinsically linked; therefore, they had deferred making a recommendation until such time as it could be done in concert with a financing plan.

Commissioner Sargeant recommended that the Committee develop at least two options for a funding mechanism to provide flexibility for the Board's consideration. Chairman Alcorn said he anticipated that Commissioners would have the opportunity to discuss several options later this evening.

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PRESENTATION OF PRELIMINARY PRIVATE SECTOR FUNDING SOLUTION(S)

Chairman Alcorn asked about the status of the Tysons Partnership's discussions on possible private sector funding solution(s). Keith Turner, Chairman, Tysons Partnership Board of Directors, stated that the Partnership had met with staff to discuss the Table 7 improvements and associated construction costs. He noted that the Partnership had hired an outside financial consultant to identify actual construction costs with input from industry experts. He explained that the Tysons Partnership was awaiting the recommendations of the Committee regarding the

allocation of responsibility for the Tysons-wide transportation improvements to develop possible private sector funding solution(s). Mr. Turner indicated that the Partnership's Finance Council would present a preliminary approach at the Partnership Board of Directors' meeting on December 8, 2011.

Replying to questions from Commissioner Sargeant, Chairman Alcorn said the Board of Supervisors expected the Planning Commission to present its recommendations by April 2012. Mr. Turner noted that the Tysons Partnership would present its options to the Committee in advance of this deadline. Commissioner Sargeant said sufficient time should be built into this process to enable the Committee to review the Partnership's options prior to finalizing its recommendations.

Answering a question from Commissioner Hart, Ms. Byron indicated that a public hearing date on the next Tysons Corner development application to be heard by the Planning Commission had not yet been scheduled. Commissioner Hart pointed out that this was an important variable to consider because the next case should not be heard before the financing plan was approved by the Board of Supervisors. Chairman Alcorn said he thought that RZ/FDP 2010-PR-021 and PCA 92-P-001-08, submitted by Capital One Bank (USA) National Association, might be heard by the Commission in May 2012.

In response to comments by Commissioners Lawrence and de la Fe, Ms. Byron discussed some of the issues staff was working with applicants to resolve during the Tysons applications review process.

Commissioner Sargeant asked whether it was possible for the Tysons Partnership and the Committee to reach consensus on draft recommendations so they were available for discussion in March 2012. Chairman Alcorn said he believed that this had already been accounted for in the Committee schedule.

Commissioner Lawrence explained that results from the Comprehensive Transportation Impact Analyses (CTIAs) for Tysons East, Tysons Central 7, and Tysons West would help identify the development projects that had priority, if any, which would in turn, identify what needed to be addressed first regarding impact on the Tysons-wide transportation projects. He said he thought that the issue of identifying and using a nexus between transportation improvements and development applications, where applicable, had been sufficiently addressed. He then questioned the effect of cases involving concurrent issues of the nexus and funding the necessary off-site grid links would have on Tysons-wide projects and their assumed priority.

Addressing the priority issue, Thomas Biesiadny, Director, Department of Transportation (FCDOT), explained that based on the George Mason University's High Forecast for Growth in Tysons, all of the Table 7 improvements would need to be completed by the year 2030 to manage the expected level of traffic, although the exact order of the improvements might vary depending on the expectation of individual developments.

Responding to a question from Chairman Alcorn, Mr. Biesiadny confirmed that the Tysons-wide transportation improvements had been memorialized in the Tysons Corner Comprehensive Plan.

Commissioner Lawrence noted that his "Tysons Kube 0.1" concept that he had initially presented at the Committee meeting on October 12, 2011, included project priority as a critical area in funding. (A copy of this document is in the date file.)

Chairman Alcorn expressed appreciation for the work of the Tysons Partnership. Mr. Turner said he would present to the Committee an update on the Partnership's progress early next year.

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CONTINUATION OF COMMITTEE DISCUSSION FROM NOVEMBER 16 OF RESPONSIBILITY FOR TYSONS-WIDE TRANSPORTATION IMPROVEMENTS

Mr. Biesiadny explained that FCDOT staff had prepared the handout entitled, "Tysons-Wide Improvements, Neighborhood Intersection Improvements, and Funding Source Groupings for Tysons-Wide Improvements," as shown in Attachment C, to respond to the Committee's requests for additional information.

Daniel Rathbone, Chief, Transportation Planning Division, FCDOT, reviewed the tables under the heading, "Tysons-Wide Transportation Improvements: Costs, Percentage Tysons Traffic, Classification, Funding Role;" the "Tysons-Wide Road Projects: 2013-2050" map; and the "Neighborhood Intersection Improvements (All Outside Tysons)" chart on pages 2 through 4 of the handout.

Chairman Alcorn said the general labels of public versus private funding should be more specific, as depicted in the "Tysons-Wide Transportation Improvements (2013 to 2030): Funding Source Groupings" outline on page 5 of the handout. He explained that the Committee was attempting to allocate responsibility for the Tysons-wide improvements in a qualitative way according to this set of funding source groupings. He then reviewed the identified sources of general taxpayer, developer and commercial landowner, and user fee funding groupings.

Commissioner de la Fe suggested that the "Sources of 'user fee' funding" grouping also include road tolls to enter Tysons Corner. Chairman Alcorn agreed with this suggestion.

Chairman Alcorn pointed out that the funding source groupings represented general categories for responsibility allocation for the Tysons-wide projects and options could be derived from these groupings.

Commissioner Lawrence said he thought that each project would entail a composite of funds from several sources that would vary throughout the life of the project. He recommended that one set of options represent the "first cut" composite as the natural order of priority in obtaining funds for a project and another set of options represent a secondary plan of action to help keep the project moving forward in the event that funding from a particular source dried up. He

explained that where backup funding must be provided, in particular if from a different sector (i.e. public versus private), the situation would be highlighted as "exception funding," so that any need for compensating action was tracked.

Mr. Biesiadny pointed out that it was likely that most projects would have multiple funding sources and those sources would change over the life of the project.

Commissioner Lawrence commented that one element of this process should involve periodic consultation and communication with the private sector through the Tysons Partnership regarding a prospectus for funding sources. He said this would enable each individual development to be phased to transportation improvements.

Commissioners briefly discussed the responsibility of the State as the first priority source of "general taxpayer" funding.

Answering questions from Commissioner Sargeant, Mr. Biesiadny indicated that staff anticipated that 30 percent of the engineering design work for Project Number 3 (Extension of Jones Branch Connection to inside I-495) would be completed in August 2012 and if funding became available in September 2012, this significant project could move forward regardless of whether any development occurred. He explained that it was envisioned that the public sector, starting with local, would lead the initial funding to initiate project design and preparation for right-of-way construction, but that this would ultimately be replaced by private sector funding as development occurred over the next 20 years.

In response to a comment by Commissioner de la Fe, Mr. Biesiadny pointed out that the Board of Supervisors had included requests for funding specific Tysons transportation projects in both its 2012 Federal and State legislative programs.

Commissioner Lawrence said he thought that there was widespread consensus that the State owed the County the funds necessary to support public road improvements.

Chairman Alcorn suggested that staff follow its standard process of always seeking transportation funding from State and Federal sources first, and when that was not available, then alternative sources, including local, were considered.

In reply to questions from Commissioner Sargeant, Ms. Byron explained that at the request of the Board of Supervisors, the County Executive and other staff were developing a holistic funding plan that would balance the infrastructure and public facility needs of Tysons against those of the rest of the County. She noted that the Board would consider this proposal at its Strategic Planning Retreat, which was scheduled for February 6-7, 2012. Mr. Biesiadny added that the Board would adopt a six-year Capital Improvement Program (CIP) in April 2012, which was expected to include Tysons projects. He said the CIP was re-evaluated every year, which provided flexibility in case changes were needed to accommodate new public revenue sources.

Chairman Alcorn reminded everyone that the County was being asked to approve pending applications that were asking for development rights that far exceeded the 20-year planning horizon. Commissioner Sargeant said he recognized that the Committee's recommendations would ultimately reflect this, but he expressed concern about how accurate and effective they would be in the near term as applied funding sources.

Responding to questions from Commissioner Donahue, Mr. Biesiadny and Ms. Byron discussed the following:

- Staff had examined each of the Tysons-wide transportation projects and scheduled their implementation according to priority and availability of funding;

- Staff used a worst case scenario approach in analyzing funding sources and formulated a contingency plan for the appropriation of funds to help fulfill needs;

- Staff recognized that new or different sources of funding would become available over time; and

- While the County might be able to front the money for some of these projects to get them underway, the County could never be capable of fully funding any of these projects.

Commissioner Lawrence said the selected process must recognize that for the initial years, there probably would be a significant difference between the forecast for growth and the actual market absorption in Tysons or other areas in the County. He noted, however, that he recognized the need to start planning and seeking funds for the road improvements. Mr. Biesiadny pointed out that when the economy began to improve, growth would likely occur at a rapid rate.

Replying to a comment by Commissioner Donahue, Ms. Byron stated that projects with investments and sufficient engineering design work completed tended to receive additional State and Federal funding. Mr. Biesiadny added that shovel-ready transportation projects, particularly those that could stimulate the economy, were more likely to receive Federal funding.

Chairman Alcorn pointed out that Project Numbers 2 (Boone Boulevard Extension west from Route 123 to Ashgrove Lane) and 5 (Greensboro Drive Extension west from Spring Hill Road to Route 7) were new roads that were expected to support among the highest percentages of Tysons-specific generated traffic of all the Tysons-wide improvements. He recommended that these projects be primarily, if not wholly, developer and commercial landowner funded because they were included in the previous Comprehensive Plan and represented a clear nexus with future redevelopment. Commissioner de la Fe agreed with this recommendation, noting that these projects were also part of the grid of streets.

Answering questions from Commissioner Hart, Mr. Rathbone noted that staff would investigate why the estimated 77 percent of Tysons traffic over a weekday increased to 92 percent of Tysons traffic during the peak period for Project Number 3 (Extension of Jones Branch Connection to inside I-495). He said the Table 7 improvements were based on peak period traffic analysis,

which staff believed drove the additional capacity and any recommendations should therefore, be based on peak period traffic.

Following a brief discussion among Commissioners, Mr. Turner, and Mr. Rathbone regarding the 2013 to 2030 Tysons-wide improvements mostly inside Tysons, it was the general consensus of the Committee that Project Numbers 2 and 5 should be primarily, if not wholly, developer and commercial landowner funded, and Project Number 3 should be primarily developer and commercial landowner funded, with user fee support.

Chairman Alcorn stated that staff would incorporate the Committee's recommendations into a strawman document wherein the Commissioners would review and determine whether the recommendations for each project line item made sense.

Commissioners, Mr. Turner, Mr. Biesiadny, Mr. Rathbone, and Mark Zetts, Co-Chairman, McLean Citizens Association's Planning & Zoning Committee, next discussed Project Number 14 (I-495 Overpass at Tysons Corner Center), which was intended to accommodate buses, bicyclists, and pedestrians only.

G. Evan Pritchard, Esquire, Walsh, Colucci, Lubeley, Emrich & Walsh, PC, questioned whether the associated percentages of traffic in and out of Tysons should be the basis of whether a particular project should be private and commercial landowner funded. He commented that this approach could potentially penalize the applicants of transit-oriented development proposals intended to help mitigate traffic problems, while the owners of existing developments that generated considerable traffic who chose not to redevelop would not be asked to contribute in certain circumstances. He said it would be more appropriate to consider the projects that were in the previous Comprehensive Plan versus the projects that were added to the new Tysons Plan.

Chairman Alcorn pointed out that it had been an oversight that the previous Comprehensive Plan did not contain a plan for financing the improvements. He also noted that a majority of the land in Tysons had not been rezoned before the previous Plan. He said he thought that all commercial landowners should support these Tysons-wide projects because they were necessary in ensuring that the infrastructure in Tysons functioned properly for the benefit of the entire community.

In response to questions from Mr. Pritchard, Ms. Byron explained that staff had applied the same principle of using a geographically defined area and the estimated percentage of traffic to be generated by a development within that area when allocating responsibility for road improvements in other redevelopment areas in the County, such as Fairfax Center. Mr. Biesiadny pointed out that the Fairfax Center developers had largely paid for the internal roads that served traffic within, into, and from that development. Ms. Byron added that this had essentially used a similar traffic percentage calculation as was being employed for the Tysons-wide transportation improvements.

Commissioner Lawrence cited a challenge wherein certain sites would not redevelop in the near term or substantively, especially those outside of the Metrorail station areas. He therefore,

emphasized the importance of developing an inclusive process to receive broad input on financing the Tysons infrastructure improvements from all commercial landowners in Tysons.

In reply to a question from Commissioner Sargeant, Chairman Alcorn indicated that Project Numbers 2, 3, and 5 were likely to be located within or adjacent to future redevelopment sites. Commissioner Sargeant pointed out that when these redevelopments were built, the developers would be responsible for paying for some of the necessary transportation improvements.

Responding to another question from Commissioner Sargeant, Mr. Biesiadny said all the Tysons-wide transportation improvements were needed to help maintain traffic flow in Tysons.

Commissioner Sargeant commented that the projects that were needed regardless of the level of development and were not directly connected to a commercial development proposal would probably have a public funding component greater than commercial investment. Commissioner Lawrence concurred with this comment. He said he recognized that building up certain funding source groupings would require substantial time and occur at a variable rate that could not be predicted because growth would be in spurts. He suggested that the Committee develop a limited set of options that addressed the scenario where all projects had to start immediately by identifying those sources that were presently responsible for public roads and not associated with a specific site. He asked whether there were other assumptions besides the forecast growth rate that could be made as a starting point.

Commissioner Sargeant recommended that the Tysons-wide projects be financed incrementally through sources, such as a special tax district or parking fees, which would change over time as other appropriate funding sources became available. He, however, cautioned that the County should not wait for such sources to emerge as development occurred as this would be a lengthy process. He explained that a combination of various funding sources should be explored so that projects were not solely dependent upon on developer and commercial landowner funding.

Chairman Alcorn commented that over time it was possible to set up a structure wherein a public source financed a particular improvement, which would later be reimbursed by a private source. He said he thought that this exercise was important for examining the overall responsibility balance.

Commissioner Lawrence explained that since public funds would be expended upfront for these improvements, parking revenues could be used as a method to recoup or balance out the public funds.

Commissioner Sargeant noted the importance of achieving consensus between the public and private sectors on the funding sources for a specific project to include incremental public investment followed by return on investment.

Chairman Alcorn commented that the developer, commercial landowner, and general taxpayer sources all shared a common interest to acquire more money from State and Federal sources. He said he believed that Project Numbers 1, 6, 9, 10, 11, 13, and 14 should be primarily developer

and commercial landowner funded over time (cash flow notwithstanding), with support from user fee revenue and State and Federal funding over time for public roads.

Answering a comment by Commissioner Hart, Mr. Biesiadny explained that primary responsibility of the mostly inside Tysons improvements to the developers and commercial landowners within Tysons implied that those funds would occur over time, but the public sector would still fund these improvements in advance, which would later be repaid by developer and landowner contributions.

Replying to a comment by Chairman Alcorn, Fred Selden, Director, Department of Planning and Zoning, clarified that the previous Comprehensive Plan had included rail options and certain developments that generated the need for those facilities were also currently being considered for redevelopment. He stated that the current Plan for Tysons exceeded what the previous Plan had laid out in terms of intensities around the Metrorail stations.

In response to a question from Commissioner Lawrence, Mr. Biesiadny noted that the column labeled, "Most Probable Locations Where the Fed [Federal Government] and MWAA [Metropolitan Washington Airports Authority] Can Play a Funding Role," identified the Routes 7 and 123 projects as likely recipients of outside funding sources because they were National Highway System roadways and qualified specifically for Federal funding.

Chairman Alcorn stated that it was the general consensus of the Committee that Project Numbers 1, 6, 9, 10, 11, 13, and 14 should be primarily developer and commercial landowner financed with overall support from the State and specific support from Federal and/or MWAA funding as indicated in the "Most Probable Locations Where the Fed and MWAA Can Play a Funding Role" column.

Replying to a question from Mr. Turner, Chairman Alcorn suggested that primarily developer and commercial landowner funding indicated 75 percent on average across projects.

Chairman Alcorn requested that staff apply dollar amounts to the apportionment of qualified responsibility for each Tysons-wide project as recommended by the Committee. Commissioner de la Fe also suggested that these dollar amounts be indexed to the current year. Mr. Biesiadny indicated that the 2009 dollar cost estimates would be updated to current dollars. Mr. Rathbone said staff would present the revised cost estimates at the Committee meeting scheduled for Thursday, January 19, 2012.

In reply to a question from Mr. Zetts, Mr. Rathbone explained that as part of the Circulator Study, staff was testing preliminary circulator routes, which might utilize the I-495 Overpass at Tysons Corner Center (Project Number 14) and potentially drive this particular connection and effectively increase its priority. He noted that staff would seek public feedback on the circulator routes.

Following a brief discussion among Commissioners and Mr. Selden regarding Project Number 14, Chairman Alcorn suggested that staff note that this project should rely less on developer and

commercial landowner funding than certain other projects. He said it would be helpful if staff could prepare the specific dollar amounts for each project and explain any deviations in the notes.

Next addressing the 2013 to 2030 Tysons-wide improvements mostly outside Tysons, it was the general consensus of the Committee that Project Numbers 7, 8, 12, and 15 should be primarily general taxpayer funded but with support from developers, commercial landowners, and user fees where appropriate, except for Project Number 4 (Route 7 Widening from the Dulles Toll Road to Reston Avenue), which should be entirely State responsibility at this time.

Chairman Alcorn called for speakers from the audience to comment on the Committee's recommendations thus far.

Mr. Turner commented that the amount of traffic inside Tysons would always be high because it was such a large city. He questioned whether allocating the primary source of responsibility for a project with a higher percentage of traffic to developers and commercial landowners in Tysons was a valid, rational, and appropriate approach.

Answering questions from Mr. Turner, Chairman Alcorn explained that the primary rationale for the Committee's recommendations was that improvements inside Tysons should be primarily the responsibility of the developers/landowners within Tysons; whereas, improvements outside Tysons should be primarily the responsibility of general taxpayers. He said that this essentially provided the opportunity for the private sector to work with the public sector to lobby for more State financing of infrastructure improvements in Tysons.

Mr. Turner expressed the following concerns:

- Commissioners and staff should be aware of the cost burdens collectively imposed on the developers to support other public facilities and infrastructure improvements, and an assessment should be performed to determine whether such burdens produced a competitive disadvantage to redevelop in Tysons or hindered growth;

- It was difficult to establish a Tysons-wide tax district when certain landowners who did not plan to redevelop refused to join because they did not believe they would derive any benefit; and

- Certain projects would benefit particular areas in Tysons more than others; therefore, some landowners had questioned why they should pay for those projects that would not directly benefit their property.

Addressing Mr. Turner's concerns, Chairman Alcorn said he recognized the challenge in determining how broad the burden should be borne across Tysons. He commented that the smaller the number of properties within the tax district, the bigger the burden that tax district would need to bear depending upon the disbursement of the private sector financing, which could be construed as a negative reinforcement to establishing the tax district.

In reply to a comment by Chairman Alcorn, Mr. Biesiadny confirmed that certain Tysons-wide improvements would probably benefit particular parts of Tysons more than others; however, he noted that the entire package of improvements would be beneficial to every property within Tysons.

Mr. Biesiadny and Mr. Rathbone briefly addressed questions from Mr. Zetts regarding Project Numbers 7 (Dulles Toll Road Westbound Collector Distributor) and 8 (Dulles Toll Road Eastbound Collector Distributor).

Referring to his "Tysons Kube 0.1" concept, Commissioner Lawrence described the prospectus for funding sources as containing the following elements:

- Funding authority;
- Program(s) (present, future): name, description, information contact;
- By program: scope/scale;
- By program: eligibility criteria, lead time required; and
- By program: capture probability (low, medium, high).

Commissioner Lawrence also emphasized the importance of regularly keeping this prospectus up-to-date to reflect appropriate focal points for funding.

Answering a question from Commissioner Sargeant, Mr. Biesiadny explained that staff would develop examples of how apportionment of responsibility could be assigned, based on the preliminary guidance provided thus far by the Committee, and also indicate current dollar cost amounts.

Commissioner Sargeant suggested that staff conduct a needs assessment of the internal transportation projects and incremental financing, starting with public sector sources for certain projects over a defined time period, as the basis of an implementation strategy. He said this would be helpful in identifying which projects would be beneficial regardless of their proximity to a development site.

Chairman Alcorn said he thought that an implementation strategy recommendation that supported the proposed financing plan was completely appropriate. Mr. Biesiadny agreed with this statement.

Replying to a question from Mr. Biesiadny, Commissioner Sargeant commented that while all the Tysons-wide transportation improvements were deemed beneficial to the entire area, certain improvements were needed to maintain efficient traffic flow in Tysons regardless of the level of development. He recommended that public sector funding for those projects that generally had a more immediate public benefit be implemented initially and later blended with private sector funding to accommodate the need to build up the financial foundation in Tysons.

Mr. Biesiadny noted the difficulty staff had in calculating a total dollar figure for the developer/landowner responsibility as opposed to developing a strategy for implementing the proposed financing plan.

Commissioner Lawrence reiterated that his "Tysons Kube 0.1" concept would contain the following three axes: 1) list of projects, 2) composite list of funding sources, and 3) years; the contents of which would change over time. He said this funding mechanism should be fair but realistic in how it addressed the burden of responsibility to achieve consensus among the private and public sectors.

Mr. Biesiadny stated that staff could provide examples of different implementation approaches. Chairman Alcorn said this would be helpful.

Addressing the 2030 to 2050 Tysons-wide improvements, Chairman Alcorn recommended that Project Numbers 16 (I-495 Additional Lane - Outer Loop between Route 7 and I-66) be primarily the responsibility of general taxpayers and 17 (Dulles Toll Road Ramp to Jones Branch Drive) be primarily the responsibility of the developers/landowners within Tysons. The Committee agreed with this recommendation.

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The meeting was adjourned at 9:52 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 25, 2012

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

Tysons Plan Amendment
Board Follow-On Motions
June 22, 2010

Final version as amended by the Board

After recommending the Plan amendment for the Tysons Corner Urban Center at its May 27, 2010 meeting, the Planning Commission approved 16 add-on motions. These motions recommended Board actions relating to Plan implementation, including infrastructure funding, the Tysons Partnership, legislative items, plan monitoring, transportation and public facilities planning, and potential amendments to the Policy Plan.

The following Board motions address the recommendations of the Planning Commission and add to them additional implementation items, including multi-modal access to the Metro stations, urban design guidelines, staffing issues, and flexibility in the review of zoning applications of exceptional merit.

1. The Board directs staff to continue its work on potential arrangements for **financing** the public share of Tysons infrastructure improvements; to facilitate co-operative funding agreements with the private sector; and, to return to the Board with its recommendations. The Board further directs that this include funding for transit systems, including Metrorail. The Board strongly believes that public and private reinvestment in Tysons is both critical and responsible for ensuring that Tysons continues to be the economic engine for the County. The portion of revenue stemming from growth at Tysons that is proposed to be applied in Tysons should take into account the past and continuing contribution of Tysons to the County's economy

2. The Board directs staff to work with stakeholders to produce the necessary organizational and resource requirements for the **Tysons Partnership** by October 15, 2010 so that it is positioned to be in place prior to any redevelopment activity in Tysons. This should include the aspects of the Partnership presented previously, such as BID-like functions, Transportation Management Association functions and development advisory services.

3. The Board recommends that the Tysons Partnership initiate a process to review and potentially change **district names** to enhance community character and identity.

4. The Board recommends that the Tysons Partnership work with Tysons landowners, County agencies, non-profit housing organizations, and interested private entities to establish options for workforce and affordable housing and to help develop options for meeting the **workforce and affordable housing** elements of this Plan by establishing off-site options for developers when the cost of constructing workforce housing in high rise developments is cost prohibitive. The Tysons Partnership should report back to the Board by January 2011 on the status of these efforts.

5. In order to create a greater sense of community for the residents of Tysons, a **residential organization** that represents all of the residential stakeholders and entities in Tysons should be established.

6. The Board directs staff to make recommendations to the Legislative Committee on **financial incentives**, such as tax abatement, that can offset the initial cost and help to encourage green buildings, especially at the LEED or equivalent Gold and Platinum levels; and the authority to require adequate public facilities as a condition for development in urban areas like Tysons.

7. The Board directs that staff report annually or as requested on the various aspects of the Plan that call for periodic **monitoring**, particularly in regard to the information needed to determine when it is appropriate to increase the initial development levels for office uses set forth in the Plan, based on the criteria outlined in the Plan as well as the pace of actual redevelopment.

8. The Board directs staff to commence the planning and operational analysis necessary to implement the higher priority **transportation** facilities listed in the Plan table titled "Transportation Infrastructure, Programs, and Services, As They Relate to the Level of Development in Tysons."

9. The Board directs staff to begin planning for long-term mass **transit** projects in and around the area, to include investigating a new north-south transit corridor that serves Tysons, and to accelerate all planning and efforts for the extension of mass transit on I-66.

10. The Board directs staff to work with representatives of communities adjacent to Tysons to formulate policies and procedures for addressing **traffic congestion**, including measurable strategies to be included as part of the overall plan monitoring.

11. The Board directs staff to issue an RFP for the **circulator** study and bring the results of that study to a future Board transportation committee meeting for discussion. In the circulator study and other future studies, such as the one on Enhanced Public Transportation Corridors, the Board directs staff to include consideration of dedicated transit lanes on Route 7 and other roads in and around Tysons and tie into the mass transit and HOV coming off the HOT lanes on 495 .

12. The Board applauds the work already begun on operational analysis of the **grid of streets** and directs staff to continue with this effort, particularly in the vicinity of the intersection of Greensboro Drive and Spring Hill Road.

13. The Board directs staff to continue the work already begun on the Tysons Metrorail Station Access Management Study (**TMSAMS**) under the guidance of the Stakeholder Advisory Group, and directs the TMSAMS to engage the public in identifying and prioritizing projects that provide multi-modal access to the four new Metrorail Stations in Tysons Corner.

14. The Board directs staff to explore options for providing **commuter parking** at Metrorail station(s) in Tysons Corner on an interim basis until Tysons development reaches a level where such commuter parking is not practical or desirable.

15. The Board directs staff to bring to the Board an **official map** of those streets associated with the first rezoning to the Planned Tysons Corner Urban Center (PTC) district. The official map should be adopted concurrently with the rezoning or as soon as possible subsequent to the rezoning and should include existing streets and future street alignments that have been conceptually engineered. The Board further directs staff to bring forward amendments to the official map associated with subsequent rezonings when such are required to address the alignments of new or modified streets that have been conceptually engineered.

16. The Board directs staff to bring to the Board for adoption an official map of **public facilities** concurrently with the first rezoning to the Planned Tysons Corner Urban Center (PTC) district. The official map should include the locations of existing and planned public facilities, including parks and athletic fields, that have been identified within the district or subdistrict of the rezoning application. The Board further directs staff to bring forward amendments to the official map with subsequent rezonings when such are required to reflect the locations of additional public facilities as they are identified.

17. The Board directs staff to bring back to the Board an evaluation of two possible changes to the **Policy Plan**, one of which would modify the County's workforce housing policy to encourage monetary contributions to affordable and workforce housing from future non-residential development; and, the other would modify the Transit Oriented Development policy to incorporate specific conditions related to walking distance from station entrances rather than station platforms.

18. The Board directs staff to prepare, in coordination with appropriate stakeholders, the **urban design guidelines** manual that expands upon, and provides additional detail on the urban design elements contained in the Plan.

19. The Board directs staff to assess the need for dedicated staffing and **staff resource** requirements for development applications, plan monitoring and other activities necessary to implement the Plan for Tysons and return to the Board with its recommendation.

20. The Board directs staff to be **flexible** when reviewing projects that include minor deviations from a strict interpretation of the Plan if such projects exhibit excellence in architecture and urban design; contribute significantly to the urban nature of Tysons; meet transportation and public facility guidelines; and, on balance, meet the objectives of the Plan.

- Invite representatives from the Health Department to appear before the Board to receive a proclamation recognizing "*Mosquito Control Awareness Week*" in Fairfax County.

- Invite representatives from Neighborhood and Community Services, the Office of Public Private Partnerships, and many of their other wonderful partners to appear before the Board to receive recognition for the "Stuff the Bus" program.

- Publicize April as "*Serving Our Veterans, Armed Forces, and Their Families Month*" in Fairfax County.

- Prepare and send a Proclamation to the Institute of Internal Auditors chapter in Northern Virginia recognizing "*Internal Audit Awareness Month*" in Fairfax County.

- Invite representatives from the Countywide Initiative to Reduce Underage Drinking to appear before the Board to receive a proclamation recognizing their efforts in the County.

- Prepare and send a proclamation to Volunteer Fairfax recognizing this year's County Volunteer Service Awards being held on April 14.

- Prepare and send a proclamation to the Office for Children and the Department of Family Services recognizing "*Child Care Professionals Appreciation Week*" in Fairfax County.

Without objection, it was so ordered.

29. **TYSONS CORNER COMPREHENSIVE PLAN (DRANESVILLE, HUNTER MILL, AND PROVIDENCE DISTRICTS)** (12:15 p.m.)

In a joint Board Matter with Supervisor Foust, Supervisor Hudgins, and Supervisor Smyth, Chairman Bulova said that almost a year ago the Board adopted a bold vision for the transformation of Tysons Corner. When the Board approved the plan, it also approved a series of follow on motions. The majority of these motions were forwarded to the Board by the Planning Commission (PC). These motions provided direction to staff to flesh out the issues associated with transforming the vision into a reality.

Chairman Bulova said that work began on the follow on motions upon adoption of the plan. Some of them have been completed, and work on the others is underway. For example, this spring approval was received from the US Postal Service for the use of Tysons Corner, or Tysons, as an official mailing address. The private sector has come together to form the Tysons Partnership, which made

a presentation at the Board's January 25 meeting. The Board recently approved the contract award for the circulator study, and the Tysons Metro Station Access Management Study has been conducting public outreach.

Staff has also either received or is aware of 12 development proposals for Tysons Corner. Many of these proposals are in the initial stages of the approval process. So far 9 have been submitted, and 6 have been accepted by staff.

Given the countywide implications for redevelopment at Tysons, the importance of the implementation plan to ensuring achievement of the vision, and the long history of community engagement in the Tysons process, Chairman Bulova asserted that the Board and the public must be kept informed of the County's progress on the implementation of the plan. To this end she asked that the Board be presented with an overview of the rezoning applications, and the status of the follow on motions along with a plan for community outreach at the April 12 meeting of the Revitalization Committee. Several of the follow on motions are policy issues that require a forum within which to address the views of the various stakeholders.

The plan and strategy for financing infrastructure, development of a County policy on walking distances in transit-oriented development (TOD) areas, options for providing commuter parking on an interim basis at the stations, and affordable housing contributions from non-residential development are the major policy issues from the follow on motions that the Board needs to address. Chairman Bulova said that the PC did an outstanding job bringing the public and private sector to the table to work through difficult policy issues when staff was writing the plan amendment.

To develop some options for the Board to consider, Chairman Bulova moved that the Board direct the PC, working with staff, to develop an inclusive process to address Follow on Motion #1, related to financing infrastructure, as well as Follow on Motion #14, relating to options for providing commuter parking at Metrorail stations on an interim basis, and Follow on Motion #17 related to development of a County policy on walking distances in TODs and affordable housing contributions from non-residential developments; and that the PC return to the Board with its recommendations on how best to address those issues in September of 2011. This motion was multiply seconded.

Supervisor Herrity asked to amend the motion to include the initial development level in the briefing, and this was accepted.

The question was called on the motion, as amended, and it carried by a vote of nine, Supervisor Frey being out of the room.

Vice-Chairman Gross returned the gavel to Chairman Bulova.

Tysons-Wide Improvements

(Costs, Percentage Tysons Traffic, Classification, Funding Role)

Neighborhood Intersection Improvements

(Percentage Tysons Traffic)

Funding Source Groupings for Tysons-Wide Improvements

Planning Commission Tysons Committee

Wednesday, December 7, 2011

Tysons Wide Transportation Improvements: Costs, Percentage Tysons Traffic, Classification, Funding Role

(December 7, 2011)

2013 to 2030 Tysons-Wide Improvements Mostly Outside Tysons

Project #	Description	Project Cost (2009 $s, millions)	Percentage Tysons Traffic Over a Weekday	Percentage Tysons Traffic During Peak Period	In Previous Comp Plan?	VDOT Classification	Most Probable Locations Where the Fed and MWAA Can Play a Funding Role
4	Rt.7 Widening from the Dulles Toll Road to Reston Avenue	$160	35%	37%	Yes	Major Art.	Fed
7	Dulles Toll Road Westbound Collector Distributor	$105	42%	43%	No	Fwy.	Fed, MWAA
8	Dulles Toll Road Eastbound Collector Distributor	$53	41%	45%	No	Fwy.	Fed, MWAA
12	Rt.7 Widening between I-495 and I-66	$43	56%	40%	Yes	Major Art.	Fed
15	Widen Gallows Road from Rt.7 to Prosperity Ave.	$68	63%	53%	Yes	Minor Art.	
	Total Cost	**$429**					

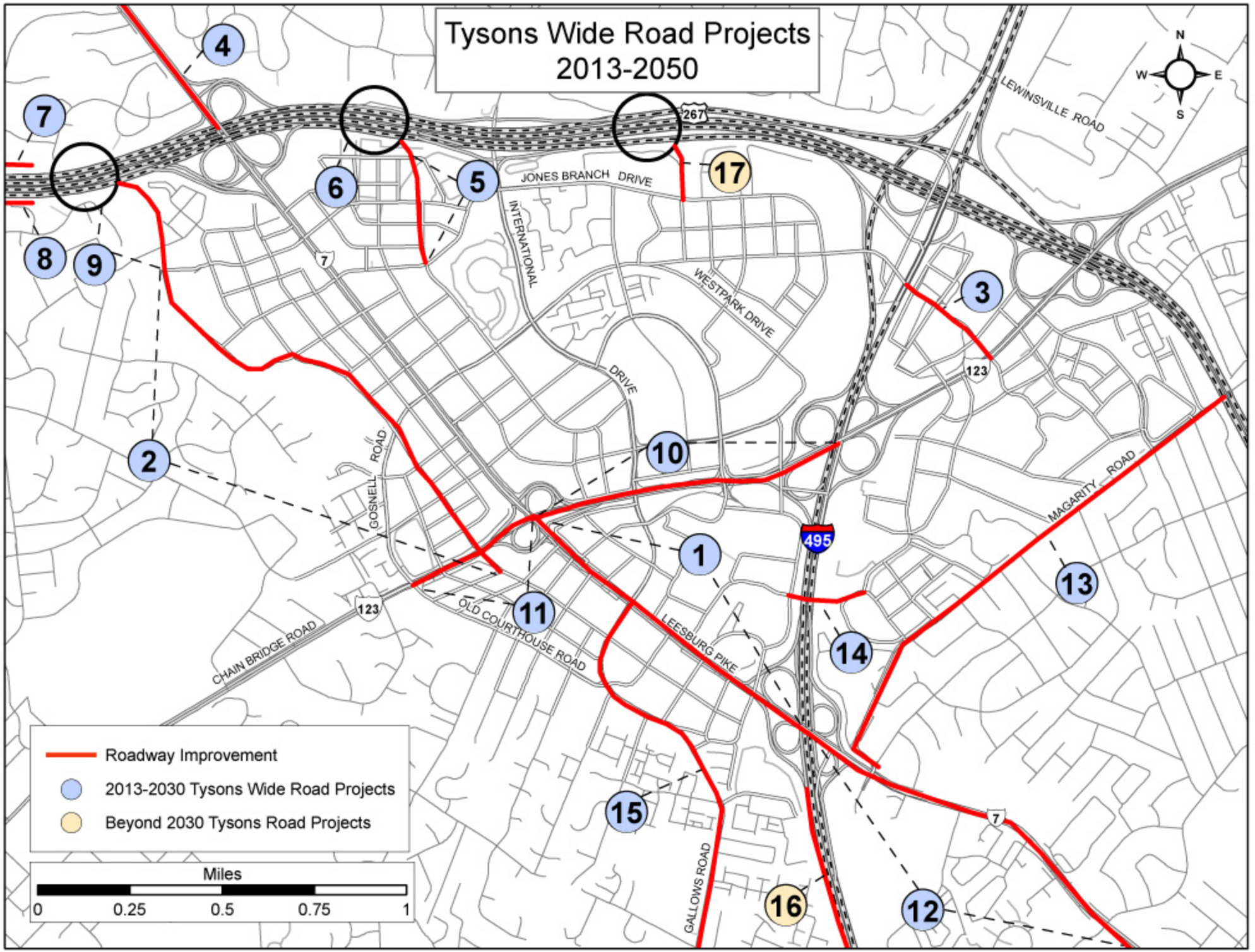
2013 to 2030 Tysons-Wide Improvements Mostly Inside Tysons

Project #	Description	Project Cost (2009 $s, millions)	Percentage Tysons Traffic Over a Weekday	Percentage Tysons Traffic During Peak Period	In Previous Comp Plan?	VDOT Classification	Most Probable Locations Where the Fed and MWAA Can Play a Funding Role
1	Rt. 7 Widening from Rt.123 to I-495	$29	86%	87%	Yes	Major Art.	Fed
2	Boone Blvd Extension west from Rt.123 to Ashgrove Lane	$99	98%	99%	Yes	Minor Art.*	
3	Extension of Jones Branch Connection to inside I-495	$20	77%	92%	No	Minor Art.*	
5	Greensboro Drive Extension west from Spring Hill Road to Rt.7	$46	99%	100%	Yes	Minor Art.*	
6	Dulles Toll Road Ramp to Greensboro Drive Extension	$24	79%	84%	No	Fwy. Ramp	Fed, MWAA
9	Dulles Toll Road Ramp to Boone Blvd Extension	$59	80%	82%	No	Fwy. Ramp	Fed, MWAA
10	Rt.123 Widening from Rt.7 to I-495	$27	70%	71%	Yes	Major Art.	Fed
11	Rt.123 Widening from Old Courthouse Road to Rt.7	$21	61%	67%	Yes	Major Art.	Fed
13	Widen Magarity Road from Lisle/Rt.7 to Great Falls Street	$40	78%	82%	Yes	Minor Art.*	
14	I-495 Overpass at Tysons Corner Center	$16	85%	85%	No	Collector	
	Total Cost	**$381**					

* Future classification

2030 to 2050 Tysons-Wide Improvements

Project #	Description	Project Cost (2009 $s, millions)	Percentage Tysons Traffic Over a Weekday	Percentage Tysons Traffic During Peak Period	In Previous Comp Plan?	VDOT Classification	Most Probable Locations Where the Fed and MWAA Can Play a Funding Role
16	I-495 Additional Lane (Outer Loop between Rt. 7 and I-66)	$63	Not available	Not available	No	Fwy.	Fed
17	Dulles Toll Road Ramp to Jones Branch Drive	$33	Not available	Not available	No	Fwy.	Fed, MWAA
	Total Cost	**$96**					


Tysons Wide Road Projects
2013-2050
N
W
E
S
LEWINSVILLE ROAD
267
JONES BRANCH DRIVE
INTERNATIONAL
WESTPARK DRIVE
DRIVE
7
123
GOSNELL ROAD
MAGARITY ROAD
495
CHAIN BRIDGE ROAD
OLD COURTHOUSE ROAD
LEESBURG PIKE
GALLOWS ROAD
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
Roadway Improvement
2013-2030 Tysons Wide Road Projects
Beyond 2030 Tysons Road Projects
Miles
0
0.25
0.5
0.75
1

Neighborhood Intersection Improvements (All Outside Tysons)		
Intersection #	**Description**	**Percentage Tysons Traffic (2030, peak period)**
1	Great Falls & Dolley Madison Blvd	36%
2	Old Dominion Dr & Dolley Madison Blvd	30%
3	Leesburg Pike & Lewinsville Road	43%
4	Spring Hill Rd & Lewinsville Road	55%
5	Swinks Mill Rd & Lewinsville Road	25%
6	Lewinsville Road & Balls Hill Road	26%
7	Great Falls St & Chain Bridge Road	22%
8	Great Falls St & Magarity Road	33%
9	Leesburg Pike & Lisle Avenue	64%
10	Leesburg Pike & Idylwood Rd	45%
11	Gallows Rd & Idylwood Rd	54%
12	Georgetown Pk & Swinks Mill Rd	10%
13	Georgetown Pk & Balls Hill Rd	18%
14	Gallows Rd & Cedar Lane	63%
15	Old Courthouse Rd & Chain Bridge Rd	69%
16	Beulah Rd & Maple Ave	50%
17	Lawyers Rd & Maple Ave	40%
18	Westbriar Court & Old Courthouse Rd	48%
19	Creek Crossing Rd & Old Courthouse Rd	44%
	Average	**41%**

Tysons-Wide Transportation Improvements (2013 to 2030)

Funding Source Groupings

Sources of “general taxpayer” funding (in priority order):

- State Funding
- Federal funding
- Regional funding
- County general obligation bonds
- County general revenue fund
- Dedicated countywide tax (e.g., meals tax)
- TIF

Sources of “developer and commercial landowner” funding (in no particular order):

- C&I funds
- Development contributions (in-kind, road club, proffer)
- Special tax district or CDA

Sources of “user fee” funding:

- Parking tax district
- Transit fare box?