FAIRFAX COUNTY PLANNING COMMISSION
TYSONS CORNER COMMITTEE
THURSDAY, DECEMBER 11, 2008

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

COMMITTEE MEMBERS ABSENT:
None

OTHER COMMISSIONERS PRESENT:
Suzanne F. Harsel, Braddock District
James R. Hart, Commissioner At-Large
Peter F. Murphy, Jr., Springfield
Timothy J. Sargeant, Commissioner At-Large

STAFF PRESENT:
James Zook, Director, Department of Planning and Zoning (DPZ)
Fred Selden, Director, Planning Division (PD), DPZ
Laurie Turkawski, PD, DPZ
Daniel Rathbone, Fairfax County Department of Transportation (FCDOT)
Richard Stevens, FCDOT
Angie Allen, Office of Community Revitalization and Reinvestment
Andrea Dorlester, Fairfax County Park Authority
Joe Gibson, Dranesville District Supervisor's Office
Barbara J. Lippa, Executive Director, Planning Commission Office
Linda B. Rodeffer, Clerk to the Planning Commission

OTHERS PRESENT:
Clark Tyler, Chairman, Tysons Land Use Task Force
Jane Seeman, Mayor, Town of Vienna
Ted Alexander, Greater Tysons Citizens Coalition
Mark Zetts, McLean Citizens Association
Irv Auerbach, Lewinsville Coalition
Sally Liff, Rotunda
Scott Adams
Elizabeth Baker, Walsh, Colucci, Lubeley, Emrich, & Walsh
Bruce Bennett
John Byrne
Marina Cracco
Elaine Cox, Hunton and Williams

Roger Diedrich, Sierra Club
Stella Koch, Environmental Quality Advisory Council
Elizabeth Marchant
J. O'Donoghue, *The Connection*
Peter Rosen
Jill Switkin, Cooley Godward Kronish
Catherine Ten Eyck
Keith Turner, West*Group
Hillary Zahm

ATTACHMENTS:
(1) Statement of Mayor Jane Seeman, Town of Vienna
(2) Statement of Ted Alexander, Greater Tysons Citizens Coalition
(3) Statement of Irv Auerbach, Lewinsville Coalition
(4) Statement of Mark Zetts, McLean Citizens Association

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In the temporary absence of Chairman Walter L. Alcorn, Commissioner Kenneth A. Lawrence called the meeting to order at 7:05 p.m., in the Board Conference Room, 12000 Government Center Parkway, Fairfax, Virginia 22035.

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Commissioner de la Fe MOVED THAT THE FOLLOWING MINUTES BE APPROVED:

NOVEMBER 6, 2008
NOVEMBER 19, 2008
DECEMBER 4, 2008.

Commissioner Donahue seconded the motion which carried unanimously.

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Commissioner Lawrence said tonight presentations on the redevelopment of Tysons Corner by invited citizens would be made.

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Mayor Jane Seeman, Town of Vienna, stated that the Town supported the redevelopment of Tysons and wanted to have a voice in the planning process. She expressed concern about the impact on existing parks, schools, public safety, and traffic. She said there had been no promise

of remedies for additional traffic on Vienna's already congested streets. (Her remarks are in the committee file.)

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Ted Alexander, Greater Tysons Citizens Coalition (GTCC), said that GTCC supported growth in the Tysons area but did not want to see development grow faster than the infrastructure. He said the Task Force had not provided an implementation plan with triggers to control and manage development and had ignored density recommendations of professional consultants. He addressed the impact on sewage and water, parks and recreation facilities, schools, and traffic, noting that the Tysons area currently had a Level of Service of F on normal days. Mr. Alexander recommended that no decisions be made until traffic studies had been completed to determine the impact on area road networks; that responsibilities of developers be clearly defined; and that specific triggers be established and funded before approvals were granted. He also requested that GTCC and the rest of the citizenry be afforded an opportunity to review the proposed Comprehensive Plan language. (His remarks are in the committee file.)

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Mark Zetts, Land Use Chair, McLean Citizens Association, expressed the following concerns:

- Infrastructure needs cannot be projected beyond 30 years;
- Future Areas Plans Review nominations would be submitted requesting higher density and land use changes and another task would be necessary in 15 years;
- High density development outside Metro Station boundaries that would create random and haphazard development
- Infill development that would adversely affect the scale and height of existing development and viewsheds;
- Inadequate parking, open space, parkland, and recreation facilities;
- Lack of a library, community center, recreation center, parks, and neighborhood retail to serve East Tysons;
- Impact of development on Pimmit Hills;
- Lack of single family and townhouse development;
- Light pollution.

(An outline of Mr. Zetts' remarks is in the committee file.)

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Irv Auerbach, President, The Lewinsville Coalition, addressed the following five issues:

- Access to Metro West Station – the need for a means of transportation, such as frequent bus service, for residents of Tysons West to get to the Metro West Station.

- Recreation facilities – the need for a new recreation center as part of mixed-use development.
- Traffic – discourage cut-through traffic by a street grid; move the Dulles Toll Road Plaza westward so eastbound traffic on Leesburg Pike can use it to get to the Beltway and Route 123 without paying a toll or having to go through Tysons Corner or using Lewinsville Road.
- Building Height – maintain current building height limit of 75 feet along the Dulles Toll Road.
- Stormwater Management – require up-to-date stormwater management as a condition of all redevelopment activities in Tysons Corner.

(Mr. Auerbach's remarks are in the committee file.)

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Sally Liff, long-time resident of Tysons Corner, said although a Plan set up certain guidelines, implementation was a key component and a mechanism was needed to ensure the requirements of the Plan were met. She supported higher density at Metro Stations and said phased development was critical. Concerning traffic, Ms. Liff said less than desirable levels of service would have to be accepted and a grid of streets would help the flow of traffic. She stated that the impact of Tysons development on Pimmit Hills, which was in a transitional state, had always been a concern of hers.

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The panel responded to questions from Commissioner Lawrence about their views on the need for elements such as parks and recreation, including playing fields.

In response to a question from Chairman Alcorn, the panel expressed their opinions on the transformation of all or part of Tysons from a suburban automobile-oriented area to a more urban model with rail transit, especially around the Metro Stations.

Responding to a question from Commissioner Sargeant, the panel discussed the likelihood of Tysons becoming one or several communities.

In response to a question from Chairman Alcorn, Mr. Zetts said measurement based triggers were needed to assess the performance of infrastructure to force planners to compensate for underestimating earlier requirements. Mr. Alexander said the triggers needed to be spelled out in advance. Mayor Seeman said traffic triggers were important to mitigate the impact on Vienna.

Commissioner de la Fe pointed out that the goal was to plan a vision for Tysons over the next 30 plus years and cautioned against including a high degree of specificity in Plan language, as was

sometimes done with a concurrent rezoning application, because it would not allow for flexibility as conditions, such as the economy, changed.

Mr. Zetts pointed out that Route 7 was a detriment to developing the Tysons area because it was not crossable.

Ms. Liff and Commissioner Lawrence commented on requiring adequate public facilities at the rezoning stage.

Mr. Alexander said while flexibility was needed, builders and developers, who reaped the rewards of high densities, should be held responsible for increased infrastructure costs.

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Commissioner Alcorn announced that other citizens and landowners would address the Committee on December 17, 2008, at 7:00 p.m., in Conference Rooms 2/3 of the Government Center. He noted that a five-minute time limit would be imposed for each speaker.

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The meeting was adjourned at 8:15 p.m.
Walter L. Alcorn, Chairman

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

Minutes by: Linda B. Rodeffer

Approved: January 14, 2009

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Linda B. Rodeffer, Clerk
Fairfax County Planning Commission

ATTACHMENT 1
MAYOR JANE SEEMAN

Town of
Vienna
Virginia

The Mayor's Office

December 11, 2008

Good evening—
I am Jane Seeman, Mayor of the Town of Vienna and represent 15,000 residents who are also Fairfax County residents. We are very concerned about the impact the redevelopment of Tysons will have on our quality of life.

You have a monumental and important task ahead of you. It can be exciting to plan a development that will affect County residents' lives for several generations. Therein lays the crux of your deliberations. This must be planned right and with the input of all County citizens.

Any time zoning is changed, it needs long and careful consideration of all the consequences on existing parks, schools, public safety and traffic to name just a few.

The Town understands and supports the redevelopment of Tysons and we want to have a real voice in the planning process. We do not feel you are 'sandbagging'—you represent ALL the citizens in Fairfax County. The Planning Staff works for ALL the citizens in Fairfax County. The residents of Vienna are also County taxpayers and residents.

Our biggest concern is, of course, the traffic that will flow in and out of Tysons on our already congested streets. Maple Avenue, Route 123, carries over 45,000 vehicles each day. There has been a promised study of 4 of our intersections, we asked for 9. There has been no mention or promise of traffic remedies for the additional traffic that will be generated from the Tysons redevelopment. And, just as important, who will pay for any relief.

Finally, I reject any aspersions that have been cast on this body and the planning staff. We have faith that the recommendations you make will benefit ALL county citizens now and in the future.

M. Jane Seeman
Mayor, Town of Vienna

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Statement to Planning Commission

11 December 2008

Ladies and Gentlemen, I appreciate the chance to address this august body on a subject and an area that is dear to all our hearts – Tysons Corner. I live in McLean in the Westberry Town houses at 7255 McLean Commons Lane and I am here representing the Greater Tysons Citizens Coalition (GTCC). We established this coalition about two years ago when individuals and home-owners associations within the North Fairfax County area became concerned with some of the ideas being proposed by the Tysons Land Use Task Force. As such we have numerous home-owners associations, MCA municipal government reps from the areas of Vienna, and numerous other associations from McLean, Hunter Mill and Providence District. Now we in the coalition fully support growth in the Tysons area as we recognize that it is the economic engine for the North County, but we do not want to see development grow faster than the infrastructure. This is where we feel the task force has run astray as they have not minimized the impact on the surrounding communities in accordance with their charter, and they have not provided the triggers in an implementation plan to control and manage that development.

By infrastructure I am referring to the basic elements of traffic movement and road networks, sewage and water, parks and recreation facilities, and schools at all levels. From every survey around we know that traffic is the number one problem cited by our citizenry in Fairfax and the bottleneck around Tysons gets a grade of F on normal days and is even far worse this time of year. The task force got significant input from numerous public forums on driving to and from or around Tysons, and instead of taking these views into account, they ignored the opinions of both the residents in the surrounding communities and the workers in the area. The task force presented the public with two prototypes: the first was Protoype A with office, condo, commercial and hotel floor space totaling 97 million square feet and the second as Prototype B with 127 million square feet of similar space. I attended several of the public sessions and from other attendees I understand the majority of the general public from the surrounding communities were against prototype B and were skeptical of Prototype A without proper controls. Following these sessions the professional consultants from PD Place-making hired and paid for to support the task force recommended a maximum of 4.5 FAR or 114 million square feet. Once again the task force ignored it and said it was not enough to satisfy the land-owners and the developers. I want to note here that at no time was this a bottoms up study based on what the infrastructure could handle and support. This approach was a top down dictate of what incentive the task force believed the land-owners needed before they would provide the amenities for the Tysons area. Thus, the

task force has since proposed a density of 6.0 FAR with incentives for work force housing and green buildings that could take it as high as 7.8 FAR. Such a figure would represent up to 220 million square feet according to the county staff and would probably take fifty to 100 years to build out according to the JMU study. We fear such phenomenal density would result in traffic and gridlock beyond belief in the Tysons area. The internal grid of streets will be a big help at Tysons, but it will not solve the problems in the adjacent roadways. It is also pertinent to note that the county has contracted for traffic and intersection studies for the area, and they will not be completed until February, so it amazes me as to how the task force can present this vision as a bottoms up study when the basic elements of the traffic analysis have not been addressed or estimated for cost and impact.

Regarding the water and sewage, the county staff estimates that 127 million square foot build-out would use up all the remaining reserve in the Fairfax County, and a new bond issue would be required for any additional development anywhere in the county. Such a bond issue would run in the multimillions.

As for the schools, we are already using trailers as temporary classrooms in the elementary and junior high schools in both the McLean and Vienna areas, so saying we would add more trailers is not considered a viable solution for area planning in our view.

As a final point on infrastructure, we in no way believe that parks and recreation have been adequately addressed. The task force thinks land will be too expensive at Tysons Corner to waste it on parks, so developers should be allowed to substitute park land somewhere else in the county. We are already short of ball fields and gymnasiums in both Vienna and McLean, so there is no way the overflow can be accommodated from Tysons. We believe that recreation facilities must be provided integral to the development at Tysons to conform to the TOD policy and protect the surrounding communities.

In conclusion, it is good to see the Planning Commission vetting the issues raised by the task force so everyone can understand the views of the workers and residents in the surrounding communities. No decisions should be made until you on the Planning Commission have a chance to review the pending traffic studies and determine the impact on the adjacent road networks. Additionally, it must be clearly defined as what the developers will provide and pay for and it must not be left to the taxpayers to subsidize their efforts. As a final point, the implementation of this development must have specific triggers which must be underway and funded before work or approval can be granted to the developers to push ahead with their individual plans. At no time can they be allowed to police themselves and initiate projects until they comply with the pre-established triggers and fund the essential infrastructure. Again build-out to this level at Tysons Corner may take fifty years and there will be numerous task force actions before that culmination. With the advent of Metro to the area, Tysons needs an increased FAR to keep the economy moving forward, but there is no need to give away the store. Thus, there is no urgent need to approve the density and FAR being proposed by the task force and the land owners at this time. It will certainly increase the value of their property, but

it will not increase the quality of life for the rest of us in Fairfax County. Additionally, as the process moves forward I understand the task force will have the opportunity to review the work of the county staff in preparing the language for the comprehensive plan. I just want to request that we in the GTCC and the rest of the citizenry have equal time to concurrently review this language. Thank you again for the opportunity to address this issue, as this is our best opportunity to get it right and rework the problems at Tysons for the future of us all in Fairfax County.

Statement by Irv Auerbach, President
The Lewinsville Coalition
to the Tysons Committee of the Planning Commission
December 11, 2008

Access to Metro west station. We look forward to using Metrorail. To be able to do that, we need a convenient way to get to and from the nearest station, which for our area is Tysons West. There are no plans to build parking garages near the Tysons West station, and that's just as well. We agree that the use of single-occupancy vehicles to get into Tysons Corner ought to be discouraged, but we need an alternative for people living in the communities along Lewinsville and Spring Hill Roads. Frequent bus service during peak and non-peak hours would be one option. The Task Force report mentions such service but provides no details and thus begs the question of whether it's a realistic option. Office buildings near the station might make some spaces available by permit, especially on weekends, to citizens living within, say, a two or three mile radius. Also, there are churches in the area that might make spaces available on weekdays. This issue may not be one that can be addressed in the Comprehensive Plan, but it deserves attention. Perhaps you could recommend creation of a special committee to deal with it.

Recreation facilities. If the Task Force's recommendations are implemented, thousands of new residents will move to Tysons Corner in years to come. They will want to swim, exercise, play soccer, and so on. The nearest facility is the Spring Hill Recreation Center, which is already heavily used and which has neither the facilities nor the parking to handle an additional influx of adults and children. The solution? Build a recreation center in Tysons Corner. Perhaps it cannot be surrounded by acres of playing fields and parking lots. But it could be part of a mixed-use development and could include a swimming pool, exercise rooms, a basketball court, and other indoor recreation options, and if there isn't space for playing fields on the ground, perhaps they could be built on rooftops. We urge that you designate a recreation center site and take whatever other steps are necessary to ensure that the site will be used for this purpose.

Traffic. Lewinsville Road is the 'main street' of our neighborhoods. For many of us, it's the only route into and out of our subdivisions. It's already heavily used to by-pass Tysons Corner and to avoid the Dulles Road toll plaza. Possible solutions?

1. Build a street grid in Tysons Corner to keep traffic moving well enough that motorists will not resort to using neighborhood streets as a by-pass. The Task Force has recommended creation of a grid of streets in Tysons Corner. We hope you will not only endorse that recommendation but make it a mandated part of redevelopment.

2. Move the Dulles Road toll plaza westward so that eastbound traffic on Leesburg Pike can use the toll road to get to the Beltway and Route 123 without paying any toll and without going through Tysons Corner or using Lewinsville Road. The Lewinsville

Coalition has discussed this idea with VDOT and various elected officials several times. Perhaps this cannot be included in the Comprehensive Plan, but we hope you will urge the Board of Supervisors to pursue it.

At least in theory, there is another option. That's to widen Lewinsville Road. The Lewinsville Coalition has always opposed widening and always will. As far as we're concerned, it's not even a last resort.

Building height. Building height along the Dulles Toll Road must be low to protect our neighborhoods. We urge you to recommend that the County maintain the current building height limit of 75 feet along the Dulles Toll road. As you know, this issue resulted in a lawsuit against the County several years ago. McLean Hamlet has been impacted by construction of the Gannett building adjacent to the Toll Road. To see the impact, drive down Falstaff Street in McLean Hamlet, day or night, and look to your right across the Dulles Road, where the Gannett Building stands. We are very concerned about the issue of building height in the new plan because at least one developer sent the Task Force a proposal for a tall building along the Toll Road and cited the Gannett building as justification and precedent for the proposed height.

The Task Force has recommended that building heights be low in the Transition Zone on the edges of Tysons Corner, including the Corridor Transition Zone along the Dulles Toll Road. The Task Force report also says that building height should not be used as a gateway element in the Transition Zones. As you know, the gateway concept was used as a huge loophole in the current plan to justify approving a 300-foot height for the Gannett building. That should never happen again.

Stormwater management. Because of the almost complete absence of stormwater management in Tysons Corner [unless you think that get-it-off-my-property-as-quickly-and-cheaply-as-possible qualifies as management], several streams in the area have been damaged. Alongside Lewinsville Road, a flood-control dam was built about 13 years ago to control the flow of stormwater from the Tysons west area. Now, in a heavy rain, the impoundment area behind the dam becomes a lake, and the water over-tops the dam, flows across Lewinsville Road, and turns Rocky Run into a torrent that has toppled many trees and eroded the banks. The Task Force report recommends that Rocky Run and other streams in the area be protected by using the best available techniques to manage runoff more carefully. We urge you to make up-to-date stormwater management a condition of all redevelopment activities in Tysons Corner.

Outline of Comments for Planning Commission's Tysons Committee

1. **Planning and Density**

    a. Thirty years is an appropriate planning horizon for the Tysons Comp Plan given the forecasting horizon.

    b. There will be ample opportunity to amend the Comp Plan as Tysons is redeveloped. A mere 4 years after approval, APR nominations will be submitted requesting higher densities and land use changes. Furthermore, another Tysons task force will be formed in 15 years.

    c. The density targets recommended by the task force could not be achieved in even a hundred years and undermine the land use planning process.

    d. The transformation of Tysons will not be from suburban to urban, but rather from suburban to higher intensity suburban then gradually to urban, over a period of two generations or more. All the while, Tysons' absorption rate will inexorably continue at its historical average of 1 million SF of development per year.

    e. All increased density should be limited to the area closely surrounding the Metro stations and the county should retain its 2007 TOD policy that designates two concentric rings of TOD development densities at 1,000 and 1,600 feet.

    f. To allocate greater intensities outside the proximate Metro station boundaries is to foster a perverse form of sprawl within Tysons itself where higher intensity development springs up randomly and haphazardly in constant search of the lowest land values. The basic definition of TOD is quite straightforward--Development close to transit that maximizes transit utilization.

    g. There is no justifiable urgency to expedite Plan or partial Plan approval in order to have the Tysons West parcels built up when Metro goes operational. The abutting Tysons West property, if not yet completed, will follow soon enough. The R-B corridor wasn't ready either when Metro came through.

2. **Redeveloping Tysons will mean never ending infill development**.

    a. To the extent possible, new buildings should be sensitive to built and natural environment.

    b. A modicum of harmony should be required in terms of height and scale and the view shed should be protected. Tysons is blessed with an outstanding vista that will provide visual relief as Tysons intensifies.

    c. Great architecture is good, but not the objective. The goal is well-designed and thought out development that accommodates human activity. This includes driving cars.

    d. Disparities in street setbacks and building heights will be problems as infill development proceeds, and halts periodically. Tysons may appear schizophrenic at times as the new displaces the old.

    e. The current Comp Plan language on height limitations should be retained.

f. Public workshop feedback indicated hi-rise caverns and 30-story buildings were not wanted.

3. Parking

a. The task force complains Tysons has 167,000 parking spaces with the implication its recommendations will reduce them. However, the task force recommends adding at least 85,000 new workers, 75,000 new residents and 12-14 miles of new roads. At the same time it claims Tysons needs to make parking expensive and sparse because we don't want to attract any more cars. I cannot explain this dichotomy; however it is clear that given the densities advocated by the task force, the number of parking spaces is only going one way. Up!

b. Amount of available parking in Tysons was driven by the landowners…good for business.

c. The current county Zoning Ordinance standard for office parking of 2.6 spaces/1000 GSF, while perhaps slightly high, is not unreasonable.

d. Office use can be highly variable: 2-5 employees/1000 GSF

e. Lenders like plentiful parking because it enables greater potential reuse of properties and, in a similar vein, dedicated parking is preferred over shared parking. Attitudes will shift as new parking strategies are successfully implemented and shown to be reliable and not detrimental to business.

f. The Comp Plan needs to address both suburban and urban parking requirements within Tysons.

g. While structured parking is highly preferred, some surface parking is appropriate outside TOD areas.

h. High FARs are emphatically not required for developing underground parking. Downtown McLean has several buildings with underground parking and while one of the buildings (The Palladium) is built at a FAR of 1.65, the rest are built to a FAR of 1.0 or less.

i. Given Tysons' symbiotic relationship with the automobile, county-imposed TDM measures levied on landowners are not certain to work. The effectiveness of these measures must be continually monitored and enforced. This is a key requirement.

j. During public workshops, local area residents repeatedly requested parking at the periphery of Tysons. They want to enter Tysons, park, and then take transit to their destination. The task force has ignored such requests.

4. Parks

a. In the words of GB Arrington: 'Parks are everything'.

b. It is apparent that Tysons cannot provide even minimal athletic fields (FCPA estimates the need at 31) and recreation facilities will require major investment.

c. Inadequate parks and recreation facilities are viewed as a major problem by the local community.

d. The community would like to see the locations of planned parkland indicated on a county planning map, along with the planned public facilities, in order to assess better the 30-year plan for Tysons.

e. County budget woes notwithstanding, if land values continue to decline over the next few years, it may present a rare and unique opportunity to acquire distressed properties in the non-TOD areas for parkland.

5. Open Space

a. The character and quality of Tysons' open space are more important than the quantity.

6. Tysons East

a. East Tysons abuts Pimmit Hills and McLean and it is only 1.7 miles from downtown McLean via Chain Bridge Road.

b. Compare the estimated 12-14,000 East Tysons residents with existing 28,500 residents in McLean zip code 22101.

c. East Tysons needs its own library, community center, recreation center, parks and neighborhood retail. McLean facilities lack the carrying capacity.

d. Pimmit Hills has 1,642 SFDs with 5,000 residents and generates 16,000 trips/day.

e. Magarity Road handles 50% of all Pimmit daily trips. Current Plan language requiring D Level of Service at Magarity intersections should be retained.

f. The current Comp Plan height restriction and buffering requirements along Magarity Road should also be retained, if not strengthened.

g. Single family attached dwellings (townhouses) are appropriate for East Tysons with front and rear entrances and garages accessed from a rear alley.

h. Developers should be required to provide adequate storage space in dwelling units to keep garages uncluttered allowing cars to be parked inside.

7. Residential in Tysons

a. Tysons' total development is 23% residential. R-B's residential component is almost 60% and more than half is located at the two Metro stations closest to the District, Rosslyn and Courthouse. Increased residential use in Tysons is an important goal.

b. Multi-family housing has made gains against rentals in the US, but not SFDs.

c. MF housing makes up only 9% of Fairfax's housing market. The marketability of MF housing in Tysons is unknown.

d. The current Plan's housing bonus, while generous, has clearly not worked. It would be very useful to know why before planning additional incentives that are even more generous. Residential uses should always be encouraged, however instead of blindly upping the ante to

impose its will, the county should respect market conditions in Tysons and patiently await a market cycle favorable to residential development.

8. Grid of streets

a. All modeling data have indicated the grid of streets will greatly facilitate traffic flow within Tysons. Clearly, the grid of streets is badly needed, but given the 45 MSF of existing development it will be highly problematic and far worse than the Merrifield experience. To a certain degree, as the grid of streets goes, so goes Tysons. Allowable intensities should be predicated on not only the grid of streets, but also its connectedness and ultimate effectiveness to facilitate the movement of traffic within Tysons.

b. If adequate parking were not provided for, it would defy logic to add 12-14 miles of new roads in Tysons.

9. Light pollution

a. We are adding 12-14 miles of new streetlights.

b. Pedestrian walkways must also be illuminated.

c. We will have lighted high-rise buildings. Per smart growth practice, window treatments are proscribed on the first few floors.

d. Tysons is highest point in the county and the backscattered light will be seen for many miles. Great Falls has the darkest skies in Northern Virginia and it may lose that designation.

e. The problem needs to be studied and updated lighting standards adopted accordingly.

10. Noise pollution

a. Noise limit proffers and development condition should become standard practice. Noise generation discipline will be vital with Tysons' anticipated intensity.

11. Off-street loading

a. Tysons will generate an enormous amount of truck traffic.

b. All loading and unloading should be off-street to minimize disruption to auto, pedestrian and bike traffic.

c. Loading areas should be concealed from streets, sidewalks and public open spaces.

d. County needs to rework its off-street loading Zoning Ordinance to better serve future urban requirements. It currently fails to allow adequate loading spaces for large, multi-use buildings.

12. Underground pedestrian connections should be encouraged where appropriate.

13. Taxi service at Metro stations

a. No taxi waiting zones are planned for Tysons Metro stations. Major oversight.

b. Visit a few stations along the Orange line to gauge the current level of taxi use. I believe there will be a high demand for taxi service everywhere in Tysons, not only at the Metro stations.

14. Capture

a. The premise of smart growth and TOD within Tysons is 'capture', where residents live, work, dine, shop and recreate all within Tysons.

b. As soon as residents need to exit Tysons to recreate (due to lack of recreational facilities) and school children are bused/driven to outside schools and after school activities, this concept of capture begins to crumble and daily auto trips soar.

15. Transportation

a. Please show me how even the Tysons' Base case with 74 million SF of development can be made to work transportation-wise.

b. Prototype B failed transportation modeling at 127 MSF and PB's proposed preferred alternative at 114 MSF was equally dysfunctional with congestion 22% worst than the Base case.

c. Tysons has inherent and intractable transportation impediments that will ultimately establish the upper limit of built-out density.

d. Tysons' prime location at the junctions of I-267/I-495 and state highways 7 and 123 tightly binds Tysons to automobile travel. Prototype B modeling data revealed, even with aggressive TDM measures, 78% of daily trips in Tysons would be by automobile. This number was estimated at an astounding 1.1 million auto trips per day at buildout

e. The local community is intensely interested in the results of the current transportation modeling and the local intersection study requested by the BoS.

16. Triggers

a. Current Tysons' Comp Plan has 'non-degradation' transportation policy for new development.

b. The very next paragraph defines an 'Offsetting Impact' policy which is invoked if the non-degradation policy is deemed inappropriate. The developer is instead permitted to pay into a transportation improvement fund.

c. Is there any wonder why Tysons performs so poorly? County policy established this environment.

d. Triggers are needed to drive or inform the phasing process. Triggers must be based on infrastructure improvements completed, in progress or reasonably expected to commence in the near term. In this new economy with the severe cutbacks at VDOT, having

transportation improvements listed on the 6-year CIP will mean nothing and cannot be relied upon.

e. Measurement-based triggers that assess the performance of the infrastructure should also be considered as this would force planners to compensate for underestimating infrastructure requirements or for infrastructure improvements that under-perform or simply fail to deliver the promised relief.

f. Two prime examples of infrastructure triggers would be the completion of Dulles Toll Road interchanges at Boone Blvd or Greensboro Drive and piecemeal completion of the grid of streets.

17. Affordable housing

a. Tysons should conform to current county policy re: affordable housing.

b. Tysons is expensive; cost of living in zip code 22102 is 194% of US average. Assumptions about savings attributed to transit usage, foregoing automobile ownership, etc may not hold in Tysons.

c. Nonetheless, mixed-income housing should be appropriately planned and developed.

18. Storm water management

a. TF recommendations are silent on the SWM plan. What is the remedy? Will there be a recharging requirement?

b. The local community has historically supported aggressive SWM and stream valley protection.

19. Mixed Use

a. Mixed use, currently the rage among land use planners and admittedly very appropriate for Tysons, is not that simple and certainly is not a panacea.

b. Planning, financing, developing and marketing mixed-use development is different from and more complex than single use development. Landowners, developers and lenders will be burdened with making it work.

c. Tysons neighborhood retail space will be a challenging environment with the presence of the regional mall and existing retail. Although the task force vision statement is replete with illustrations and pictures of ground floor retail as far as the eye can see, I have yet to see any demand estimates. Will the Tysons Committee obtain projections for the amount of ground floor retail square footage that needs to be planned?

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