

The two PC meetings are summarized here were primarily dedicated to transportation studies and issues.

May 16 (Three attachments at <http://www.fairfaxcounty.gov/planning/2012tysonspresentations.htm>)

New Tysons Road Club (RC) rate for the grid of streets

The Tysons RC was started in 1991. Basically, it is a fund that pays for road and other transportation improvements inside Tysons and developers contribute money to the RC by proffer when they redevelop. Commercial developers currently proffer \$4.07 per square foot and residential developers proffer \$903 per dwelling unit. The proffered amounts have risen over the years to keep up with costs and inflation.

County staff is proposing the RC be used to pay for the 20% of the grid of streets (GOS) that will not be directly proffered by developers. It is estimated that 20% of the grid lies outside the areas of TOD redevelopment or in areas where redevelopment will not occur for many years. There are roads segments in the GOS that are critical to good traffic flow, bus service or pedestrian/bike connections and the County cannot wait for redevelopment to occur. These spot improvements will be funded by the RC and, accordingly, the RC rate needs to be increased to pay for them. Staff has proposed setting to the new rate from \$6.44 - \$8.03 per square foot for commercial development and \$1,000 per unit for residential. The BoS will set the new rate, presumably based on the PC's recommendation. The attached spreadsheet shows how staff calculated the range of \$6.44 - \$8.03 based on 2050 or 2030 timelines respectively.

Comments:

- Commissioner De la Fe pointed out that the new rezoning applicants would be paying for this 20% of the GOS and asked what kind of credit they would receive. The non-rezoning landowners would not contribute anything, yet they would benefit from the improvements.

- Two developers pointed out that commercial developers would be paying 8 times more per square foot than residential developers. They acknowledge the county has put a higher priority on residential development inside Tysons, but feel an 8:1 ratio is inequitable. County staff did not dispute the 8:1 figure, however they pointed out these proffers would be paid out over the next 40 years and every dollar of contribution would raise \$39 million in revenue.

- A developer was also upset that staff's estimate assumed it would cost \$100/square foot to purchase the needed right-of-way (ROW) and this figure was way too high. Staff responded that the \$100 figure was based on recent land sales and in their view it was a realistic estimate. Note: Not all ROW needs to be purchased. Much of it may be proffered, however if land needed to be condemned to acquire critical ROW, the estimated cost would be \$100/sf.

- A MCA representative asked staff the following question: The RC has historically paid for many small projects, including transportation studies. If the new RC were dedicated to paying 20% of the GOS, would this leave other road improvements unfunded? Without providing any specifics, staff emphatically responded that this would not happen.

Status update on Tysons transportation studies

Dan Rathbone, FC DOT staff, gave a presentation on several ongoing transportation studies.

a) Consolidated Traffic Impact Analysis (CTIA)

State code requires that all major redevelopment projects submit a traffic impact to VDOT for analysis

and feedback. One problem with this requirement is every project is considered singly and separately from other nearby redevelopment. Given the large amount of approved and newly proposed redevelopment in Tysons, DOT staff is conducting transportation analysis of the the total sum of all new development, plus the 6 million sf of redevelopment that has been approved in Tysons, but not yet built. These studies are called CTIAs and there are three such CTIA areas, Tysons East, Tysons West and Tysons Central.

These are huge, complex undertakings and they model how well the transportation network will function at build-out. The results provide guidance on optimum layout of the grid of streets, how much right-of-way must be acquired, additional turn lanes needed, traffic signal modifications, etc. During this process staff meets regularly with landowners to keep them apprised and to get feedback. The Tysons East study is nearing completion and staff feels they have mitigated the traffic impacts of the proposed redevelopment. Once the study is finalized, it will be submitted to VDOT for comment as required by law. After public hearings are conducted the Comprehensive Plan will be amended with a map of the GOS for Tysons East. The CTIAs for Tysons Central and West are still in progress.

Lastly, from the CTIA studies, staff has been able to estimate the GOS will cost \$30-40 million per mile.

Comments:

- A developer complained the county was modeling too much density. For instance in East Tysons there are rezoning requests for 15 million sf, but the CTIA is modeling 27 million sf. Staff responded they are modeling the potential densities that could be approved in accordance with the new Comprehensive Plan. The developer then pointed out a condominium community that would not be redeveloping to which staff responded that that particular property is planned for very high density and therefore it must be modeled that way. Staff then suggested if the majority of condominium owners declared they would not want to be considered for redevelopment, the Comp Plan could be amended to recommend that property not be planned for higher density. At this time an MCA representative spoke up and opined that this is not such a good idea. While the current owners may have no intention of selling out for redevelopment, redevelopment could occur anyway if the community suffered catastrophic damage or if after 20-30 years the properties were falling into disrepair. Also, given the value of that land, future owners could very well decide to sell. In any case, the development potential of that property is too high to ignore or disregard.

b) Jone Branch Connector

As part of the HOT Lanes project, now called Express Lanes, TransUrban is building an interchange at Jones Branch Road which involves building a bridge from Jones Branch Road, over the southbound lanes of I-495, to the Express Lanes. Fairfax County plans to extend this bridge over the northbound lanes of I-495 to connect to Route 123 in East Tysons. The bridge would tie into Scotts Run Crossing Road adjacent to the Capital One building. This Jones Branch connector will provide much needed improved access from East Tysons to the core of Tysons and the Express Lanes. The connector will also provide pedestrian and bike lanes. The design is 30% complete which allows it to be considered for federal transportation grant programs.

c) Dulles Toll Road (DTR) Ramp Studies

Tysons needs new interchanges on the DTR in order to handle the planned increased density. County staff developed 9 scenarios on where and how these new interchange ramps could be built and, after further analysis, whittled the 9 scenarios down to 3 preferred options.

- Option #1 provides both eastbound (EB) and westbound (WB) DTR ramps for Boone Blvd and Greensboro Drive. The ramps at Boone are literally wrapped around the

Sheraton Premier Hotel and this configuration was proposed by JBG who owns the hotel and 7 acres around it. There was little discussion as there didn't seem to be much support for this option.

- Option #2 has an EB ramp at Boone and two separate EB/WB ramps to service the Greensboro Drive area. There would be collector distributor lanes, called urban frontage roads, on both sides of the DTR and they would be elevated and could be visible in some residential areas. In modeling, this option produced the best results in terms of traffic flow onto the Toll Road and it seemed to garner the most favor.
- Option #3 provides ramps for Boone Blvd, Greensboro Drive and Jones Branch Road, however Boone Blvd would only have an EB exit. Also, the EB exit for Jones Branch Road would require drivers to exit the DTR from a left side exit lane, an undesirable turning movement. But the worse aspect of Option #3 is the Boone Blvd exit would be paved through the middle of the Old Courthouse Spring Branch RPA. The Comp Plan specifically states this area should be protected. This encroachment on the RPA has been vigorously opposed in the past by the PCTC.

Given the lack of right-of-way, all of these options would require some strip takings from residential properties on the north side of the DTR. There is no avoiding this. There would also be impacts on the MWAA toll booth area between Rt. 7 and Spring Hill Road.

DOT planning staff will hold a public information meeting on May 31 to brief the public on these 3 options. The impacts of all three options will continue to be studied and in the fall staff will conduct another public information meeting. The Toll Road Ramp study will be completed in winter 2012.

The meeting adjourned before finishing this agenda item.

May 24 (Two attachments at <http://www.fairfaxcounty.gov/planning/2012tysonspresentations.htm>)

The meeting picked up from where it left off discussing the transportation studies.

a) Dulles Toll Road (DTR) Ramp Studies cont'd

Comments:

- A MCA representative asked staff if the ramps would be built if the DTR weren't widen. Wouldn't the Toll Road have to be expanded to handle the additional vehicles? Staff responded that almost all of the 9 scenarios considered required the expansion of the Toll Road. This was inferred to mean the three options under consideration required the expansion.

b) Interim Parking at the Tysons Metro Stations

The Comp Plan identified the need to provide interim parking at the rail stations until there is significant density around the Metro stations. The intent would be to use existing surface parking as much as possible and the two stations identified as having the greatest need are Tysons East and Tysons West. Staff reported that they received limited interest from land owners on providing interim parking and staff felt this was due, in part, to bad timing with all the ongoing rezoning efforts. The county is now preparing a formal Request for Interest that will be sent out to landowners approximately one year before the Metrorail goes operational. Any landowner offering interim parking would enter into an agreement with the county specifying the terms and conditions. It is

anticipated the agreements would have to be renewed every 2-5 years.

Comments:

- Commissioner De la Fe is opposed to interim parking.
- Commissioner Donahue said it is needed and beneficial to all, but only temporary.
- Commissioner Lawrence said signage is needed to inform the public that the parking lots are only temporary. He also said surveys should be conducted with the users of these lots to determine the area where they live, where they commute to and their commuting patterns. This information would be useful when planning bus routes.

c) Tysons Metrorail Station Access Management Study (TMSAMS)

The county conducted an extensive outreach program to solicit feedback on ways to improve access to the 4 new Metro stations in Tysons. The county received significant feedback and the final recommendations were submitted to the BoS on December 2012. The BoS approved the TMSAMS recommendations on 22 May 2012 and funding has been identified to start some of the projects. The county has a website dedicated to TMSAMS.

d) Tysons Circulator Study Preliminary Results

This is also a very large and complex study. The county is identifying the operational requirements and characteristics of a Tysons bus circulator for the next 40 years. The study is still not complete, but county staff provided a very good brief and disclosed a few important recommendations that will reduce the cost of the system:

- They are recommending the circulator be rubber-tire bus service, not a street car system running on embedded rails. (The street car system had been estimated to cost \$800 million.)
- They are not recommending a maintenance facility in Tysons.
- The circulator will run in dedicated rights-of-way only in the Metro station areas.
- When Tysons becomes very dense the system will need to operate articulated buses. An articulated bus is a second bus attached to the first.

Staff identified 5 potential circulator networks and two of them were selected for further analysis: Network #1 comprising 3 bus routes and Network #2 with 4 routes. See the handout for more information. Using 2050 growth estimates, staff developed 2 ridership forecasts for each network where they varied the frequency of service, bus fare, travel speeds and the cost of parking in Tysons. Scenario #2 with no bus fare, faster service and high parking fees attracted twice as many riders as scenario #1. Both ridership forecasts estimated only 1/3 of the circulator riders will be a transfer from the Metrorail. Before the circulator study is completed, staff will coordinate with the CTIA studies.

Staff noted that both networks relied on 2 bridges not yet built: the Jones Branch Connector and the bridge over I-495 connecting the Tysons Mall ring road with East Tysons. Lastly, while the two networks propose specific bus routes, the routes could be modified to maximize ridership as Tysons redevelops and the GOS is completed.

Comments:

- Commissioner De la Fe was upset that the bus routes hardly came through the Hunter Mill section of Tysons (south of Route 7).
- A MCA representative asked how far apart the bus stops would be. Answer: approximately 1/3-mile apart.

- Rob Whitfield noted that the George Mason Center for Regional Analysis (CRA) had reduced its growth estimate for the region by 33% with possibly further downgrades. He asked whether the Tysons plan would be changed to reflect this decrease. Answer: No, all planning and transportation studies are based on the growth estimates in the Comp Plan which came from the CRA. It is acknowledged that this growth may take longer than 40 years to occur.

Working Assumptions on Tysons Transportation Funding Responsibility

The meeting then turned to a review of the allocation of responsibility for funding Tysons' improvements. There are 4 major categories of funding needs: 1) grid of street, 2) Tysons-wide improvements, transit and neighborhood improvements. One of the 5/16 handouts was a handout from a January PCTC meeting that proposed funding options using three different split percentages, 49/51, 75/25 and 90/10. The PCTC had decided to go with the 90/10 split earlier this spring. Staff is currently doing analysis and constructing a spreadsheet, based on the 90/10% funding responsibility split, that will provide the actual dollar amounts of each category for both the public and private sectors. This information will be provided on the June 12 PCTC meeting and a strawman will be published on June 13. On June 21, the PCTC will receive public input on the strawman and on June 26 the committee will have a markup session.

Comments:

- In the course of discussion Commissioner Alcorn referred a couple of times to MCA's letter on the public/private sector split of funding responsibility. The letter had been distributed to committee members and staff.

- Commissioner Donahue asked if federal or other public funding were used to pay for a critical segment of the grid of streets at a time when private sector funding were unavailable, would this reduce the amount of money the private sector would have to contribute to the GOS. Staff's answer: No. The private sector would still be required to fund the full amount and the amount used to pay for that particular segment of the GOS would be transferred to a public sector funding bucket.

- Commission Lawrence said that the county needs to track all spending to know the amount of money raised by all parties and spent in the various categories.

- Commissioner Alcorn suggested the county could raise revenue by charging landowners \$1/day per parking space. Barbara Byron of county staff opined that could put Tysons landowners at a competitive disadvantage.