

McLean Citizens Association Board of Directors' Meeting Final Minutes, May 5, 2010

BOARD OF DIRECTORS

OFFICERS (6)

Rob Jackson	President.....	Present
Sally Horn	First Vice President.....	Present
Darren Ewing	Second Vice President.....	Present
William Denk	Treasurer.....	Present
Kerry Stackpole	Corresponding Secretary.....	Present
Nicki Watts	Recording Secretary.....	Present

DIRECTORS REPRESENTING NEIGHBORHOOD ASSOCIATIONS (20)

John Adams	Georgetown Pike & Potomac River Assoc. ...	Absent (Excused)
Ted Alexander	Westberry HOA	Present
Donald Borcharding	Brookhaven/Forest Villa Association	Present
Chris Cole	Marlborough-Nantucket.....	Present
Steve DelBianco	Franklin Area	Present
Louis (Bud) Freeman	McLean House North Council	Present
Jane Greenstein	Chesterford HOA.....	Present
Gregg Hagedorn	Greenway Heights Civic Association.....	Present
Leslie Gelman	Lemon Road.....	Absent (Excused)
Jack McMahan	Hallcrest Heights.....	Present
John Mealey III	McLean Hamlet	Present
George Parkins	Shouse Village Community Association	Present
James A. Robertson	Evans Mill Pond Owners Association	Absent (Excused)
Suzanne Samuels (Seigel)	Langley Oaks.....	Present
Ed Saperstein	Glen Haven Farms	Absent (Excused)
John Schaefer	McLean Broyhill Estates	Present
Gary Soverow	Lynwood.....	Present
Robert Wrede	Evermay Community Association.....	Present
David Wuehrmann	Ellison Heights – Mt Daniel.....	Present

AT-LARGE BOARD MEMBERS (14)

Farrokh Alemi	Present
Rob Bates	Present
Tom Brock	Present
Frank Crandall	Present
Bill Crosby	Present
Don Finberg	Present
Margaret Malone	Absent
Mark Milon	Absent
Dale Murad	Present
Rekha Nadkarni	Absent
James Phelps	Present
Ted Smith	Present
Jim Turner	Absent (Excused)
Mark Zetts	Present

Guests whose attendance was recorded by recognition or signing in:

Jack Wuerker.....	Transportation Committee	Joe Gibson.....	Resident
Dan Alcorn.....	Transportation Committee	Bobbi Bowman.....	McLean EAR
Brian Trompeter	Sun Gazette	Jenn A.....	TransUrban

CALL TO ORDER

President Jackson called the meeting to order at 8:00 PM at McLean Community Center's Community Hall (sections B & C).

APPROVAL OF MINUTES

The minutes of the MCA Board meeting of April 7, 2010 were approved as amended.

TREASURER'S REPORT

The report for May is inserted below:

MCLEAN CITIZENS ASSOCIATION

TREASURER'S REPORT

1-May-10

Checking Account

Beginning Balance	3/31/2010			20,751.60
		Deposit		
Additions	4/17/2010	Member Dues	\$495.00	
	5/1/2010	Member Dues	\$360.00	
Total - Additions				<u>855.00</u>
Total				21,606.60
Deduct		Check #		
	4/13/2010	1111 Watts - McLean Day	225.00	
	5/1/2010	1112 Kwik Kopy Flyers	97.01	
	5/1/2010	1113 Lettercom - 2010 Mtng Notice	1,699.28	
Total - Deducts				<u>2,021.29</u>
Checking Balance				19,585.31

Certificates of Deposit

3000102773	APY 2.2%	4/6/2010	5,581.95
3000102774	APY 1.75%	3/2/2010	5,557.48
3000103064	APY 1.0%	3/1/2010	5,745.21
CD Total Current Value			<u>16,884.64</u>

Net Worth (Checking/CD) **36,469.95**

Checking account and certificates of deposit are at SONA Bank in McLean.

Respectfully submitted,

William J. Denk
Treasurer

REPORT OF PRESIDENT / EXECUTIVE COMMITTEE

President Jackson expressed thanks to the retiring board members. He nominated Joe Gibson to be the new representative to the Fairfax Federation which was motioned and approved unanimously. The spring membership meeting will be held May 20th and Fairfax County Board of Supervisors Chairman, Sharon Bulova, will be speaking.

STANDING COMMITTEES

BUDGET AND TAXATION COMMITTEE

No resolution.

EDUCATION & YOUTH COMMITTEE

No resolution.

ENVIRONMENT, PARKS AND RECREATION COMMITTEE

No resolution.

PLANNING AND ZONING COMMITTEE

Joint resolution on proposed amendment to the Comprehensive Plan for Tysons Corner (with Tysons Corner Liaison Committee)

Mark Zetts explained the purpose of the resolution was to try to influence the May 27th Planning Commission markup and not necessarily to be understandable to those not familiar with the issues. There was extensive discussion and some changes were made to the resolution. Another resolution will be needed on phasing and triggers once the commission rules. Motion was made and resolution approved with one nay and one abstention.

McLean Citizens Association Resolution Tyson Corner Urban Center Comprehensive Plan Amendment May 5, 2010

Whereas in 2005 the Fairfax County Board of Supervisors established a task force to recommend changes to the Tysons Corner Urban Center (Tysons) Comprehensive Plan due to the deferral of 20 Tysons Plan amendments submitted in 2004 and in anticipation of the arrival of four Metrorail stations to Tysons; and,

Whereas Tysons is located at the junction of the VA 267 (Dulles Toll Road) and I-495 (Capitol Beltway) and the junction of two Virginia state highways, VA 7 and VA 123 and borders McLean to the south; and,

Whereas the proposed Tysons Plan amendment is one of the most comprehensive and complex Plan amendment ever considered by the county and represents many years of planning effort; and,

Whereas, Tysons currently has 17,000 residents and 104,000 employees and contains approximately 46 million square feet (MSF) of development, including 5.5 MSF of retail use, 27 MSF of office use and 10 MSF of housing; and,

Whereas, the planning objectives of the proposed Plan amendment include:

- Increased development intensity around the four Metro stations in accordance with generally accepted Transit Oriented Development (TOD) principles;
- Significantly increased residential use including considerable affordable and workforce housing;
- Increased mixed-use development;
- Reduced single occupancy vehicle (SOV) trips and high rail and bus transit utilization;
- Greatly increased pedestrian access and walkability;
- A sustainable Tysons with restored streams, a green network of public parks, open spaces and trails, and green buildings; and;
- Adequate public facilities to support a dense urban center;
- Improving the existing transportation infrastructure to keep pace with the anticipated increased development and improving internal circulation;
- Protection of the existing, stable residential neighborhoods at the periphery of Tysons;

and,

Whereas the proposed Plan amendment defines a TOD area as being within 1/2-mile of a Metrorail station entrance and seeks to greatly increase development intensities inside the TOD areas by permitting the highest floor area ratio (FAR) within 1/8-mile of the stations and reduced FAR as distance from the station increases; and,

Whereas current Fairfax County policy establishes the TOD boundaries by walking distance from the station platform and the proposed Plan amendment establishes the TOD boundaries by absolute distance (as the crow flies) from the station entrances, resulting in considerably larger TOD areas; and,

Whereas larger TOD areas are counterproductive and ultimately result in reduced rail ridership and increased vehicle trips because the actual distances to rail are less conducive to walking; and,

Whereas the proposed Plan amendment advertises 7 different options for establishing density levels within the TOD and non-TOD areas of Tysons, and three of these options would set no FAR limits; and,

Whereas some of the density options would provide bonus FAR density for green buildings, affordable housing and contributions towards public facilities; and,

Whereas the proposed bonus FAR density for green buildings built to LEED or equivalent standards would range from 2-10%; and,

Whereas green buildings are in demand in the marketplace and developers must adhere to LEED standards in order to be competitive, and this makes unnecessary bonus FAR density for green buildings; and,

Whereas the proposed Plan amendment recommends building heights of up to 400 feet within 1/8-mile of the stations to accommodate high intensity development in the TOD areas while allowing for the provision of adequate open space and the dedication of land for the grid of street and public facilities; and,

Whereas the proposed Plan amendment recommends minimum consolidations of 20 acres before rezoning approval in order to ensure the provision of land dedicated for the grid of streets, parkland and public facilities; and,

Whereas the proposed Plan amendment advertises 2 options for a planning horizon, either 20 (2030) or 40 years (2050); and,

Whereas county land use planners project Tysons could grow to 84 MSF of development by year 2030 with a population of 44,400 and 166,700 jobs, and grow to 116 MSF of development by year 2050 with a population of 102,900 and 193,000 jobs; and

Whereas VDOT only plans its road network out 20 years; and,

Whereas the proposed Plan amendment recommends numerous transportation improvements in order to accommodate 84 MSF of development by 2030, including, but not limited to:

- Widening Magarity to 4 lanes,
- Widening Gallows Road to 6 lanes,
- Widening Routes 7 and 123 to 8 lanes,

- Widening the Dulles Toll Road by 2 lanes out to Reston Parkway,
- Constructing additional ramps to the Dulles Toll Road,
- Constructing a ramp over I-495 connecting Jones Branch Drive to Scotts Crossing Road
- Substantially increased bus transit service;

and,

Whereas the proposed Plan amendment further recommends the construction of roughly 10-12 miles of new roads within Tysons to establish a grid of streets that relieves congestion on Routes 7 and 123 and improves internal circulation; and,

Whereas the county submitted to the Virginia Department of Transportation (VDOT) a Chapter 527 Traffic Impact Analysis that provided a description and extensive analysis of the proposed road network improvements; and,

Whereas VDOT provided an Evaluation Report of the Tysons 527 Traffic Impact Analysis that acknowledged the broad scope of the transportation plan commented that the proposed Plan amendment did not provide guidance on how to remediate traffic congestion problems should any of the transportation improvements not be implemented, or the travel demand management or transit mode split be less availing than planned; and,

Whereas the cumulative net tax revenue from 2010 to 2030 at build out of 84 MSF is projected at \$1.2 billion; and,

Whereas the projected cost of the transportation improvements between 2010 and 2030 is \$1.388 billion, not counting the transit costs; and,

Whereas VDOT commented in its Evaluation Report that, *"...it is clear that significant public sector funding would also be necessary to achieve phases of the vision for the future of Tysons. It is common knowledge that public funding availability is a current concern in Virginia and, specifically, Northern Virginia."*; and,

Whereas county transportation planners modeled the planned 2030 road network and, notwithstanding the above recommended transportation improvements, project severe congestion at 84 MSF of development by 2030; and,

Whereas preliminary results of an ongoing study of the proposed expansion of the Dulles Toll Road revealed numerous problems with both the widening and the construction of new ramps, such as lack of right-of-way, environmental impacts, high construction costs, the need for Federal Highway Administration approvals and enabling legislation from Richmond; and,

Whereas the widening of the Dulles Toll Road is needed by the time Tysons achieves 60 MSF of development or by the year 2020; and,

Whereas the monitoring and counting of vehicle trips in and out of Tysons will be critical to characterizing the performance of the transportation network and the cumulative impact of new development over the next 20 years; and,

Whereas the planned growth in Tysons will require the following new public facilities between 2010 and 2050:

- Two elementary schools,
- Expansion of a local secondary school,
- Community library,
- Two fire stations,
- Satellite police station,
- Performing arts center;

and,

Whereas the proposed Plan amendment proposes a minimum of 20 athletic fields within Tysons; and,

Whereas the proposed Plan amendment requires 20% of residential units within the TOD areas be dedicated to affordable housing; and 12% in the non-TOD areas; and,

Whereas the proposed Plan amendment offers 5 options for phasing development with transportation improvements and infrastructure; and,

Whereas the Planning Commission has not yet made its recommendation on phasing; and,

Whereas the McLean Citizens Association has long sought development triggers that ensure new development does not exceed the carrying capacity of the underlying infrastructure;

Now, therefore, be it resolved that the McLean Citizens Association supports the Comprehensive Plan for Tysons proposed Plan amendment subject to the following conditions:

1. The Plan amendment establish a planning horizon of 20 years,
2. In accordance with intensity option 3A, no FAR allocation be established within ¼-mile of the Metro stations and, as a prerequisite to any redevelopment within this area, a Plan amendment in full compliance with Tysons planning objectives, a rezoning application and a development plan be approved,
3. Any density above a 4.75 FAR approved within the ½-mile TOD area be time limited,
4. No density be transferable outside the ¼-mile area,
5. A 2.0 FAR be allocated within the ¼-mile to ½-mile TOD area and the FAR for the non-TOD areas of Tysons remain at the current planned intensities,
6. The minimum consolidation for redevelopment be set at 20 acres to secure the dedication of land for public facilities, parks and the grid of streets,
7. The Plan establish the use of triggers to implement a phased approach to the redevelopment of Tysons such that the amount of total development stays in balance with the available infrastructure,
8. A re-planning threshold of 84 MSF be established that is contingent on expansion of the Dulles Toll Road by year 2020, in a manner that comports with the VDOT Evaluation Report, provided however, until the Dulles Toll Road is expanded, a lower, interim re-planning threshold be established that takes into account the limited number of access ramps and the projected inadequate capacity of the 8-lane Dulles Toll Road,
9. A monitoring system be established to monitor and enumerate on a continuous basis vehicle trips into and out of Tysons that is sufficiently automated to make the trip count data useful and readily available to county transportation planners;

and,

Be it further resolved that the McLean Citizens Association opposes the granting of bonus density for green buildings,

Be it further resolved that the McLean Citizens Association opposes the artificial and disadvantageous expansion of TOD areas by measuring distance as the crow flies from the displaced station entrances and strongly urges the county to apply the current TOD policy in Tysons that uses walking distance as measured from the station platform,

Be it further resolved that the Board of Supervisors establish a public facilities cost recovery plan, similar to what has been used successfully in the Route 28 corridor (i.e., a 75-25 split between landowners and other funding sources), prior to granting increased density for Tysons that will ensure the cost burden is borne primarily by the land owners who will benefit from this development and not passed on to the average county taxpayer.

cc: John Foust, Dranesville Supervisor
 Jay Donahue, Dranesville Planning Commissioner
 Benjamin Wiles, Staff
 Fairfax County Planning Commission
 Fairfax County Board of Supervisors

Joint resolution to the zoning ordinance for Tysons Corner (with Tysons Corner Liaison Committee):
 Resolution motioned, passed unanimously and adopted.

**McLean Citizens Association Resolution
 Planned Tyson Corner Urban District Zoning Ordinance Amendment
 May 5, 2010**

Whereas Fairfax County is proposing to amend the Zoning Ordinance to create a new zoning district for the Tysons Corner Urban Center; and,

Whereas this new zoning district would be named the Planned Tysons Comer Urban District, abbreviated as PTC; and,

Whereas the purpose of the proposed ZOA would be to allow the implementation of the redevelopment options permitted by the Tyson Plan Amendment; and,

Whereas the proposed ZOA would additionally amend Articles 2, 6, 8, 9, 11, 12, 13, 16 and 18 in order to accommodate the regulations in the PTC district; and,

Whereas the PTC district:

- Is designed to promote a mix of uses and would not differentiate between primary and secondary uses,
- Would provide for the adherence to urban and streetscape design and require, with limited exception, that uses be conducted entirely within an enclosed building with no outdoor storage,
- Requires parking to be provided in structures,
- Specifies new parking maximums that generally reduce the amount of available parking within TOD areas in order to promote transit ridership,
- Requires a parking plan be submitted for any rezoning to the PTC district and the plan must address loading spaces,
- Requires drive-through facilities and cars washes to be provided within a multi-story building,

and,

Whereas the proposed ZOA is broadly advertised to allow the Board of Supervisors to establish maximum building heights and maximum FARs to permit redevelopment in accordance with the guidance set forth in the adopted Tysons Plan Amendment; and,

Whereas the PTC district would count cellar space as gross floor area to be included in the FAR calculation count and the proposed ZOA is advertised with two options that would exclude cellars from FAR calculations if:

1. The cellar is mechanical space with headroom less than six feet, six inches, or
2. The cellar is devoted to storage and accessory uses;

and,

Whereas county staff recommends option #1; and,

Whereas using cellar space for accessory uses can add intensity that is not accounted for when assessing use impacts; and,

Whereas the proposed ZOA is advertised to require a PTC district size of 0 to 25 acres with a county staff recommendation of 10 acres; and,

Whereas, large scale consolidation is a key objective of the proposed Tysons Plan amendment;

Now, therefore be it resolved, that the McLean Citizens Association supports the proposed Zoning Ordinance Amendment and strongly recommends:

1. That all cellar space be counted as gross floor space except for mechanical space with less than six feet, six inches of headroom, and,
2. A minimum PTC district size of 10 acres.

cc: John Foust, Dranesville Supervisor
Jay Donahue, Dranesville Planning Commissioner
Benjamin Wiles, Staff
Fairfax County Planning Commission
Fairfax County Board of Supervisors

TRANSPORTATION COMMITTEE

No resolution.

Dan Alcorn reported that the committee meeting was well-attended. Representatives from the HOT lanes briefed. VDOT has approved private mowing of median strips and a web site has been set up.

TYSONS CORNER LIAISON COMMITTEE

See Planning & Zoning Committee resolutions.

MCLEAN PLANNING COMMITTEE

No resolution.

MCLEAN REVITALIZATION CORPORATION

No report.

FAIRFAX COUNTY FEDERATION OF CITIZENS ASSOCIATIONS

Joe Gibson confirmed as the new MCA representative.

MCLEAN CITIZENS FOUNDATION

No report.

OLD BUSINESS

None.

NEW BUSINESS

A HOT lanes presentation was given Erick Sutton of TransUrban.

ADJOURNMENT

Pres Jackson adjourned the meeting at 10:00 p.m. The next MCA Board meeting will be held June 2, 2010.

Respectfully submitted,

Nicki Watts
Recording Secretary