



THE LEAGUE OF WOMEN VOTERS®
OF THE FAIRFAX AREA

Fairfax VOTER

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Tysons Corner: What's Next?

You've seen the lane closings and re-routings, the ramp relocations, the large machinery, the dust and mud—especially around Tysons Corner. You might even have experienced attempts



to get people out of their cars and convey them to Tysons in some other way. A recent *Post* article says getting people out of their cars within Tysons Corner is a preview of the future Tysons. Is it? Come and hear Clark Tyler, chair of the Tysons Corner Land Use Task Force, talk about the long-running committee's vision for a new Tysons Corner, and the prospects for their plan coming to fruition. Get your reservation in by January 15. (Form inside)

Calendar

January (No unit meetings)

- 01 New Year's Day
- 02 February *Fairfax VOTER* deadline
- 04 Schools/LWVFA office reopen
- 06 LWVUS program recommendations due
- 09 No. Va. G.A. delegates public hearing
- 13 Gen. Assembly convenes (60 days)
- 18 MLK Day/schools closed
- 20 Board Meeting**/Feb. UC letter deadline
- 20 WRT begins in Richmond
- 23 General Meeting** Country Club of Fairfax: Update on Tysons Corner dev.
- 25-26 FCPS public hearing on FY11 budget
- 27 League Day** at G.A. in Richmond/WRT
- 30 Mt. Vernon Town Mtg. – Outreach

February (Black History Month)

- 01 March *Fairfax VOTER* deadline
- 03 WRT in Richmond
- 06 Briefing: Packard Center 10 a.m.
- 08-11 Units:** Strategies for a Secure World
- 10 WRT in Richmond
- 14 League founded in 1920 (90th anniv.)

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The President's Message

Happy New Year! A new year – what does that mean to you? A fresh slate, turning over a new leaf, list of resolutions, etc? Most people make out a wish list instead of a realistic list. So, let LWVFA make a realistic list and focus on one goal, increased membership. I know, I know, that was last year's goal and focus. Well, it worked so well, let's try it again. We had a very successful New Members Reception. And we have plans to do this again in the fall on a Saturday or week night for the people that work. The method used to involve and embrace our new members is a one-on-one approach. And this approach is as much for the "old timers" as the new members. As new members tell us of their interests and ask questions, it opens a new way of seeing things and avenues to explore and discover.

Just thinking about all the new people and new ideas ahead of us this year is exciting and, yes, I have to admit somewhat intimidating. But I have always found that discovering new ideas and possibilities somehow strengthens my long-held belief in keeping an open mind and welcoming the new as well as honoring the old. New and old are not always at odds, and without the new, the old becomes stale and lifeless after a while.

So, here's to a new year full of new ideas, members and activities that enrich and support the League and ourselves. Peace, joy and love for you and yours this New Year. Thank you for all you do for the League.

Janey

New Member News . . .

A Warm Welcome to Our New Members

We are happy to welcome new local member **Adele Derby** of Alexandria and five new national members: **Frances Richardson** in Vienna, **Kathleen Cavanaugh** in Falls Church, **Barbara Harding** in Herndon, **Aliki Bryant** of Great Falls, and **Merrilee Miller** in Reston.

In Memoriam

We are sad to report another Fairfax Leaguer's death. Marilyn Grove, of Herndon, died on November 28. Mary Valder, member of the former Chantilly/Herndon unit, remembers her as an active unit member who served on many of the same committees and assisted at LWVUS Conventions in Washington. A volunteer at the Corcoran Gallery of Art, Marilyn is survived by her husband, Jon, two children and a grandson.

Packard Center Plans Updated

LWVFA President Janey George recently received an update of the county Park Authority's plans regarding renovations at the Packard Center where we have our office space. We had previously been told that we would have to move out for a year, and when we returned, our lease cost would double. However, a recent e-mail to all current tenants indicates a much less disruptive situation. Bringing the building up to code, primarily by replacing the HVAC system and some windows, will likely start in October and last about three months. Furnishings will not have to be totally removed and

(See **Plans Updated**, p. 3, Col. 2)

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The League of Women Voters of the Fairfax Area
4026 Hummer Road, Suite 214
Annandale, VA 22003-2403
703-658-9150 (Info/fax/answering machine)
www.lwv-fairfax.org league@lwv-fairfax.org

President: Jane E. George 703-631-2993
janeyg16@verizon.net
Editor: Ron Page 703-690-0908
pagegolfer@cox.net
Coordinator: Liz Brooke 703-281-3380
lizbrooke@cox.net

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or call 703-658-9150

Proffers: Members Approve Addition to LWFVA Land Use Position

By Karole McKalip, Program Assistant

Because of an overwhelming vote in support during November units, the following statement will be added to LWFVA's Land use position: *LWFVA supports the preservation of Fairfax County's ability to be flexible in negotiating with developers for the cost of providing new or expanded public facilities and for the resolution of development issues.*

The statement allows Leaguers to support their local delegation as they set off for the next session of the General Assembly. The issue of changing the way proffers are now set up may come up again as it did last session. Local utilization and control of proffers has been a subject of debate in the Virginia General Assembly. One of Fairfax County's priorities for the next legislative session states: "Local land use authority must be preserved, as appropriate community solutions differ significantly from one area of the state to another."

At its state level, the League's position is to support state policies "that include... assistance to and increased flexibility for localities in land use planning and control..." Because proffers are not specifically cited as an aspect of this flexibility, the Proffers Study Committee recommended that support for maintaining the current proffer system in Fairfax County for future development be spelled out in our position.

Units voting on the concurrence totaled 99 members in favor and 8 opposed. A significant number of non-unit attendees sent in their responses as well this time. While the vote in favor was overwhelming, the members had many questions and observations. The process of proffers, both before and after approval, provoked extended discussions on the importance of openness. Transparency in the negotiation, the execution, and the completion was deemed important. Several units were outraged that the money from proffers that are not fulfilled within seven years goes to the Commonwealth Transportation Fund. Thus the county does not get its improvement and the state gets the money, "a definite lose-lose for the county."

A significant number of members noted that a blanket impact-fee policy (a one-size-fits-all) enacted by the state would not be reasonable, given the variety of needs among the urban, suburban and rural areas. Changes to the law that were defeated last year would have substituted impact fees for all proffers, affecting Fairfax County's flexibility. Here, often a proffer will involve land or the building of infrastructure instead of cash.

However, in some smaller counties, cash might be preferable to manage, illustrating the argument that one size does not fit all. Some members observed that urban executive counties, meaning those with dense populations, should warrant special consideration by the state and, therefore, could be exempt from impact-fee laws. There was also discussion regarding the Code of Virginia's 20-year planning horizon as being too restrictive for a county such as Fairfax.

Several questions were raised that the committee will attempt to answer in the future. How are the negotiations submitted and accepted? How are proffers recorded and who follows up? During the execution phase of a non-cash proffer, how are ongoing inspections handled? What happens when a project is only partially completed? When does the seven-year clock start ticking?

Although in basic support of the concept, a few members disagreed with adding the concurrence statement to the LWFVA Land Use Position and felt that it really should be part of a LWFVA position. In fact, any lobbying of the General Assembly involving proffer changes would have to go through the State Board. They recommended that the Fairfax League propose to the state League to incorporate similar language in its land use position. The LWFVA could support the preservation of local government's ability to be flexible in negotiating with developers.

(Plans Updated, from p. 2, Col. 2)

the lease increase will amount to only 2 percent for the first year. No figures have been released for the following years as yet, but there will be an increase and at larger percentages. If the building cannot be filled by current tenants, the building could still be demolished. The Park Authority has offered to inquire within its system to see if temporary space can be found for displaced groups during renovation. The authority, while making no promises, has also asked tenants for a wish list of improvements, which for League members would include an elevator and kitchen renovation. The LWFVA Board is in the process of making decisions regarding the handling of the office situation.

Think Green . . .

Improperly sealed/caulked windows can account for up to 25% of total heat loss from a house. (Environment Canada, 2007)

Task Force Chair Tyler to Speak About Tysons Plans at General Meeting

M.L. Clark Tyler is a semi-retired businessman and former government official. Mr. Tyler currently serves as Chairman of the Tysons Land Use Task Force, a group of local residents and business and property owners who will make recommendations to the Fairfax Board of Supervisors on the new Tysons Corner Comprehensive Plan.

In his executive career, Mr. Tyler served in the U.S. Department of Commerce, the Department of Transportation and the White House. In 1967, he was appointed by President Lyndon Johnson as the Alternate Federal Cochairman of the Appalachian Regional Commission and was confirmed by the Senate. He also served as the Deputy Director of the 1977 White House Conference on Balanced Growth and Economic

Development and was a Group Vice President of Amtrak from 1979 to 1984. In the private sector, he has served as a consultant in the mass transit industry.

A graduate of Harvard University, he also graduated from the Harvard Business School's Advanced Management Program. A history buff, his full name is Meriwether Lewis Clark Tyler and his great-great-grandfather is explorer William Clark.



The LWV of the Fairfax Area General Meeting Saturday, January 23, 2010

at

COUNTRY CLUB OF FAIRFAX

5110 Ox Road (Route 123 near Braddock Road), Fairfax VA 22030

10 AM – Registration & coffee

10:30 AM

“A New Tysons - Vision or Pipe Dream?”

Clark Tyler, Chairman of Tysons Land Use Task Force

12:00 noon –Luncheon

(Reservations required for luncheon only)

Luncheon Reservation Deadline January 15, 2009— Cost: \$35 per person

Menu: House Salad With Raspberry Vinaigrette, Chicken Capri [Chicken Breast With Basil Butter and Angel Hair Pasta], Chef's Vegetables, Rolls and Butter, Special Dessert, Coffee Service

Program is free; Luncheon, \$35 per person. Make checks payable to: **LWVFA**

Mail with reservation form to:

2010 General Meeting, 10172 Turnberry Place, Oakton, VA 22124

Name _____ Lunch @\$35 ea. _____

Phone Number & E-mail _____

Guest(s)'Name(s) _____ Lunch @\$35ea. _____

Total \$ enclosed _____

For special dietary needs or questions, call Mary at 703-319-2185

A New Tysons: Vision or Pipe Dream?

By Lois Page, LWVFA Program Director

Most of the material below has been reproduced for you from a document entitled "Transforming Tysons." It represents the recommendations of the Tysons Land Use Task Force that were presented to the Fairfax County Board of Supervisors in September 2008. The Task Force consisted of 37 members who worked for three and a half years and was headed by M.L. Clark Tyler, our speaker for January's General meeting. Vice chair of the Committee is State Senator George Barker. The Fairfax County Board of Supervisors voted unanimously to accept the recommendations and to refer them to the Planning Commission and Planning staff for the development of detailed Comprehensive Plan text.

Following the text of the report is a brief summary of several developments that have occurred since the report was presented.

A Vision for the Future of Tysons

Imagine a Tysons Corner built for people, not cars. Imagine an urban center where growth pays for an infrastructure that provides needed public services and amenities and promotes environmental excellence. The new Tysons will provide a rich mix of uses within walking distance of transit, offer workforce housing, include opportunities for arts, culture and recreation, reduce sprawl, and protect existing neighborhoods.



Using the principles of transit-oriented development, the Tysons Land Use Task Force has established just such a long-term community vision for the future of Tysons along with the detailed recommendations necessary for its successful implementation.

These recommendations describe a transformed Tysons - from a textbook case of suburban sprawl into a true 21st century urban center that addresses the challenges of sustainable growth, energy conservation, environmental protection, affordable housing, and safe communities.

The four Metrorail stations, to be built in Tysons as part of the Dulles Corridor Metrorail project, will serve as a catalyst for this transformation. The proven strengths of transit-oriented design will allow the future Tysons to become a livable and vibrant urban center where people live, work, play, shop, worship, and even retire. Significant changes will include:

- A dramatic increase in housing at different income levels to create a balance of residents and workers

- Eight pedestrian-oriented neighborhoods of mixed use development
- Taller buildings and higher densities near Metrorail tapering to lower densities at the borders with surrounding neighborhoods
- Extensive venues and opportunities for arts, culture, and recreation
- Less overall parking, with much of it placed underground
- More local streets which invite and protect pedestrians with sidewalks, trees, street level retail, and facilities for bicycles
- Efficient and frequent transit to rapidly move people throughout Tysons
- Route 7 and Route 123 serving as tree-lined boulevards to calm traffic while still allowing it to move through Tysons
- New buildings constructed to green standards
- New open spaces and parks connecting people and neighborhoods.

This is a long-term vision that will result in a complete transformation from Tysons as we know it today. These changes will take decades to achieve, and will require strong political will. It will also require a plan and structure for implementation fundamentally different from what has been done in the past. The public and private sectors must work together to ensure that all facets of the desired vision are implemented.

To achieve the vision, the Task Force recommends that the County create mechanism(s) to ensure that the level of development necessary to create the overall urban environment being sought is carefully timed and coordinated with the infrastructure and amenities necessary for a well

functioning “downtown” for Fairfax County.

Tysons Today

Over the past 40 years, Tysons has grown from a simple country crossroads to the nation’s 12th largest employment center and among its largest retail centers. It provides the largest tax base in Fairfax County and is a major economic force in the Commonwealth of Virginia. The home page of the Fairfax County Economic Development Authority’s web site notes that:

- *Time* magazine proclaimed Fairfax County “one of the great economic success stories of our time.”
- A U.S. Labor Department study called Fairfax County the private-sector jobs leader in the Washington, D.C. area.
- A *Wall Street Journal* story described Fairfax County as the center of federal government contracting.

Fairfax County is the heart of the Washington area technology community and Tysons is its economic and employment center.

Tysons is home to three Fortune 500 headquarters and many prominent national firms. It is also one of the largest retail centers in the region with almost six million square feet of space and two major regional malls. The Tysons area also has 26 million square feet of office space, more than one million square feet of industrial/flex space, and its 14 hotels are the largest concentration in the county. According to the Fairfax County Department of Tax Administration, annual county tax revenue from Tysons - generated primarily from commercial real estate and sales taxes - is approximately \$300 million. The transformed Tysons, using the growth anticipated in the Task Force recommendations and consistent with market projections, will generate more than \$1 billion per year under today’s tax rates.

The Challenge: Moving Tysons Into the 21st Century

Today’s Tysons is built for the automobile. With 167,000 parking spaces covering 40 million square feet, it has more real estate devoted to cars than people, and more parking spaces than its 17,000 residents and 105,000 workers combined. Its large superblocks and campus-style development are accompanied by widely separated buildings, limited safe and useful pedestrian walkways, and roadways that can be highly congested at times. Residents frequently point to the limited availability of grocery

stores and personal services among the myriad shops, and the impacts of poorly managed growth on neighboring residential communities as significant concerns.

Tysons’s auto domination is out of step with the energy conservation and environmental consciousness that is important to today’s society. With nearly half the land area covered by impermeable surfaces, there are few usable green spaces or parks, and serious challenges managing stormwater.

Traffic and pedestrian safety are also serious concerns. Route 7 and portions of Route 123 are highly congested thoroughfares practically un-crossable by foot or bicycle, and few comfortable connections exist. As a result, a majority of trips, even those within easy walking distance, are made in cars and most end up on the major roadways due to an inadequate network of well connected minor streets.

The arterial barriers represented by the Beltway and the Dulles Toll Road, as well as significant traffic passing through Tysons to other destinations further divide Tysons.

As it contemplated these challenges, the Task Force came to the clear realization that Tysons simply cannot move forward under its existing suburban development model. Instead, Tysons must transform into the urban downtown of Fairfax County if it is to play a central role in accommodating the 1.6 million people projected to come to the metropolitan Washington area by the year 2030. (Source: Metropolitan Washington Council of Governments Round 7.1 projections.)

The Opportunity: Metrorail in Tysons

With the finalization of plans to place four stations within Tysons as part of the Metrorail extension to Dulles Airport and Loudoun County, Fairfax County was presented with an opportunity to dramatically change and improve Tysons.

While the 1994 Comprehensive Plan had identified three potential Metrorail stations, it failed to fully recognize the urban nature of the future Tysons or to take full advantage of a transit-based approach to planning. Today, after a decade of subsequent and continual piecemeal growth under the 1994 Plan (without the presence of Metrorail), it is clear why little of Tysons’s potential has been realized.

Throughout its process, the Task Force has heard from many who were disappointed with the implementation of the 1994 Comprehensive Plan. It contained many good ideas, sound

objectives and important policies, but few of them were implemented. It clearly was time for both a new plan and a new approach to implementation.

The Response: Engaging the Community and Planners Together

In May 2005, the Fairfax County Board of Supervisors recognized that “Tysons Corner is the economic engine driving Fairfax County to and through the 21st Century, and the conditions established by this Comprehensive Plan update must continue to foster the economic vitality of our urban center.” In response, the Board appointed a Task Force of stakeholders and citizens to update the 1994 plan in order to achieve the following:

1. Promote more mixed use;
2. Better facilitate transit-oriented development (TOD);
3. Enhance pedestrian connections throughout Tysons;
4. Increase the residential component of the density mix;
5. Improve the functionality of Tysons;
6. Provide for amenities and aesthetics in Tysons, such as public spaces, public art, parks, etc.

(Source: Joint Board Matter dated May 23, 2005, establishing the Task Forces mission)

The 36 member Task Force represented the wide range of community interests and perspectives essential to planning for the future of Tysons. The Task Force sought help both locally and nationally as they deliberated. The process included extensive support from Fairfax County planning and transportation staffs. In addition, expert planning, transportation, and public participation professionals from around the country were engaged in an in-depth process to design a new Tysons around transit and to ensure that the community’s voice was heard and incorporated.

The Task Force worked closely with over a dozen public and private agencies, organizations, and utility providers responsible for managing and maintaining the services and infrastructure necessary for Tysons. The Task Force worked closely with over a dozen public and private agencies, organizations, and utility providers responsible for managing and maintaining the services and infrastructure necessary for Tysons. Meetings and presentations were conducted with the many state and regional authorities responsible for transportation-related changes in Tysons including, but not limited to, the Virginia Department of Transportation,

Dulles Corridor Metrorail Project, and High Occupancy Toll (HOT) Lanes Project.

The Task Force studied the issues and conditions in Tysons extensively, and looked at examples of how transit-oriented communities have been designed and implemented in areas throughout the country. Experts from around the country were invited to provide detailed presentations on virtually every aspect of Tysons redevelopment including housing, growth, transit, storm water management, transportation demand management, and transit-oriented development.

To study information in sufficient detail, the Task Force organized six committees met regularly, interacted with County staff and relevant experts, and provided detailed recommendations for Task Force review. Committee topics included transportation, affordable and workforce housing, implementation, livability and walkability, landowner coalitions, and communication.

The Board of Supervisors also directed the Task Force to involve and incorporate the views and concerns of surrounding communities, citizen groups, smart growth advocates, businesses, employees, environmentalists and other special interests, in addition to landowners and developers. The full Task Force held over 60 meetings and held even more meetings among its subcommittees, all of which were open, to the public. In addition, 45 public meetings and workshops attended by over 2,000 participants were held to get broader public input. The first meetings were held at the beginning of the process before any actual plans were drafted, and additional meetings and workshops were held at key decision points throughout the process. The Task Force Chair and members also met with individuals and groups throughout the County on a regular basis to share information and gain input.

The County maintained an extensive web site that included summaries and materials from each meeting, all public materials, and videos of presentations from public meetings. Online input was used to augment public meetings and workshops. Regular emails, fact sheets, and in-depth media coverage also kept the public informed. This broader public input helped to shape the direction of the recommendations from the very beginning.

At this point the report documented the extensive public workshops, seminars and meetings that have been held since the 2006. The task force met at least twice a month.

The Task Force has maintained a comprehensive record

of its activities and reports at www.fairfaxcounty.gov/dpz/tysonscorner.

Achieving the Vision

Early in the planning process, the Task Force realized that Tysons could not simply evolve from its current form. Real success could only come about through a radical transformation, taking place over many years. The Task Force further understood that no transformation was possible without a detailed vision to identify what that long-term future would look like.

In addition, the Task Force recognized that the existing county process of reviewing and approving development proposals on a project-by-project basis would not provide the opportunity to achieve the community's vision for Tysons. A new process was needed to achieve common standards and design objectives that served to integrate projects and implement plan elements across property boundaries. This new process will also facilitate the provision of amenities that will benefit the community as a whole. Thus it was not enough to present the vision. It was also necessary to create a new approach and the tools needed to ensure its realization. An integral part of this approach is to strategically increase densities in order to maximize the benefits of transit, create sustainable, walkable urban environments, and allow Tysons to absorb and manage the growth necessary to maintain its status as the economic engine of Northern Virginia.

The actual form and timing of development will be greatly affected by market conditions, availability of infrastructure, the necessary phasing of development and amenities, and a combination of public and private resources. It will require a high degree of cooperation and coordination among Fairfax County, the Commonwealth of Virginia, residents, landowners, developers, employers, workers, and the surrounding communities.

Recognizing this, the Task Force is presenting to the Board of Supervisors and the planning Commission a long-term vision for a completely transformed Tysons that take several decades to be fully realized.

Over the coming months, detailed district plan language and final area-wide language will be drafted by a committee of Task Force members, staff, and consultants. The committee will also recommend necessary implementation techniques, including changes to the zoning ordinance. These products will then be reviewed by the full Task Force and forwarded to the Planning Commission.

Two key elements essential to the future success of Tysons redevelopment are presented in the report.

1) A Clear Framework for Articulating a Long-Term Vision

The Task Force is presenting a vision for Tysons with a number of detailed characteristics that are essential for success. The vision presented will not be realized for many decades but will require a clearly defined framework to ensure its ultimate success. The Task Force has identified key components that must be achieved if Tysons is to become a functional urban center for Fairfax County, effectively managing its share of projected regional growth.

2) An Approach to Comprehensive Planning and Implementation

The Task Force also presents a comprehensive new approach to implementation, designed to create the proper focus on fully realizing the amended plan, providing oversight and coordination of development, and achieving the desired community benefits.



Recommendations: Creating a Framework and Approach for Building the 21st Century Tysons

The Task Force has developed a wide range of recommendations. Creating the recommendations began with building a consensus on the Guiding Planning Principles necessary for implementing effective transit oriented development. These eight Guiding Planning Principles were developed to reflect the key public values identified at public meetings early in the process:

- Move Tysons forward within its existing boundaries as the employment and commercial economic engine of the region and an expanding contributor to the tax base of Fairfax County.
- Retain compatible transitions at the edges to adjacent neighborhoods through a combination of use, intensity,

scale and/or building heights.

- Reduce the time, cost, and inconvenience of accessing and moving within Tysons by promoting a functional and accessible system of pedestrian walkways, trails, shuttles, bike routes, a grid of streets, transit connections and standard principles of trip reduction.
- Transform Tysons from a suburban office park and activity center into a 24/7 urban center marked by the diversity of residents and workers, a range of ideas, opportunities, and activities, the quality of buildings, aesthetics, and open spaces, and connections and accessibility for all.
- Reduce the suburban focus on isolated buildings, surface parking and moving vehicles through Tysons to somewhere else and connect new buildings, urban parks, structured parking, and pedestrian and bicycle accommodations to form engaging streetscapes and connected neighborhoods.
- Attract mixed-use transit-oriented development and private investment to Metrorail station areas and transit connection locations throughout Tysons, including increased housing supply, choices, and price points, service opportunities, and office space.
- Engage people, communities, institutions, and the private sector with government to include in Tysons the distinctive architecture, civic focal points, cultural and educational institutions, places of worship, medical facilities, entertainment and recreation, libraries, and public safety facilities that mark environmentally sound, safe and inclusive urban communities.
- Respect the unique natural features and topography of Tysons in all plans, expand useable and publicly accessible open space and improve the existing natural environment.

(Source: Guiding Planning Principles adopted by the Task Force in September 2006.)

The summary of recommendations below represents those items that are essential to future development. While the exact details of each will evolve over time, none can be ignored.

1. Create a People-Focused Urban Setting

Policy Changes Required

- Allow significantly higher densities in Transit Oriented Development (TOD) areas and along form-giving circulator routes.
- Create urban standards to guide all aspects of Tysons

development and implementation.

- Strengthen targets for affordable housing.
- Enhance support for arts, culture and recreation.

Specific Recommendations

- 1a. Envision Tysons as multiple connected neighborhoods. Eight distinct neighborhoods will emerge, each with its own identity, arts and culture, parks, residences, and jobs. Venues and destinations will be created where people want to spend time in the evenings and on weekends, defining Tysons as a more complete place.
- 1b. Establish a transit-oriented approach to density. Building densities will be highest within 1/8 mile of Metro stations, with floor area ratios (FAR) of up to 6.0. These densities will decrease as the distance from stations increases, with FARs ranging from 1.75 up to 2.75 beyond 1/3 mile from stations and lower densities in conformance with the current Plan beyond 1/2 mile from stations. In addition, land within 600 feet of form-giving circulator routes will have FARs ranging from 1.5 up to 2.5.
- 1c. Link development intensities to community benefits. Increased intensity alone will not create livable places. To achieve the highest intensities, new developments will be required to provide a variety of benefits, such as an appropriate mix of uses, contributions to the grid of streets, open space, public art and cultural amenities, environmental enhancements, and affordable and workforce housing. Requirements will vary based on the specific site location and circumstance.
- 1d. Create a balance between jobs and residents. Jobs could increase from 105,000 today to as many as 200,000 at the end of the planning horizon. The current residential population of 17,000 could increase to 100,000 residents, requiring a considerable increase in housing units to provide a better jobs/housing balance. Giving people the opportunity to live near their workplaces could generate fewer auto trips and result in less traffic congestion.
- 1e. Promote mixed use development with street-level retail. People will be able to run errands, and find restaurants, entertainment, and shopping all within walking distance of their homes, offices, and transit.



- 1f. Promote the development of affordable and workforce housing. Incentive-based requirements will extend the County policy for affordable and workforce housing beyond the current 12% to 20% of residential development and allow more people to live close to their work.
- 1g. Apply design guidelines. Specific and detailed urban guidelines will help to create a sense of place and a vital urban environment.
- 1h. Create accessible urban streetscapes. Smaller blocks throughout Tysons provide a focus on pedestrian and bicycle access. The grid of streets include complete sidewalks that allow people to walk throughout Tysons. Streetscapes will be enhanced by shade trees, pedestrian amenities, and underground utilities.
- 1i. Design community services for an urban environment. Public safety services, libraries, health care, and recreation facilities will be adapted to serve people quickly and effectively in an urban setting and will be implemented commensurate with growth.
- 1j. Include cultural and educational institutions, public art, and spaces for arts participation and enjoyment.

2. Redesign the Transportation Network With a Strong Transit

Policy Changes Required

- Change and transition the current parking requirements to reflect an urban environment and discourage automobile usage.
 - Allow for the development of appropriate urban streets.



Specific Recommendations

- 2a. Create a fine grid of streets. The current superblocks will be transformed into manageable streets to keep local traffic off major roadways, create more pathways for traffic flow, and provide a safe, accessible pedestrian and bicycle environment.
- 2b. Use “complete streets” design principles. Complete streets will be designed to enable safe access for all users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities will safely move along and across a complete street.
- 2c. Create extensive bicycle lanes and facilities. Residents and workers will be able to travel by bicycle on dedicated on-road facilities, making use of bike racks, bike lockers and other facilities at

residential, retail, and commercial areas.

- 2d. Create a system of circulators. A series of local circulators will move people to and from Metro and within Tysons, including high-frequency routes on dedicated rights of way.



- 2e. Create neighborhood transit and non-motorized connections. To supplement the circulator system, local transit, such as bus or trolley, will serve other areas outside of walking distance to Metro or the circulators. People living in surrounding neighborhoods will have the option of using neighborhood transit systems and increased pedestrian and bicycle connections to Tysons.
- 2f. Plan development to provide access to transit. The most intense development will occur within walking distance of Metro stations and along the circulator routes and most areas of Tysons will be within walking distance of either a circulator stop or Metro station.
- 2g. Apply Transportation Demand Management. TDM strategies will reduce the number of car trips and increase the efficient use of transportation services. These could include transit coordinators, carpool/vanpool incentives, transit subsidies, flex-work arrangements, guaranteed ride home, and parking management.
- 2h. “Right size” parking. Urban parking standards will result in less overall parking near Metrorail to encourage the use of other modes of transportation.

3. Strong Focus on the Environment

Policy Changes Required

- Strengthen requirements for green buildings by requiring LEED Silver or equivalent by 2013. Develop and implement urban standards for parks.
- Strengthen requirements and introduce new methods for managing stormwater to reduce runoff to that of forested conditions
- Set goals for reductions in vehicle miles traveled by residents .
- Over the next 25 years, more will be understood regarding the effects of low impact design, LEED construction, enhanced transportation demand management strategies and the impact of transit oriented design. With this knowledge, additional steps in building design and urban planning can

be implemented to achieve the long-term goal for Tysons of carbon neutrality by 2030.

Specific Recommendations

- 3a. Develop and connect parks and green space throughout Tysons. Many acres of new parkland in restored streams, green spaces, trails, and neighborhood parks, will create a green network throughout Tysons. A large signature park space should be developed to serve as a central gathering space and cultural venue.
- 3b. Require green building standards. All new buildings in Tysons will be LEED certified or the equivalent. Bonus density will be provided for buildings certified above the base level. After 2013 new buildings will be required to achieve LEED Silver certification or the equivalent.
- 3c. Restore existing streams. Scotts Run, Old Courthouse Branch, and other streams in Tysons will be restored to create spaces for recreation as appropriate, to maintain environmental protection, and to preserve and enhance buffers to surrounding residential communities.
- 3d. Use green streets design principles. Streets will use vegetated facilities to manage stormwater runoff at its source and create a sustainable stormwater strategy that exceeds regulatory compliance and resource protection goals.
- 3e. Implement rigorous stormwater management. Surface water will be managed by detention, infiltration, retention, reuse, and low impact development techniques used during redevelopment.
- 3f. Set aggressive goals for automobile independence. The goal is to reduce vehicle miles traveled per resident of Tysons to below the regional average.

4. Create an Authority for Implementation That Provides Flexibility, Accountability, and Resources Necessary to Achieve the Vision

Policy Changes Required

- Improve the means of evaluating zoning changes to bring speed, clarity and predictability to the process.
- Develop new tools and mechanisms to finance infrastructure improvements and amenities.

Specific Recommendations

Create a new implementing authority. The authority will be established by the Supervisors to be the “Keeper of the Vision” and ensure that the overarching goals and objectives of the new Comprehensive Plan are implemented.

Powers and responsibilities of the implementing authority should include:

- Work with Fairfax County to develop new Zoning Ordinance language and categories to address the unique requirements of this urban downtown.
- Work with Fairfax County to develop new urban standards for determining appropriate infrastructure needs.
- Develop and enforce a set of design guidelines to reflect the “vision” and to supplement the Comprehensive Plan and the Zoning Ordinance as necessary to further define the new urban “downtown”.
- Research and develop, on an annual basis, a list of priorities and appropriate phasing to ensure that necessary infrastructure and public amenities



will support development and accommodate Plan recommendations .

- Participate in the zoning process through design review to insure that applications are integrated with surrounding properties, and are in accordance with the design guidelines, the Comprehensive Plan and zoning before being submitted to the Planning Commission and Board of Supervisors.
- Continuously monitor and review the plans, zoning codes and development progress and recommend any changes as necessary.
- Plan and implement initiatives that complement and supplement those of the county in order to enhance the quality of life in Tysons. These initiatives may include:
 - Common elements like schools, parks, libraries, and other public facilities
 - Transportation enhancements such as the construction and operation of circulators and other transit not provided entirely by government
 - Improving streetscapes through landscaping, sidewalks, lighting and street furniture
 - Supporting infrastructure improvements
 - Enhancing public safety with security staff, organizing public watch and information programs, and security cameras
 - Enhancing the physical environment with programs

to control litter and graffiti and maintaining common landscapes

- Providing cultural and recreational activities.
- Raise and expend funds for all of the types of improvements and initiatives to be carried out by the authority. Funding mechanisms to be created and used by the authority could include:

- Tax Increment Financing
- County, State & Federal funding
- Improvement Districts.
- Additional capital development authorities
- Public-private partnerships
- Transfer of Development Rights/Air Rights

Some Recent Developments

Two articles by *Washington Post* reporter Lisa Rein this fall indicate the difficulty of bringing to fruition land use changes of the scale being proposed. In her article dated September 15, 2009, Rein's headline is "Plans Don't Square With Tysons Vision." She reported that the county's planning staff has concluded that the density recommended in the report needs to be scaled back, that the proposed city "is too urban."

The task force envisioned eight mini-cities springing up around the four major roadways that define the area. Developers would be allowed to build high-density buildings as much as 6 times the area of the land and in return would proffer land or cash toward walkable streets, parks, fire stations and other infrastructure.

Jim Zook, the county's planning director, and his staff have concluded that that kind of density, which would take 40 years to realize, would overwhelm traffic, increasing five-fold the square feet of offices, etc., that are there currently. They cite the need to build the needed roads before high-rises can be constructed. Consequently they have devised rules that reduce by one third the building recommended by the task force.

Supporters of the original plan protest that a shuttle bus system is a crucial element that will handle internal traffic. Those who worked almost 4 years to create a pedestrian-oriented plan feel that the reduced plan is shortsighted. "It's business as usual: suburban development standards we're trying to get away from," said Clark Tyler, the Task Force chair.

Among the challenges facing the Tysons vision is the

uneasiness of residents in nearby McLean and Vienna about a large urban center next door. However, businessmen in the area say they must have sufficient density to make it worth their while to tear down the low rise buildings currently in place.

In an article dated October 30, entitled "Tysons Will Need \$15 Billion—'With a B,'" Rein reports that County planners feel that is the amount needed to accommodate the additional traffic such dense population entails. Even though that amount includes the \$2.6 allocated for the Silver Line, \$7 billion for roads, bus service, and two additional rail lines that will not be spent until after 2030, and an assumption that land owners will donate land for some of the infrastructure, that still leaves lot of money needed for roads, sidewalks, interchanges and the like. Funding sources of this magnitude are not immediately in evidence.

However, the original task force members question the assumptions behind this figure and the timing. County planners are saying that some of the roads must be in place before the density can be increased. In response, a county-appointed panel has said that unless high-rise clusters can be built soon, the county cannot count on the roads and amenities the developers will provide. The amount of preparation needed for increased traffic is questioned, also, as the task force's vision intended to attract workers who leave their cars at home.

A question still being pondered is what happens if we do nothing. BOS Chair Sharon Bulova, noting the growth in the county in the last 40 years, asks "How do you accommodate [the projected growth] in a way that doesn't exacerbate the problems created by the way we've grown until now?"

Transforming Tysons



From This

To This

What Do You Think?

Action Faction . . .

Leaguers Flock to Richmond to Hear Pleas and Predictions for Upcoming Legislation

By Jane Hilder, Action Director

For anyone interested in Virginia state government, the Women's Pre-session Roundtable at the Capitol in Richmond is one of the highlights of the League year. An overflow crowd of Leaguers from around the state and others interested in public policy gathered in House Room 3 on Wednesday morning, December 2, to hear a marathon session of legislative priorities from various public interest groups. That session was interrupted twice for highly informative briefings by two of the current governor's cabinet secretaries.

Pierce Homer, Virginia Secretary of Transportation, reported on transportation projects and problems. He noted that Virginia has both strengths and weaknesses in transportation infrastructure. The Port of Virginia in Hampton Roads has severe traffic congestion but excellent rail connections. It is the most rail-efficient port on the East Coast. In fact, Virginia has some of the best rail connections in the country, and rail is far more efficient than roadways in transporting freight. Funding provided by the financial stimulus will help the Port of Virginia become the most rail-efficient port in the country. Ideally, freight rail would also be expanded on the I-81 corridor to ease traffic problems.

The problem side of the transportation picture in Virginia is that funding for road maintenance and for bridges and public transit has been cut so much due to the recession that resources are not adequate even to maintain current infrastructure. When questioned about the closing of highway rest stops, Homer indicated it was a choice of furloughing rest stop employees or furloughing people who did safety checks on bridges. Unfortunately the rest stops are more obvious to the public than bridge safety, and even some of those people have been cut. \$22 million a year was being spent on rest areas and that has been cut by \$9 million, but the majority of rest areas are not closed.

Later in the morning Secretary of Finance Rick Brown stepped in after completing another meeting. Secretary Brown noted that state revenues had held up reasonably well until January of 2009. By the end of the fiscal year in June overall revenue was down 9.2 percent for the year and revenues are trailing earlier projections in the 2010 budget.

Currently revenues are down 7.6 percent for this fiscal year. The long range forecast is now for slower revenue growth coming out of the recession than has historically been true in recent years. Governor Kaine is looking for ways to make substantial cuts in the state budget or to increase revenues.

Speakers from over a dozen public interest groups presented their legislative priorities and the reasoning behind them. These groups ranged from a parent of a Virginia Tech shooting victim working to close the gun show loophole to a representative of the Virginia Offshore Wind Coalition. Leaguers also heard from the Virginia Education Association, Planned Parenthood, Scenic Virginia, NARAL, Virginia Organizing Project, Virginia Poverty Law Center, Sierra Club, and a number of others. Michael Cassidy of the Commonwealth Institute for Fiscal Analysis noted that, "We do not have a spending problem in this state, we have a revenue problem." Federal stimulus spending that has been cushioning the impact of the Great Recession will disappear in early 2011 during the next budget cycle. He stated we cannot cut our way out of this dilemma, referring to cutting the budget further.

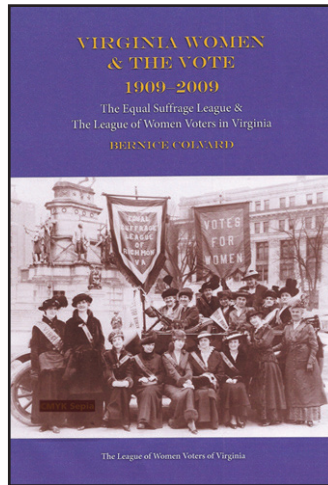
During and after lunch in Senate Room 3, former Delegate Terrie Suit, who is a member of governor-elect McDonnell's transition team, spoke about the new administration. Delegate Jimmie Massie, Republican of central Virginia, spoke about plans for the legislative session. He noted that the one thing Democrats, Republicans and the new governor all agreed on was that there would be no new taxes. He suggested that the governor-elect's campaign plan to sell the state liquor stores would help address the revenue shortfall and that the Port of Virginia could be leased or sold as well. Later he was asked about the disconnect between the morning presentations and the afternoon, but he did not have an answer and had not seen the morning presentations.

Help Wanted . . .

Voter Service Director is sorely needed. There is a ready committee of 10-13 who need a leader. Training and lots of help are available. This is a great way to serve our community.

Colvard Publishes Book on Suffrage Movement

Virginia Women & The Vote 1909 - 2009 by League Historian Bernice Colvard is the first published detailed record of the Virginia Equal Suffrage League and the League of Women Voters in Virginia. It chronicles as well developments in government and other key events during this 100-year period. This effort was launched by LWV-VA President Olga Hernandez, based on a legacy from former LWV-VA President Jean McCart of Montgomery County, with additional funding from the state league's Education Fund. Specific information is included about local leagues around the state and all of LWV-VA's presidents.



All Virginia league members have or will receive a complimentary copy through their local leagues. Additional copies may be obtained from state league president Olga Hernandez (703-815-1897) or state Publications Chair Anne Kanter (703-448-6626) for \$10. The order form is printed below.

Send your order with a \$10 donation check to:

**LWV of Virginia Education Fund, P.O. Box 621,
Centreville, VA 20122-0621**

Please print

Name _____

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Address _____

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Number of Books _____

League or organization _____

Amount enclosed _____

Fall Tea Held to Welcome New Members to LWVFA

Six new members came to the New Member Reception Wednesday afternoon, November 18. Welcome again to **Janet Al-Hussaini, Judy Helein, Sandy Peterson, Jean Auldrige, Lee Hendricks and Helen Kelly**. They expressed interest in the environment, mental health, felons' rights and voters service. Fit right in, don't they? Quite a few have been members in other parts of the country and state so they bring their knowledge of League with them. And those without League experience were ready to start learning. The LWVFA Board and other League members had a very good time getting to know new friends and talk about new ideas. Invigorating would be a good word to use. We plan to have new member receptions twice a year, one in fall and one in spring. As the fall reception was during the day, the spring reception will be either a Saturday or week night – whenever more people can attend. And we look forward to not only having more receptions but to having more people attend – as you know, we always want more people! Be sure to make all our new members welcome, and plan on coming to the next new member reception for a good social and “invigorating” experience.

Mark Your Calendar - January 27 . . .

LWV-VA Members to Remind State Legislators of League Positions

Leaguers have a chance to go to Richmond on Jan. 27, 2010, to learn what is going on in the 2010 General Assembly. LWV of Virginia's annual League Day will be Wednesday, January 27, starting with the Women's Legislative Roundtable (WRT) at 8:30 a.m., moderated by LWV-VA. The meeting then segues into lobbying info from LWV-VA Lobbyist Anne Sterling and LWV-VA President Olga Hernandez who will give an update on League action priorities so you can talk with your legislator about the issues. (You may want to call ahead to make an appointment with your representative.) You can watch the House or Senate proceedings from the Gallery in the Capitol and have lunch in the cafeteria in the G.A. building. The WRT and info meeting take place in the General Assembly Building, Senate Room 3 West [on Capitol Square]. Carpools will be formed from Fairfax to Richmond; contact LWVFA Action Director Jane Hilder to find out more at 703-960-6820 or jc.hilder@verizon.net.

Public Urged to Become Aware of Domestic Violence Impact, Need for Volunteer Help

By Barbara Nunes, Representative to the Domestic Violence Prevention Policy Coordinating Council

October was Domestic Violence Awareness month. As a member of the Domestic Violence Prevention Policy Coordinating Council, I received this e-mail from David Bobzien, member of the council. He gave his permission to reprint excerpts to get out the word about domestic violence.

"October is Domestic Violence Awareness Month. Your Pro Bono Committee didn't want the month to go by without asking you to think about the impact of domestic violence on your locality and, perhaps, as a potential pro bono provider. Many of us come face to face with this devastating scourge in our regular work. Whether it is giving counsel to our police departments on the protocol for responding to domestic violence complaints, fighting in court to terminate the parental rights of those abusing their children, or working with our housing authorities to procure housing options for victims (and the list goes on), the work many of us do as local government attorneys provides the satisfaction that comes in lessening the hurt of this terrible problem.

"Those of us who do not deal with domestic violence in our daily work may wish there were ways we could help. The needs of the victims are great, and the opportunities for service are wide. The American Bar Association cites studies showing that 23.6 percent of women and 11.5 percent of men reported at least one lifetime episode of intimate-partner violence. And even though one of the key components to reducing domestic violence is ensuring that victims have access to civil legal services, studies show that the collective legal aid effort is meeting only about 20 percent of the legal needs of low-income people.

"In addition to legal services, both representational and non-representational, there are other options. As an example,

the Fairfax County Juvenile and Domestic Relations Court runs the "Stronger Together" Family Visitation and Exchange Program, which facilitates court-ordered supervised visitation and supervised exchange. In a neutral setting, under the watchful eye of the Sheriff's Department, batterers and victims fulfill their obligations toward their children without having to interact with one another. Not surprisingly, many volunteers are needed to administer this successful program and to assist with the visitations.

"A critical step, of course, is determining how and where to help. The first step may be simply to contact the agencies dealing with domestic violence within your own locality or your local bar association. Virginia already includes three pro bono providers in the directory: Blue Ridge Legal Services, Inc.; Fauquier Faith Partners, Inc. Legal Services; and, Legal Services of Northern Virginia. Others are sure to follow.

"Whether assisting a victim in obtaining a protective order, drafting his or her will, or playing with the couple's children before visitation, the needs are huge and the rewards are enormous."



Entrance to recently dedicated county park named in honor of longtime LWVFA member.

- No Unit Meetings This Month -
General Meeting at Country Club of Fairfax
Topic: Tysons Update



The League of Women Voters of the Fairfax Area (LWVFA)
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**Jane E. George, President
Ron Page, Editor
Liz Brooke, Coordinator**

The League of Women Voters is a nonpartisan political organization that encourages the public to play an informed and active role in government. At the local, state, regional and national levels, the League works to influence public policy through education and advocacy. Any citizen of voting age, male or female, may become a member.

LWVFA MEMBERSHIP APPLICATION

(Dues year ends June 30, 2010.)

Membership Category: Individual \$65 ____; Household (2 persons–1 *VOTER*) \$90 ____; Donation \$ ____
Student \$32.50 ____; (Coll. Attending ____)

Membership is: New ____; Renewal ____; Reinstate ____; Subsidy Requested ____

We value membership. A subsidy fund is available, check block above and include whatever you can afford.

Dues are not tax deductible. Tax-deductible donations must be written on a separate check payable to LWVFA Ed. Fund.

Please Print Clearly!

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| <input type="checkbox"/> Public Libraries | <input type="checkbox"/> Land Use Planning | <input type="checkbox"/> Judicial Systems | |
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Mail to: LWVFA, 4026 Hummer Road, Suite 214, Annandale, VA 22003