



THE LEAGUE OF WOMEN VOTERS®  
OF THE FAIRFAX AREA

# Fairfax VOTER

June 2012

Volume 64, Issue 10

## Spotlight on Tysons Corner Traffic

Traffic disruptions caused by the development near Tysons Corner are affecting the lives of many of us, as we try to find our way in, around, and through the area. Members of the Vienna unit live closest to what is being called an “unprecedented” makeover of an area that presently houses one third of Fairfax County’s office space. Unit members decided to bring us up to date on three kinds of traffic issues, those involving traffic around the new city, how people are going to get from one side of it to another, and what are the short and long term plans for getting around within the city. Another section addresses some of the funding issues. We think you will find this a compelling and informative basis for discussion for your June meeting.

### Calendar

#### June

- 1 NCA Board meeting
- 2 Briefing/At Large meeting
- 8-12 LWVUS Convention,  
Washington DC
- 12 VA Primary Election
- 11-14 Unit Meetings**
- 13 “The Evolution of Fairfax” series,  
Mason Inn and Conference  
Center, 7:30 p.m.
- 15 Last day for Fairfax County  
Public Schools
- 17 Fathers Day
- 20 LWVFA Board Meeting**
- 20 “The Evolution of Fairfax” series,  
Mason Inn and Conference  
Center, 7:30 p.m.
- 27 “The Evolution of Fairfax” series,  
Mason Inn and Conference  
Center, 7:30 p.m.

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## Presidents' Message



This is my last column and I am reminded of my first and my concern on what I would write about. This time I am trying not to leave out anyone that has helped me or have made LWVFA so special. I have so many people to thank and mention -- such as the Pages and Liz Brooke for working so hard on making the *VOTER* one of the best if not the best newsletter, Pam Koger-Jesup for doing such an amazing job as LWVFA Web Master (this is her last year), Julie Jones and Rona Ackerman for always being there, to Therese Martin for not only being one of my "go tos" but for eight years as LWVFA Treasurer (four of them while also being LWV-VA Treasurer) and, of course, my other "go tos" Sherry Zachry and Olga Hernandez. And let's

not forget the Board members Anne Thomas, Helen Kelly, Lois Page, Bette Hostrup, Barbara Nunes, Mia Miren, Baba Freeman and Charleen Deasy. And past Board members Jane Hilder, Susan Dill, Janet Al-Hussaini, and Carol Hawn. Jane Pacelli has been New Member Chair and has done an excellent job, as has Ginger Shea as School Committee Chair and Karole McKalip as Program Assistant. Mary Valder and Viveka Feunzalida as General Meeting and Annual Meeting arrangers who always can be depended on to have everything under control. Edith Appel has been answering LWVFA's phone messages for years now (Bernice Colvard takes over when Edith is out of town) and both deserve a big "thank you."

As I said at Annual Meeting, being President has made me grow (in more ways than one). When I went to community events, I was impressed by how much respect LWVFA has. It was my privilege to represent you, the members, and I thank you.

Janey

Have You Heard . . .

## The League Office Has Moved

Well, not really. We are still in the same building, but now there are no stairs. The League offices have moved from the second floor of the Packard Center to the first floor, room 116, and we now have exclusive use of what was known as the "small conference room" in the front of the building, room 118. Our telephone number remains the same. Drop by and see our new "digs."

## July Spanish Festival Needs Volunteers

Volunteers are needed for the Spanish Festival on Saturday July 21, 2012, at Annandale High School. Spanish speaking League members are highly encouraged to volunteer, but all are welcome and needed. Please contact Olga Hernandez directly if you are interested; Olga's email is: [olgahrdz@cox.net](mailto:olgahrdz@cox.net).

**Have a Great Summer!**  
**We'll Return in September**

## Committee Spots Still Available

All LWVFA standing committees need volunteers. Active committees at this time include Domestic Violence and Schools; please send names to Rona at the League office [league@lww-fairfax.org](mailto:league@lww-fairfax.org). Other committees may be re-activated, or started after the busy fall election season.

### LWVFA Fairfax VOTER 2011 - 2012

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Please e-mail address corrections to the office  
or call 703-658-9150

## Helen Kelly, Julie Jones Take Over As Co-Presidents Annual Meeting Completes Important League Business

By Lois Page, Secretary

Helen Kelly will join Julie Jones as LWVFA co-president as a result of the unanimous vote for the proposed slate of officers at April's Annual Meeting. Helen has been serving as Action Chair.

Other newly elected members of the 2012-2013 Board of Directors include Bill Thomas as Treasurer, Judy Helein as Program Director, Charleen Deasy to continue as Unit Coordinator, Barbara Nunes to continue as Domestic Violence Chair, Olga Hernandez to serve a one year term as Voters Service Coordinator, and Therese Martin in the new position of Voting Rights/ Advocacy Chair.

Outgoing Co-President Janey George was recognized for her leadership, especially for staying on an extra year to ease the transition. Janey thanked a number of people who made extra contribution to her time in office.

The nominating committee also recommended that Baba Freeman be reappointed to the Board as Human Services Coordinator, and that the following be appointed to off-board positions: Karole McKalip as Program Co-Director, Janey George, Voters Service Outreach, and Diane Hardcastle as Unit Co-Director.

In other Annual Meeting business, budgets for the Education and General Funds were adopted. Outgoing Treasurer Therese

Martin pointed out that our financial health has been greatly enhanced by the proceeds of the Silver Fund, named after the legacy of the late Frances Silver. She urged Leaguers to consider leaving funds to the League in similar fashion. Both budgets have been constrained by a reduction in membership dues receipts.

Among the announcements was a plea for LWVFA to put more effort into recruiting League members in the City of Fairfax. Bette Hostrup pointed out how difficult it was to gather questions for city candidates for Facts for Voters with so few city members.

A number of upcoming events were highlighted, including a series of meetings called "The Evolution of Fairfax," which will be held on three Wednesday evenings in June (see calendar) and sponsored by BOS Chair Sharon Bulova, Fairfax County Chamber of Commerce, and Fairfax County Federation of Citizens Associations. The event on June 20 will center on Tyson development.

Other events noted were the need for more volunteers for the June LWVUS National Convention, the need for more poll workers for November elections, and the upcoming "Silent Sentinel" (May 30) event to benefit the Turning Point Suffragist Memorial

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## Annual Meeting Speaker Leads Group Advocating for Transparent Health Care System in Virginia

by Lois Page, Secretary

Jay Ford, Coalition Coordinator, Virginia Consumer Voices for Healthcare, was the speaker for the League's Annual Meeting and treated attendees to an account of what his organization, which is brand new, is doing to promote an effective local implementation for Virginians to the benefits of the Affordable Care Act. The organization has 65 nonprofit partners including AARP, SIEU, and the Association of Hospitals.

Ford pointed out that over one in eight Virginians are uninsured, 36,000 of whom are children. His group hopes to encourage the voice of the consumer being heard and that everyone has access to what they need to know.

The coalition has set up the following guidelines: the program should be affordable and sustainable; it should offer choices;

it should be effective, efficient, safe, timely, patient-centered and equitable (able to reward people for doing a good job). He said the ACA is only the first step toward getting medical costs under control.

He listed the steps the ACA has brought about so far, including that children under 19 cannot be denied insurance because of pre-existing conditions, young adults can stay on their parents' insurance to age 26, and more preventive services will be covered. In addition, lifetime caps will not be allowed, the "doughnut hole" for medication expenses has been closed, and women's insurance costs will no longer be much greater than men's. The ACA also offers incentives to small businesses (fewer than 50 employees) to offer health insurance by giving them tax credits for up to 20 years to do so.

(Con't. **Health Care**. P.4, Col.1)

(Health Care, Con't, Page 3, Col, 2)

The plan is that by 2014, insurance exchanges will be set up in Virginia with the requirement that they must not include a cap on annual reimbursable costs. They also cannot exclude adults with pre-existing conditions, pregnant women, or foster children.

Ford believes the Governor's Virginia Health Reform Initiative that recently concluded its study presented some sound recommendations. The group favored an independent agency to oversee the program with consumer membership and transparency. However, the three bills that were proposed in the last legislative session included one that would have housed the oversight function in the State Corporation Commission, where Freedom of Information regulations do not apply. Ford felt this was the least desirable plan and had heavy insurance company influence. A "brokerage" fee

would have been charged to anyone wanting to help others get into the markets.

Ford sees several keys to success of the ACA. One is that people have a source of free advice on how to navigate the system. People with variable incomes, such as seasonal workers, have to be dealt with fairly (Virginia seems not willing to tolerate any variability). Also, outside insurance vendors will have to be limited, as they could pull off the young and healthy and skew the pool adversely.

Most misinformation, something he felt the League could help correct, involves small businesses. Of the businesses with over 50 employees, 97 percent already offer insurance and will not be affected. Most small businessmen would like to offer insurance, and the incentives this program offers would make that possible.

**Mark your Calendars!**  
**League of Women Voters of the Fairfax Area**

**Fundraiser**  
**at the**  
**Dogfish Head Ale House**  
**August 21, 2012**  
11:30 am to 11:00 pm

Plan now for a summer get together with your unit, family or friends

**Great food, great company, and a great time will be had by all!**

**And, 15% of the day's proceeds will be donated to the League!**

Last year's fundraiser netted \$1500!

Greenbriar Shopping Center on Route 50 (13401 Lee Jackson Memorial Hwy) in Fairfax



# Tysons Corner Vision Challenges

## Patience and Pocketbooks

By members of the Fairfax City/Vienna Unit: Liz Brooke, Anna Marie Mulvihill, Bobby Stewart and Anne Thomas, with Lois Page

### Introduction

To those of us in the year 2012 who have to confront Tysons Corner in some way, what we experience is this: agonizing trips through the area from the west trying to go east and vice versa, hair-raising attempts to get by the area on the Beltway, puzzlement over how we can possibly turn south onto Rte. 123 from Rte. 7, confusion over how to get into the shopping center with its ever-changing traffic patterns, horror over the plight of pedestrians seen trying to get from one side of Rte. 123 or Rte. 7 to the other, concern for the businesses along Rte. 7 that have no more service roads.

The remaking of Tyson is unprecedented. According to Jonathan O'Connell in a recent *Washington Post* article, "Retrofitting Tysons into an urban street grid is a challenge on a scale that urban planners and academics say they have never seen." ("The Building of an American City," Sept. 24, 2011). This article is a fascinating review of the factors that led to the development of Tysons as it is (the building of CIA headquarters led to a lot of "players" wanting to be close to it) and the reasons why it cannot be left to continue growing the way it was (think total and permanent gridlock).

The question is, Do we have the patience--and the funding--to see this project through to the end, which we keep forgetting is somewhere around 2040, not in the lifetime of many of us Leaguers?

In an attempt to keep us all focused on the big picture, the update this month is concentrating on the omnipresent transportation issues. We will try to deal with not only the plans for the future but also what happens in the meantime.

Anyone who has attempted to drive into or out of, through, or even around the Tysons area within the past several years is aware of the constant "new traffic patterns" and closures

of lanes and exits as well as the ever-changing detours at major intersections. Development within Tysons has been complicated by the construction of the Metro Silver Line and four new Metro stations within the Tysons area as well as high occupancy toll (HOT) lanes being built on I-495 between the Springfield interchange and Lewinsville Road.

### Transportation Planning

Fairfax County's transportation webpage describes planning for Tysons:

"The existing transportation network in Tysons Corner, developed beginning in the 1950s, was designed to allow the vast majority of people traveling to, from, within and through Tysons to do so using private

automobiles. The network has successfully completed its goal and has contributed to creating one of the most successful, auto-oriented commercial centers in the country.

"Although the roadway network in Tysons is extensive, it has become increasingly strained as Tysons Corner and the Washington D.C. Metropolitan Area have grown. If Tysons is to remain successful and accommodate future growth, it



Fairfax County ADA

**Tysons Corner Today**

must transform its existing auto-oriented transportation network and development pattern into a more sustainable, transit-oriented, walkable, urban environment. The coming of Metrorail's Silver Line, with four new stations in Tysons, as well as the adoption of the Comprehensive Plan for the Tysons Corner Urban Center in 2010, provide tremendous opportunity for this transformation to take place. . . . The transportation network in the future must give people choices for making trips while still accommodating automobiles."



**Early Tysons Corner (date unknown)**

The Fairfax Department of Transportation (FCDOT)'s 2004 vehicle counts indicated that, during the morning rush hour, only 54 percent of NE bound traffic on Rte. 123 from Vienna and 53 percent SE bound on Rte. 7 was destined for Tysons. However, 72 percent of NW-bound traffic on Route 7 and 84 percent headed SW on Rte. 123 outside I-495 had destinations in Tysons Corner. Although, more recent figures are not available, as development has continued the number of people who enter Tysons in automobiles because they live or work there or for shopping, entertainment or other reasons has surely increased—and will continue to do so.

The County's Comprehensive Plan includes the following to be completed by the end of 2013:

- ☐ Phase I of Metrorail Silver Line, from East Falls Church to Wiehle Avenue in Reston.
- ☐ Neighborhood bus routes, circulator bus routes serving Metro stations and express bus routes on I-66 and I-95/I-495.
- ☐ Sidewalk connections to developments within walking distances of new rail stations.
- ☐ Complete widening of Rte. 7 to eight lanes from Rte. 123 to Dulles Toll Road.
- ☐ Widen I-495 to 12 lanes to provide four HOT lanes from Springfield to American Legion Bridge.
- ☐ HOT ramps to Jones Branch Drive, to the Westpark Bridge, and to Rte. 7.
- ☐ Aggressive traffic-diminishing measures (TDM)

within 1/8 mile of a Metrorail station.

The completion of the construction of Metrorail tracks and stations and of Beltway HOT lanes in 2013 should improve conditions for through traffic at Tysons, ending lane changes and closures and reestablishing direct connections between major roadways without detours. Providing two additional variable priced lanes in each direction, the HOT lanes will also include direct access ramps into Tysons Corner and are expected to offer a time-saving opportunity for transit riders into Tysons, particularly for those commuting from the south. Those who enter Tysons to visit the shopping malls should see minimal changes, since the mall parking is private and belongs to the mall owners.

Vienna Mayor Jane Seeman and Councilmember Laurie DiRocco have represented the Town of Vienna during the planning of Tysons Corner. Seeman is most concerned about transportation planning, as Tysons traffic negatively impacts Vienna. She hopes that the opening of HOT lanes on 495 will lessen traffic on Maple Avenue (Rte. 123). Seeman sees Tysons development as an economic plus for Vienna: more businesses are opening in Vienna and many new, higher value, homes have been built and continue to be built in the town. Vienna is working on a "Maple Avenue Vision" to prepare for the impact that Tysons will have on Vienna.

Additional transportation improvements to accommodate 60 million square feet of development are planned for 2013-2020. They include further improvements to the neighborhood bus routes, circulator routes and express routes on I-66 and I-95/I-495. Also planned are road widenings and extensions, including new ramps to the Dulles



### Tyson's of the Future?

ZIM & Zou for the Washington Post

Toll Road and new street grids. And, if funding is provided, the Metro Silver Line would be completed from Wiehle Ave. in Reston to west of Dulles Airport, with three additional stations in Fairfax County and two in Loudoun. Obviously, as the Comprehensive Plan makes clear, "Conditions that change the level of transportation funding could impact the ability to provide transportation infrastructure on schedule."

As a result of four public meetings, an online chat, and a cooperative survey conducted with Metro that had 16,231 responses, on April 10, 2012, the Fairfax County Board of Supervisors (BOS) approved names for the four Tysons Corner Metro stations and delivered them to the Metro Board for final review, approval and adoption. The County's proposed names are: McLean, Tysons Corner, Greensboro, and Spring Hill.

### The TMSAMS Project

In June 2009, the BOS approved funding for the Tysons Metrorail Station Access Management Study (TMSAMS) project. The intent was to determine how the public would like improvements in the Transit Development Plan to be prioritized and implemented as funding becomes available, specifically to access the Metrorail stations in Tysons Corner.

A TMSAMS Advisory Group was formed to guide the study through its completion. The group consisted of representatives from the Dranesville, Hunter Mill and Providence district offices, residents from each of these districts, bicycle advocates, representatives from the business and development community as well as staff from

the Fairfax County Park Authority, the Fairfax County Office of Public Affairs and the Chairman of the Board of Supervisors Office. It was staffed by the Fairfax County Department of Transportation.

Along with the Comprehensive Plan for the Tysons Corner Urban Center, the group used three recently completed FCDOT studies to provide the basis for recommended alternative mode transportation improvements. These studies are: the Fairfax County Transit Development Plan (TDP), the Tysons Corner Sidewalk Analysis, and the Tysons Corner Bicycle Master Plan.

The Perspectives Group, a private public-outreach consulting firm with extensive Tysons related experience, conducted a comprehensive public involvement process for TMSAMS. There were a total of four initial public meetings, approximately 20 key stakeholder interviews and the development of a TMSAMS website with an online survey. This highly successful public involvement process resulted in over 250 people attending one of the four public meetings and over 1,900 people participating in an online survey.

A final public meeting, with over 95 people in attendance, was held on Oct. 4, 2011, to present the findings of the TMSAMS public outreach effort. This report can be read online at [http://www.fairfaxcounty.gov/fcdot/pdf/tmams/tmsams\\_final\\_report.pdf](http://www.fairfaxcounty.gov/fcdot/pdf/tmams/tmsams_final_report.pdf). It includes pedestrian/bicycle recommendations, bus service recommendations and roadway project recommendations.

The advisory group observed that pedestrian and bicycle access into Tysons Corner is now both difficult and dangerous. Linear, median-running parks are a possible solution to provide safe and attractive access into the core of Tysons while bypassing the entrance and exit ramps on Rte. 7 and Rte. 123. Sidewalk and crosswalk improvements are necessary, with an emphasis on a three-mile area surrounding the Metro stations. The groups also listed 52 separate intersections outside the Tysons boundary where crosswalks need improvement. Suggested priority corridors to be evaluated are:

□ Rte. 123 into Tysons from McLean.



- ☐ Magarity Road to the Mclean Metro station.
- ☐ Gallows Road to the Tysons Corner station.
- ☐ Old Courthouse Road, from Trap Road to the Tysons Corner station.
- ☐ Rte. 7, from Trap Road and Spring Hill Road to the Spring Hill station.
- ☐ Rte. 123 from Vienna to both the Tysons Corner and Greensboro stations.

Other suggestions included contacting nearby property owners to obtain permission for pedestrian and bicycle access. Such access already exists between Gosnell Road and the Spring Hill Metro station.

Also, FCDOT should revise bus routes outside the Tysons boundary, in coordination with the Fairfax Connector, WMATA and district offices in Dranesville, Hunter Mill and Providence, adding routes and using smaller “shuttle style” buses where demand can support this type of service. For those who live beyond walking distance to a planned bus route, remote park-and-ride and/or remote kiss-and-ride facilities should be considered. The group identified 11 existing bus routes to be investigated by FCDOT staff regarding adequate service and whether or not they are serving the community as well as possible.

Recommendations from the advisory group for roadway projects were both general and specific. The group wants a formal process between FCDOT and VDOT so that scheduled road maintenance within three miles of Tysons might include wider shoulders or bike lanes, improved crosswalks, and bus stop access. Members also want to prioritize and fast track road projects within the three-mile radius. Specific roadway improvements included suggestions for Beulah Road/Trap Road/Old Courthouse intersections, realignment of Beulah Road at Clarks Crossing and prioritization of the widening of Rte. 7 west of Tysons, including adding a separate pedestrian/bicycle overpass at the Dulles Toll Road.

Staff was directed to produce preliminary cost estimates for the projects and to assess construction feasibility, right-of-way implications, and which improvements can be included in the proffers of rezoning cases. A recommended list of multi-modal transportation improvements designed to improve access to the Metrorail stations in Tysons Corner and a phasing plan that ties the projects to anticipated funding levels has been completed. On May 22, 2012, the staff will present recommended TMSAMS improvements to the BOS for its approval. The Board’s decisions will be available online after that meeting.

## What Happens When You Get Off the Metro?

Sometime in the not-too-distant future, Metro Riders coming to Tysons will get off trains at four possible locations:

- ☐ **McLean** (1824 Dolley Madison Boulevard)
- ☐ **Tysons Corner** (1943 Chain Bridge Road)
- ☐ **Greensboro** (8305 Leesburg Pike)
- ☐ **Spring Hill** (1576 Spring Hill Road)

The answer to the question--what happens next?—depends on your time frame. What you will face now is described in the O’Connell article: “As you step onto the platform five stories above Leesburg Pike, you look out over an area that Fairfax County officials imagine as a modern American city, ‘a walkable, sustainable, urban center.’”

“In other words, nothing like Tysons Corner circa 2011.

“If all goes to plan by 2014, a 400-unit apartment building twice the height of buildings in downtown Washington is under construction beyond the tracks on one side. It’s next to an Exxon station, a McDonald’s and other single-use buildings surrounded by parking lots. Off the other direction, a new Wal-Mart sells fresh groceries. Still, when you get off one of those first trains, reaching either side requires shuffling along a pedestrian walkway above six lanes of traffic. And keep in mind that a ‘block’ in Tysons can be a quarter-mile or more, lined with auto dealerships and strip malls. That next street is a long way off, and the only shopping you can expect to do between here and there is for a Honda or a Mercedes.”

O’Connell goes on to explain why Tysons—even though teeming with traffic—is still the envy of many modern American cities: the incredible shopping, office space exceeding the metropolitan areas of San Antonio or Jacksonville, Fla., its location at the nexus of major highways. The major effort underway may be unprecedented but worth it. Tysons was already going to be torn up by HOT lane and Silver Line construction; why not do it right this time, so thought Fairfax County planners.

What needs to meet those current Metro travelers, who have not been able to leave cars or bikes nearby—yet—is some sort of bus system.

The TMSAMS advisory group mentioned above agreed that the planned Tysons Corner Link Service, a “circulator” bus service within the Tysons Corner Urban boundary,



needs to offer:

- ☐ Reliability, with frequent and faster service operated on schedule.
- ☐ Small buses that are easy to board and exit, allowing quicker travel times and distinct from the Fairfax Connector and Metrobuses.
- ☐ Shelters, benches and real-time information as well as clear bus stop signage.

According to Tysons planners, when the Metrorail stations open there will be bus service to provide access to locations within Tysons but beyond walking distance of the Metrorail stations. These buses will run initially on the same roads with cars. Later the buses would run on dedicated right of ways.

Further in the future is the possibility of using PRT or elevated personal rapid transit such as ULTra which is already in use at Heathrow Airport since 2010. This, however, is envisioned as 10, 20, 30 years in the future and involves the building of an elevated track. At this point there is not even funding for the basic bus connection, much less the estimated cost of PRT: \$30M to \$60M per segment and three segments required. Another difficulty is the need to acquire land for construction. The main advantage of PRT is time saving which would encourage the use of Metro rather than cars.

Future transportation improvement will be governed by guidelines endorsed by the Board of Supervisors in January of this year. The guidelines lay out a plan for an urban area as opposed to a suburban one and augment the Urban Design recommendations contained in the adopted Comprehensive Plan for Tysons. These guidelines will be used by the development community, residents, and staff to guide the rezoning and development process.

Many feel the key to Tysons success is sidewalks. Goals that address transportation issues, as outlined on this link-[www.fairfaxcounty.gov/Tysons](http://www.fairfaxcounty.gov/Tysons)--include plans for a new grid of streets:

- ☐ Smaller blocks that foster comfortable and safe walking distances
- ☐ Lower design speeds for roadways to allow for safe crossings
- ☐ Alternative routes for both motorists and pedestrians

And for a “dynamic public realm:

- ☐ Complete and walkable streets
- ☐ Pleasant, safe, and continuous tree-lined sidewalks

- ☐ Integrated and hierarchical open space system
- ☐ A prioritized pedestrian experience
- ☐ Well designed and well placed buildings that create an activated street edge
- ☐ High quality urban parks and public amenities.
- ☐ Outdoor cafés and restaurants
- ☐ On-street and underground parking structures that replace surface parking lots .

The graphics on page EF-6 from the Urban Design Guidelines (tysons\_udg.pdf, p. 2-5), indicates the before and after of the smaller block implementation.

Building and site design goals include parking that is hidden from view by locating below grade or within a building mass. Planners hope that each of the four neighborhoods they suggest will have a distinctive character within the guidelines

(Detailed information available at [www.fairfaxcounty.gov/tysons](http://www.fairfaxcounty.gov/tysons))

Private developers are already pitching plans for new construction that integrate the amenities the guidelines entail. Last September the BOS approved Spring Hill Station, proposed by the Georgelas Group to develop 7 acres of a 31.5-acre projected development. The five high rises near the intersection of Rte. 7 and Spring Hill Road feature green building, workforce housing (20 percent), parks and open space (a 12,000 square foot park and off site athletic fields), transportation improvements and a new fire station. Vienna officials especially look forward to the new sports fields, as the disappearance of several existing fields has put heavy demands on Vienna. The rest of the proposal will be submitted shortly. (see link above, “First Tysons Development Application Approved by the Board of Supervisors,” Sept. 28, 2011)

However, the original builders of Tysons, who designed for a car culture, are now facing the need to create a grid of streets. Sooner or later in the current Tysons, drivers are going to run into a building in the way, a building that will have to be torn down. Developer Stephen Cumbie was quoted by O’Connell as saying, “We’re starting at a difficult place creating a grid of streets with as much development as Tysons has.”

Even some of Tysons long-established developers are resisting the new guidelines in new buildings, O’Connell reports in his article mentioned above. Theodore Lerner, who owns 20 million square feet of real estate, is “sticking

**Present Road Pattern****Planned Road Pattern**

with his original plans, approved before the new guidelines came through, for an office building near Metro.” In other words, Lerner has not agreed to contribute to amenities such as parks, fire stations, and libraries. Mitre’s plan for constructing 1.4 million square feet of office space seems to ignore walkability, says O’Connell.

One can conclude that among the big challenges facing transportation in Tysons is whether the BOS and ultimately the citizenry have the will to enforce the admirable but difficult guidelines. Finding the funding is probably an even bigger challenge.

### **Funding for Tysons Corner Development**

In May 2010, the Planning Commission’s Tysons Committee presented a report to the Fairfax County Board of Supervisors outlining funding requirements and options for financing the planned transformation of Tysons Corner. According to the report, a mix of financing options, including tax increases, are needed to pay for road upgrades. The improvements would consist of 14 road projects needed to support 84 million square feet of development, almost double the size of Tysons Corner today.

The report estimated \$646 million is needed for transportation improvements to accommodate growth over the next 20 years. County planners have suggested a financing plan that calls for the public to fund 67.5 percent of the cost, and the private sector 32.5 percent.

An additional \$444 million would be needed to build a street grid, to be paid for by the landowners as they redevelop their properties. The public sector would pay the \$347 million tab for an expanded bus service. In May 2010, the total cost for road and transit improvements, excluding Metro, was estimated to be \$1.5 billion for the 20 year plan. By April

2012, the total cost is estimated to be \$2.1 billion dollars with \$1.1 billion for road projects, \$519 million for a grid of streets, \$408 million for transit projects and \$77 million for pedestrian access and bicycle improvements.

So far, no state money has been earmarked for Tysons.

The May 2010 report suggested financing options that included new levies, such as a countywide 4 percent meals tax or a special tax on non-residential landowners in Tysons. Officials also considered tax-increment financing, in which a portion of future tax revenue from redeveloped properties would be set aside for road upgrades. Other options included general obligation bond and redirecting current tax revenue to Tysons, such as a portion of the property or commercial and industrial taxes. Some of the suggested funding sources would need additional approval. A meals tax and a bond would require voter approval.

As of April 2012, no funding plan has been agreed upon. The Fairfax County Planning Commission is considering a new approach to funding to be presented to the Fairfax Board of Supervisors in the summer of 2012. Assuming that state funding is not available, the county planning and transportation staff is proposing that the private sector fund about 42 percent of the cost and that the county pick up the remainder, likely through bonds. The current ideas state that either the government or landowners have primary responsibility for funding a given category. Landowners redeveloping their property still would be primarily responsible for building the new street grid in Tysons and the county would be primarily responsible for funding new transit options.

The current proposal also makes a distinction between larger road projects that are mostly within Tysons, such as widening Route 7 from Route 123 to the Capital Beltway and

those that are mostly outside of Tysons, such as widening Route 7 between Reston Avenue and the Dulles Toll Road. Landowners would have primary responsibility for funding projects inside Tysons, about \$482 million through 2030, and the county would have primary responsibility for funding the \$725 million in road projects outside Tysons. Under the 90-10 split that would mean the county is covering 58 percent of the cost.

The county's share of the funding could come from a variety of sources, according to transportation director Tom Biesiadny, including state and federal funding, bonds, special tax designations and user fees.

Landowners likely will use a tool such as a special tax district for all or portions of Tysons Corner to fund their share, according to Keith Turner, chairman of the Tysons Partnership, a nonprofit group designed to foster collaboration between Tysons landowners and businesses.

Like the county's capital improvement program, the schedule and funding plan for Tysons transportation projects would be regularly evaluated and updated to reflect land-use patterns and available funding sources, Biesiadny said.

### Landowners Disagree on Funding

However, according to the *Post's* O'Connell, landowners disagree on how much they should contribute toward the project. The disagreement is between the group who already enjoy development rights under previous zoning guidelines and those who are seeking rights under the new plan for Tysons Corner.

The former group isn't inclined to pay for improvements their projects do not require — and which their competitors' might. This includes Macerich Group, which has announced it plans to build an office building and whose senior vice president of property management, Tim Steffan, has said absorbing the additional costs would be difficult. The group also includes Lerner Enterprises, which has already begun an office project. James D. Policaro, managing director of development for Lerner, did not return a request for comment.

But there are others, among them the Georgelas Group, Cityline Partners and Capitol One, that could benefit from an agreement over planned upgrades. Thomas D. Fleury, Cityline executive vice president, said that with so many potential costs up in the air, it's very difficult to prepare to seek zoning approval.

"There are a lot of balls in the air, a lot of smart people working on it, we're all watching it trying to figure out how all this will get financed," he said. "What do you commit to if it's not decided by the time your case gets to a hearing?"

"We need to understand that all of this is subject to changing as time goes on," said Commissioner Ken Lawrence (Providence)."

### Sources:

Conversations with Kris Morley-Nikfar, AICP, Transportation Planner II, Fairfax County Department of Transportation

Conversation with Paul Davis, legislative aide to Cathy Hudgins, Hunter Mill District Supervisor

Conversation with Mayor Jane Seeman of Vienna

The Comprehensive Plan for the Tysons Corner Urban Center (<http://www.fairfaxcounty.gov/dpz/comprehensiveplan/adoptedtext/2007-23.pdf>)

Transforming Tysons: Transportation (<http://www.fairfaxcounty.gov/tysons/transportation/>)

Fairfax County Transit Development Plan ([www.fairfaxcounty.gov/news/2012/updates/board-approves-silver-line-station-names](http://www.fairfaxcounty.gov/news/2012/updates/board-approves-silver-line-station-names))

<http://www.fairfaxcounty.gov/tysons/transportation/tysonscirculator.htm>

[http://www.fairfaxcounty.gov/fcdot/pdf/tdp/chapter\\_8\\_tysons\\_analysis.pdf](http://www.fairfaxcounty.gov/fcdot/pdf/tdp/chapter_8_tysons_analysis.pdf).

black and white graphics of street grid: ([http://www.fairfaxcounty.gov/tysons/design/download/2\\_udg\\_streetscape.pdf](http://www.fairfaxcounty.gov/tysons/design/download/2_udg_streetscape.pdf))

"Rising Tysons transportation costs take center stage," Jonathan O'Connell, the *Washington Post*, Feb. 20, 2012

"County tweaks approach to Tysons roads funding," Kali Schumitz, *Fairfax Times*, Jan. 27, 2012

"Fairfax: Virginia shortchanging Tysons Corner funding," Kali Schumitz, *Fairfax Times*, Sept. 14, 2011

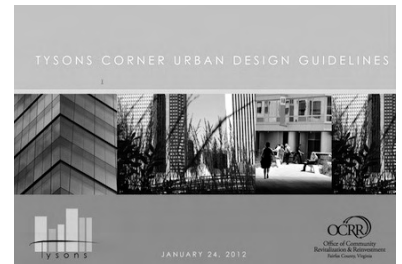
"Ambitions curbed on Tysons circulator," *The Examiner*, June 3, 2009



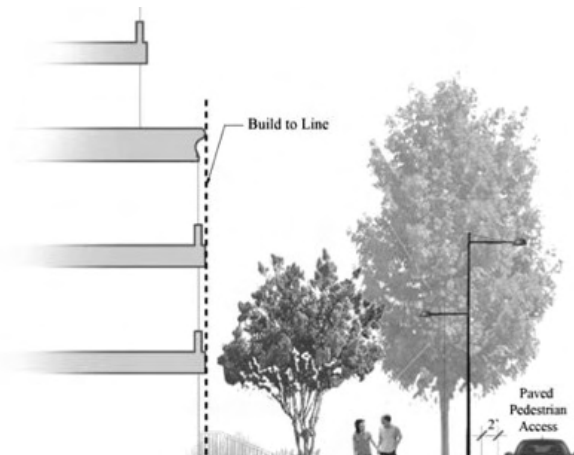
# Urban Design Guidelines

Tysons Corner “watchers” should become acquainted with a lengthy and detailed document dated January 2012, Tysons Corner Urban Design Guidelines, which addresses everything from the design of bike racks to the nature of plantings that should be introduced. The report was prepared by the Fairfax County Office of Community Revitalization and Reinvestment. An extensive advisory board consisting of architects and other professional urban design experts contributed greatly.

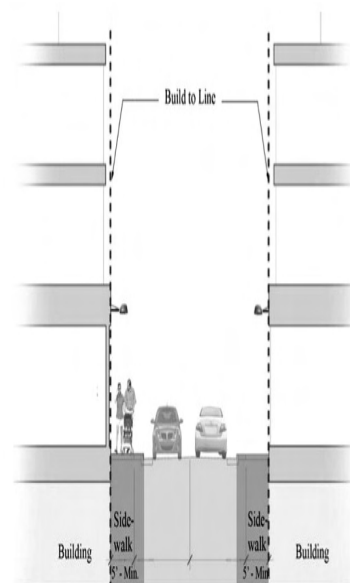
The purpose of the report is to “provide guidance for the evolving built environment in Tysons, and how it will shape the public domain.” The major chapters are as follows: Streetscape Guidelines, the Framework; Streetscape Guidelines, the Details; Site and Building Design Guidelines; Signage and Wayfinding; Urban Parks; Interim Conditions; and Resources.



We reproduce a few snapshots of the contents:



**Streetscape**



**Service Roadscapes**



**Recycling Receptacle**



**Bike Rack**



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# LWV-VA Advocacy Report Stresses Voter Registration; Accepts Grant From PVAP

In conjunction with its latest update study of the Commonwealth's election laws, the LWV-VA decided to supplement its ongoing lobbying and Voters Service activities with an advocacy agenda and accepted a pass-through grant from the League of Women Voters Education Fund Public Advocacy for Voter Protection (PAVP) project in 2009 to help fund the agenda. A second grant from PAVP was requested and received in 2011. An integral part of the agenda was to involve Virginia's local LWVs in carrying out the projects and to encourage them to advocate for improved access to voter registration and voting in their localities.

The first project was a review and report on Virginia's compliance with section 7 of the National Voting Rights Act (NVRA) with regard to voter registration opportunities at public assistance agencies. The report on the project was issued in January/February 2012 and sent to state officials, the LWVEF PAVP director, outside contacts, and local Leagues.

The second project was a follow-up to the LWV-VA's representation on a task force for voter registration that was established by the State Board of Elections (SBE) in 2009. Its purpose was to review the experience of local registrars in Virginia in applying SBE policy 2009-005, which resulted from the task force, and set forth the policies and procedures to ensure the uniform application of Virginia's laws for determining a person's residence for voter registration. The project goal was to ensure that the SBE policy is being applied uniformly and that students—a major group affected by the policy—are being treated fairly during the voter registration process and not experiencing unwarranted rejections of their applications or an unfair line of questioning regarding the address of their residence.

The project consisted of two parts. First, LWV-VA contacted the Student Affairs offices at 24 Virginia colleges and universities inquiring about any problems that their resident students may have had in registering to vote. Six of the nine respondents stated only that they had heard of no complaints or problems with regard to their students registering to vote. The student government president at one of these institutions reported that he understood that there had been problems in past years, but that this had not been the case this year. The major problem with the registration drive on campus had been the difficulty in obtaining adequate numbers of registration application forms.

Two institutions reported that there had been registration tables on campus with no problems with regard to students' Virginia residency either there or at the polls. Another commented that there appear to have been no registration concerns and that "town-gown relations have moved to a better place over the last few years." While the number of responses is disappointing, we would like to assume that "no news is good news."

At the same time, six local Leagues interviewed eight local registrars about their experiences in complying with the policy. Although the responses of the registrars were quite different in many respects, there was general agreement that they had no problem in working with the guidelines. The general response was that it has not been an issue and that the policy merely required them to follow the law, which they had been doing all along. One registrar noted that the policy "was helpful in that it seemed to confirm the correctness of our prior practice, but it did not really change the way we processed registrations."

Most registrars commented that they had not received, could not identify, or do not keep records that would allow them to identify large numbers of applications from college students since the policy was adopted in 2009. Sometimes it is clearly a function of the jurisdiction's size or the number of students living in campus housing.

Two of the jurisdictions surveyed have recently established voting precincts with the polling place located on a college campus. One of the institutions is George Mason University, a predominantly commuter institution with the majority of the students probably registered at an address located in another precinct in Northern Virginia. Because of the chance that these students could attempt to vote at the campus polling place, the registrar is planning how best to work with the institution to get out the word about the need for the students to vote in their precinct of record—and not assume that they can vote at the polling place on campus.

While the number of responses from Virginia's colleges and universities and the participation of local Leagues in the meetings with the local registrars were disappointing, the results were generally positive. In spite of the comments from one jurisdiction that its proactive attempts to eliminate earlier barriers to student registration were hampered by the policy, most registrars seemed to

consider the policy as validating their business as usual to ensure that all legally eligible applicants were registered to vote.

Since the survey covered a relatively small number of jurisdictions, it is possible that similar compliance with the policy would not be found statewide. If so, it is likely that our conclusions will be tested during this presidential election year. Another important test will be whether those registered actually vote. The project report was completed in March/April and sent to state officials, the LWVEF PAVP project director, and local Leagues.

## Hernandez and Zachry Make Presentation to Fairfax/Burke Shepherd Center

Sherry Zachry and Olga Hernandez gave a very successful talk on May 7 to the Fairfax/Burke Shepherd Center group that meets at Lord of Life Lutheran Church on Twinbrook Road at 10:30 a.m. Approximately 40 to 45 people attended; they reviewed upcoming elections in Fairfax County/City (June 12 Primary and Nov. 6, 2012, General Election), discussed changes in congressional districts as result of redistricting, voter cards, absentee voting by mail and in person, potential changes to voter ID law in Virginia, and a very brief summary on Electoral College process (requested by an audience member).

And of course, they gave a brief background of the League, starting in 1920 as an outgrowth of the women's suffrage movement and passage of the 19th Amendment.

They handed out FACTS for Voters 2012, LWVFA membership application forms, and flyers on: absentee voting, Fairfax Co. Office of Elections, sample voter card, and upcoming elections with sample ballot for June 12, 2012. They also had maps of new congressional districts 8, 10, & 11 and a printout of new polling places/precincts by supervisory district showing congressional district. A few people took Applications for Absentee Ballots by mail. Everyone in attendance was a registered voter.

Sherry and Olga fielded many questions on ID at the polls, absentee voting, voter cards, voter registration and election process questions in general; their presentation was very well received.

### An Invitation to the Public . . .

## Chairman Bulova Announces Series on Fairfax's Future To Be Held in June

In partnership with the Fairfax County Chamber of Commerce and the Fairfax County Federation of Citizens Associations, you are cordially invited to the "Evolution of Fairfax". The free three-part series on where we are, where we are going, and where we want to be will be held with panels of experts on June 13, 20, and 27 at the Mason Inn and Conference Center, 4352 Mason Pond Drive, Fairfax 22030. Please RSVP to 703-324-2321 or [chairman@fairfaxcounty.gov](mailto:chairman@fairfaxcounty.gov). A formal agenda will be forthcoming.

## Fall 2012 Voters Service to Focus on Registration

By Janey George, Co-president

Registration, registration, registration is the focus. The only way I know how to minimize the Voter ID "fever" that is sweeping the nation is to register, register, register. LWVFA wants to partner with other community organizations, churches, women's organizations, and sororities in getting as many people registered as we can this fall. So please send me at [janeyg16@verizon.net](mailto:janeyg16@verizon.net) or call at 703-568-8612 any contact names of groups or people you know that could be partners. I plan to contact the Office of Elections to see about holding registration instruction classes and to see if they could join us in some of the registration activities. We have been invited to register people at the July 21 Hispanic Committee Festival at Annandale High School, which is a good start. The units can find out where would be the best place to hold a registration drive in their area and the best time to hold it -- or do what Fairfax/Day/Vienna and Reston Evening units do -- go to their local farmer's markets. Fairfax Day/Vienna was at their farmer's market May 5 with results of seven registrations and handed out six absentee applications; they have plans to return this fall. When we partner with the other organizations, we will need only one or two LWVFA people, so no one registration drive will demand a large member participation -- except the unit registration drives.

So, rest up this summer but start your plans now to join in our registration drives -- our democracy depends on you.

# This Month's Unit Meeting Locations

## Topic: Tysons Corner Vision

Members and visitors are encouraged to attend any meeting convenient for them, including the "At Large Meeting" and briefing on Saturdays when a briefing is listed. As of May 10, 2012, the locations were correct; please use phone numbers to verify sites and advise of your intent to attend. Some meetings at restaurants may need reservations.

### **Saturday, June 2**

#### **10 a.m. At-Large Unit and Briefing**

Packard Center  
4026 Hummer Rd.  
Annandale 22003  
Contact: Lois, 703-690-0908

### **Monday, June 11**

#### **12 p.m. Greenspring (GSP)**

Woodland Skies Dining Room  
Spring Village Dr.  
Springfield 22150  
Contact: Kay, 703-644-2670

### **Wednesday, June 13**

#### **9:30 a.m. Mt. Vernon Day (MVD)**

Mt. Vernon Dist. Government Center  
2511 Parkers Lane  
Alexandria 22306  
Contact: Louise, 703-960-0073

#### **10 a.m. McLean (MCL)**

Star Nut Gourmet  
1445 Laughlin Ave.  
McLean 22101  
Contact: Peggy, 703-532-4417 or  
Sharone, 703-734-1048

#### **10 a.m. Fairfax Station (FXS)**

7902 Bracksford Ct.  
Fairfax Station 22039  
Contact: Lois, 703-690-0908

#### **6:15 p.m. Dinner Unit (DU)**

Yen Cheng Restaurant  
Main Street Center  
9992 Main Street 22030  
Contact: Tin, 703-207-4669

#### **7:30 p.m. Reston Evening (RE)**

Reston Art Gallery at Heron House  
Lake Anne Village Center,  
Reston 20190  
Contact: Lucy, 703-757-5893

### **Thursday, June 14**

#### **9 a.m. Reston Day (RD)**

11908 Paradise Ln.  
Oak Hill 20171  
Contact: Charleen, 703-620-3593

#### **9:30 a.m. Springfield (SPF)**

7827 Anson Ct.  
Springfield 22152  
Contact: Nancy, 703-256-6570 or  
Peg, 703-256-9420

#### **11 a.m. Centreville-Chantilly (CC)**

Eggspectation Restaurant  
5009 Westone Plaza  
Chantilly 20151  
Contact: Olga, 703-815-1897

#### **1 p.m. Fairfax City/Vienna (FX-V)**

Oakton Regional Library  
10304 Lynnhaven Pl.  
Oakton 22124  
Contact: Anne, 703-938-7304 or  
Liz, 703-281-3380

#### **7:45 p.m. Mt. Vernon Evening (MVE)**

Paul Spring Retirement Community  
Mt. Vernon Room  
7116 Fort Hunt Road  
Alexandria 22307  
Contact: Jane, 703-960-6820

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# No July or August Meetings

## Come to Dogfish Head Ale House - Aug 21

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The League of Women Voters of the Fairfax Area (LWVFA)  
4026 Hummer Road, Annandale, VA 22003-2403  
703-658-9150. Web address: [www.lwv-fairfax.org](http://www.lwv-fairfax.org)

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**The LWVFA Fairfax VOTER®  
June, 2012**

**Jane E. George, Co-President  
Julie Jones, Co-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.

The League of Women Voters never supports or opposes candidates for office, or political parties, and any use of the League of Women Voters name in campaign advertising or literature has not been authorized by the League.

**LWVFA MEMBERSHIP APPLICATION**

**(Dues year is July 1 through June 30. Current dues year ends June 30, 2013.)**

**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!**

**Name** \_\_\_\_\_ **Unit** \_\_\_\_\_

**Address** \_\_\_\_\_

**City** \_\_\_\_\_ **State** \_\_\_\_\_ **Zip + 4** \_\_\_\_\_

**Phone (H)** \_\_\_\_\_ **(M)** \_\_\_\_\_ **E-Mail** \_\_\_\_\_

**Thank you for checking off your interests:**

<input type="checkbox"/> County Govt	<input type="checkbox"/> Voting Procedures	<input type="checkbox"/> Health Care	<input type="checkbox"/> Schools
<input type="checkbox"/> Fiscal	<input type="checkbox"/> Environmental Quality	<input type="checkbox"/> Human Services	<input type="checkbox"/> Other (Specify)
<input type="checkbox"/> Public Libraries	<input type="checkbox"/> Land Use Planning	<input type="checkbox"/> Judicial Systems	
<input type="checkbox"/> Transportation	<input type="checkbox"/> Water	<input type="checkbox"/> Juvenile Problems	

Mail to: LWVFA, 4026 Hummer Road, Annandale, VA 22003