

WELLS + ASSOCIATES
MEMORANDUM



11441 Robertson Drive
Suite 201
Manassas, VA 20109
703-365-9262
703-365-9265 FAX
www.rnjwells.com

To: Kenneth Lawrence, Chairman
Tysons Subcommittee, Planning Commission

From: Robin L. Antonucci

Re: Changes to the Transportation Section of the Tysons Urban Center
Plan Recommendations

Date: November 6, 2015

On behalf of Macerich, Wells + Associates have attended a number of meetings of the Tysons Subcommittee over the past year. As a result of my attendance and review of the materials provided, I offer the following comments. Please note the comments provided herein specifically reflect those proposed revisions that directly affect Tysons Corner Center. Those more generic areas of concern associated with the proposed revisions to the Tysons Transportation Plan will be outlined in a separate memorandum for your consideration, as well as the Planning Commission's and the Board's.

One of the primary goals of the Tysons Urban Center Plan is to provide for a multimodal transportation system. Towards that end, the Plan recommends that several transportation elements be "...created and/or enhanced." Those elements listed in the Plan include, but are not limited to the following:

- Development of a circulator system that allows frequent, quick and inexpensive movement and connections to regional transit systems
- Complete streets
- An enhanced grid of streets

The following requested revisions/modifications reflect those elements listed above.

Superstreets

Macerich supports the vision for Tysons Urban Center and was a representative on the Tysons Task Force. However, a number of the transportation elements currently proposed could have significant physical and fiscal impacts on Tysons Corner Center. Key among these elements is the reference to improvements to Route 123 as reflected on page 17 and reprinted for your convenience as follows:



Modified Intersection Treatment Area on Route 123 (Superstreet) – Left turn movements may be modified at intersection approaches to facilitate regional through movement on boulevards. Minimal right-of-way impacts are anticipated. Additional attention should be paid to pedestrian and bicycle crossings at these intersections.

Over the past year or more, Macerich had requested details on the implementation of a *superstreet* concept along the Mall’s Route 123 frontage and until most recently, only a vague concept plan was provided that effectively removed direct left-turn access into the Mall from Route 123 and modified outbound movements. As a result, Macerich and Wells + Associates met with Fairfax County Department of Transportation staff on February 6, 2015 and additional details were provided regarding the potential implementation of a *superstreet* for this section of Route 123.

Based on our discussion with FCDOT on February 6th, it appeared the current plans and entitlements associated with the on-going development of Tysons Corner Center, which include significant contributions and improvements to area infrastructure, were not included in the most recent conceptual plan. Specifically, the plans did not reflect the existing dual left and right-turn lanes that exit the Mall onto Route 123. Nor were the recent metrorail and metrobus facilities located along the Mall’s Route 123 frontage included. Macerich subsequently provided such information to FCDOT.

Most encouraging to Macerich was FCDOT’s assertion that the guiding principal associated with the implementation of the *superstreet* was “first do no harm” to existing properties. As you may be aware, according to a September 2009 Fiscal Impact Analysis prepared by MuniCap, Inc. for the County, Tysons Corner Center has the highest per square foot projected assessed value of any property in Tysons. Clearly, it is in not only Macerich’s but in the County’s best interest to protect the value of this asset.

Importantly, when Macerich met with FCDOT to discuss the *Superstreet* concept along the Tysons Corner Center frontage, FCDOT indicated that the concept still required additional study. To date, we do not believe such analysis has been completed. Macerich, therefore, offers the following revised Plan language with regard to modifications along Route 123:

Modified Intersection Treatment Area on Route 123 (Superstreets) – Left turn movements to and/or from Route 123 between International Drive and the Dulles Access Road may need to be modified at intersection approaches to facilitate regional through movements. Restricting and/or relocating such movements could



WELLS + ASSOCIATES

MEMORANDUM

have a significant impact on key regional office and retail trip generators in the Tysons located between the Beltway (I-495) and International Drive. Prior to

implementing such modifications, the County should complete a comprehensive traffic analysis to determine the impacts of the same along the Route 123 corridor and seek area stakeholder input. Further, such modifications should be designed with high consideration given to the following criteria:

- *The improvement should be designed in a pedestrian, bicycle and transit-friendly manner.*
- *The improvement should be designed so as to be accommodated within existing rights-of-way to the greatest extent possible.*
- *The improvement should be designed in a manner that results in no adverse impacts (either physical or fiscal) to the regional office and retail businesses located along and with access to/from Route 123.*

In addition to the above text, Map 8 (Planned Tysons Road Network and Functional Classification) identifies this area of modified treatment as extending from Anderson Road west to International Drive. A notation should be added to the Plan text that this area is still under evaluation.

Grid of Streets-Private Streets

Map 8 also reflects a number of grid connections throughout the Mall property, including Fashion Boulevard, Shoptysons Boulevard, and other internal travelways. These roadways are private streets and should not be reflected as part of the planned grid of public streets for Tysons Urban Center. Therefore, the removal of those streets from Map 8 is hereby requested. At a minimum, such streets should be clearly notated on Map 8 as a private street.

Tysons Circulator Routes

The circulator routes are also planned to travel through and along the Mall property. The East Link South and Middle Loop are reflected on revised Map 6 as running on the Ring Road, Fashion Boulevard and other private travelways within the Mall. As described above, these facilities are all privately maintained and have not been designed to accommodate regular and frequent bus service. Prior versions of the Plan depicted the circulator routes using existing and planned public streets. In light of existing and future planned redevelopment associated with the Mall property, it is highly unlikely that additional rights-of-way could be provided to accommodate two circulator routes on-



WELLS + ASSOCIATES

MEMORANDUM

site. Therefore, Map 6 should be revised to either delete the East Link South and Middle Loop or annotate the two routes as needing further study and coordination with property owners.

Phasing of Development & Transportation Improvements

Construction/Transportation Phasing. The proposed Plan revisions had originally stated that property owners should “...commit to the following...phasing development to the *completion* [emphasis added] of required transportation infrastructure and programs...” as specified in Table 7. Macerich was pleased to note that in the most recent version of proposed Plan text that the word “completion” has been eliminated. However, we are concerned about new language that requires developers who cannot achieve a “balance” between land use and transportation should consider funding the new Table 7B improvements.

The Board of Supervisors directed staff to create a new transportation fund to collect revenue from development applications to fund a portion of the Table 7 projects. These funds were intended to supplement other funding sources for the Table 7 improvements. On January 8, 2013, the Board established the Tysons-wide Transportation Fund (Tysons-wide Fund) and set guidelines for its implementation. The 2013 contribution rates were established at \$5.63 per gross square foot of building structure of new non-residential space and \$1,000 per unit of new residential units.

To provide additional revenue for the Table 7 Tysons-wide projects, the Board also established the Tysons Transportation Service District (TTSD) on January 8, 2013. The Tysons Transportation Service District is a special tax assessment district which collects revenue based upon the assessed value of all properties within the district. Revenue generated by the district may only be used for transportation improvements within the service district. Macerich is the largest contributing member of the TTSD. The proposed new Plan text describes the various funding sources identified by the Board including the Tysons Grid of Streets Fund, the Tysons-wide Transportation Fund and the Tysons Transportation Service District, both as described above.

Funding of Table 7B Improvements. The proposed Plan revisions also suggest that Tysons property owners should contribute to additional Tysons-wide improvements as listed on a new Table 7B. The Table 7B improvements were identified in conjunction with the CTIA process for the transit station areas. The CTIA evaluated maximum density levels in three of the four transit station areas; densities, which due to existing development or other reasons, may never materialize.



WELLS + ASSOCIATES

MEMORANDUM

A review of the proposed Table 7B improvements indicates that the majority of the improvements are located in or proximate to the Tysons East District. Macerich's concern has been that the improvements in Table 7B would be incorporated into Table 7

as part of the proposed changes to the Plan. As a result of the February 6th meeting, Macerich understands that those members of the TTSD would not be required to fund the Table 7B improvements and in fact, Table 7B would not be incorporated into Table 7. The Plan language therefore should be further modified to identify possible other funding sources for Table 7B and to clarify how the County intends to fund these Table 7B improvements.

We respectfully request your consideration of the changes/revisions proposed herein. If you have any questions and/or comments with regard to the material provided please email me at RLAntonucci@mjwells.com or Hillary Zahm at Hillary.Zahm@macerich.com. Thank you for your time and attention.

cc: Sharon Bulova, Chairman, Fairfax County Board of Supervisors
Linda Q. Smyth, Supervisor, Providence District
Kenneth Lawrence, Planning Commissioner, Providence District
John Harrison, Macerich
Hillary Katherine Zahm, Macerich
Jill Parks, Cooley