



PROPOSED COMPREHENSIVE PLAN AMENDMENT

ITEM: PA S13-II-TY1

Original Staff Report published January 25, 2017

Date of Addendum: March 2, 2017

GENERAL LOCATION: Generally between the Capital Beltway, Dulles Toll Road, and Leesburg Pike.

SUPERVISOR DISTRICT: Providence, Hunter Mill

PLANNING AREA: Areas I and II

SPECIAL PLANNING AREA:
Tysons Corner Urban Center

TAX MAP NUMBERS: 28-2, 28-4, 29-1, 29-2, 29-3, 29-4, 30-3, 39-1, 39-2, 40-1

PLANNING COMMISSION PUBLIC HEARING:
Wednesday, February 8, 2017 @ 8:15 PM

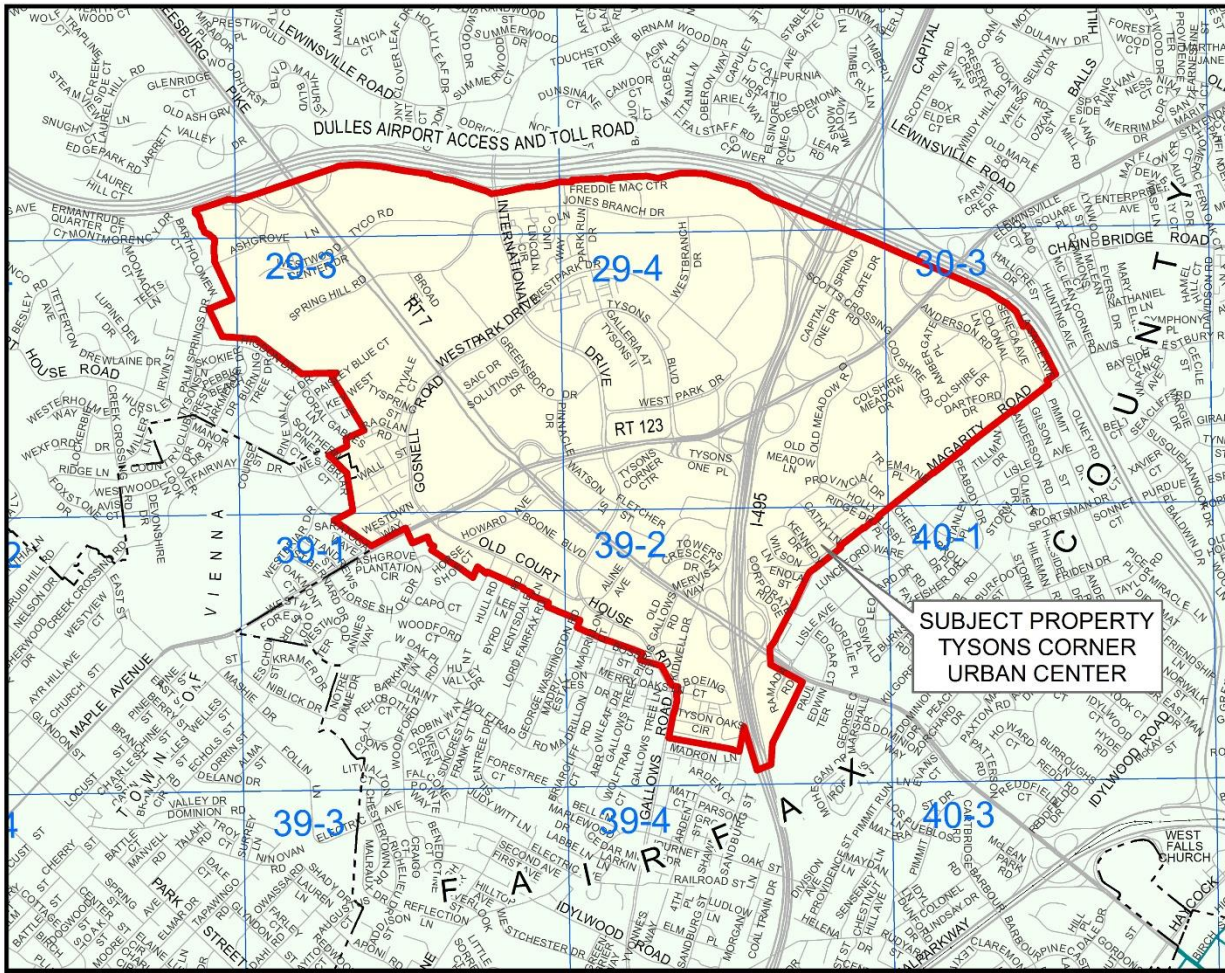
BOARD OF SUPERVISORS PUBLIC HEARING:
Tuesday, March 14, 2017 @ 4:00 PM

PLANNING STAFF DOES RECOMMEND THIS ITEM FOR PLAN AMENDMENT



Reasonable accommodation is available upon 48 hours notice. For additional information about accommodation call the Planning Commission office at (703) 324-2865, or the Board of Supervisors office at (703) 324-3151.

For additional information about this amendment call (703) 324-1380.



**SUBJECT PROPERTY
TYSONS CORNER
URBAN CENTER**

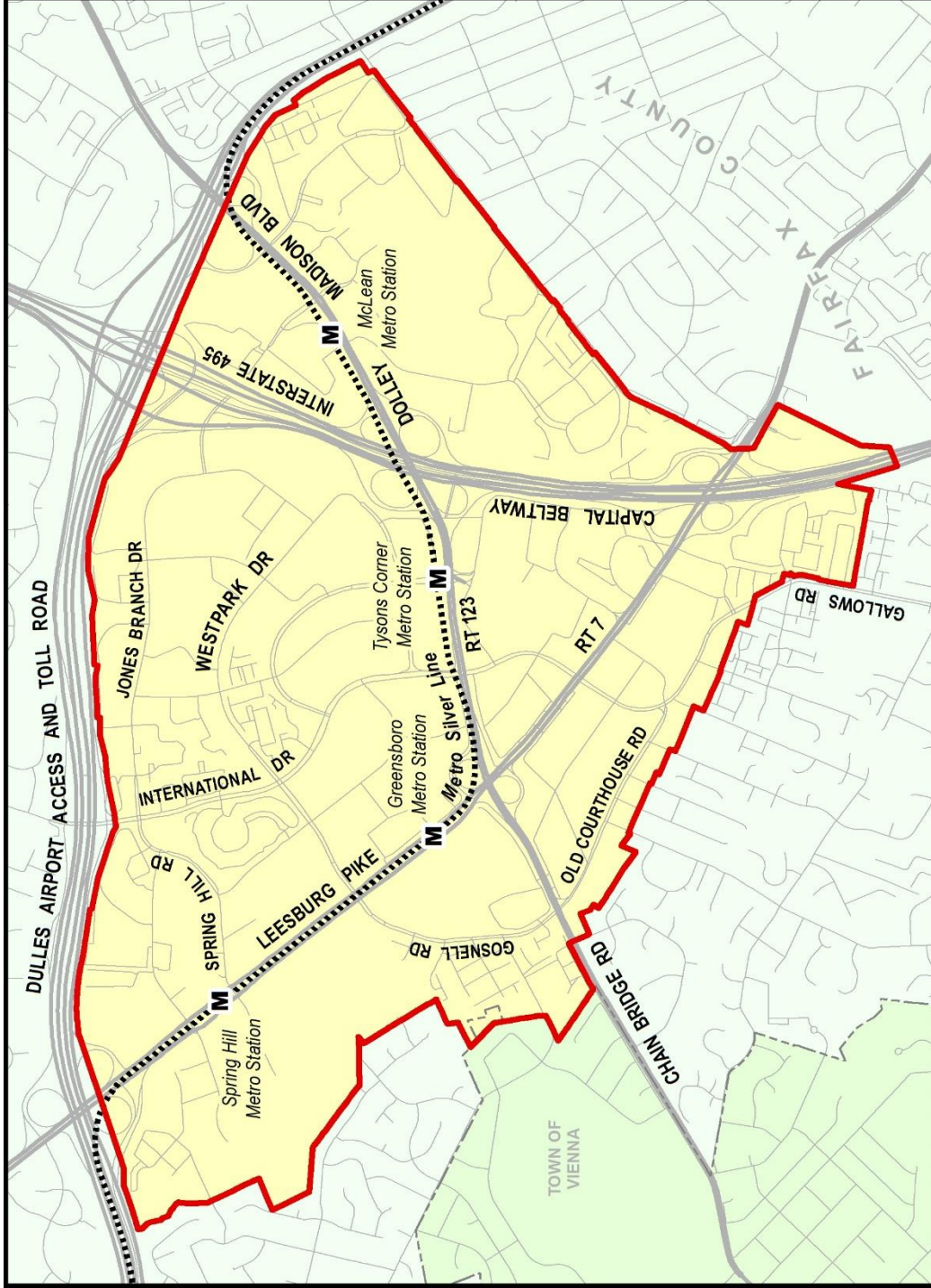
3000 FEET

Prepared November 2016 by the Department of Planning & Zoning using Fairfax County GIS

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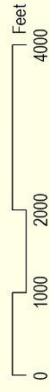


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Tysons Urban Center Fairfax County, Virginia

- Key
- Tysons Urban Center Boundary
 - ⋯M⋯ Metro Silver Line and Station



Prepared by DPZ, December 2016
 Document Path: G:\projects\oc\pdp\Comp_Plan_Text_Graphics-Area_III\Tysons_Corner_Urban_Center(S3-II-TY)_Supplemental_Graphics\Display_Boards\Projects\Tysons outline only on streets.mxd

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**MARCH 2, 2017 ADDENDUM
STAFF REPORT FOR PLAN AMENDMENT S13-II-TY1**

This staff report addendum provides additional revised recommendations for proposed Plan language and maps, as outlined below.

This addendum and the recommendations provided serve as an addition to the staff report and recommendations published on January 15, 2017.

DISCUSSION

After additional discussion with the community and staff, modifications are recommended as summarized below:

1. The land use categories on Page 29 of Attachment I corresponds to the proposed conceptual land use pattern shown on Map 3, and indicate a general proportion of uses. Restoring the phrase “on the order of” to the adopted Plan text will provide some flexibility with implementing the Tysons Plan.
2. To address community concerns regarding the Initial Development Level (IDL) text, revisions to the proposed text on Pages 30-32 of Attachment I have the effect of retaining the IDL, but increasing it from 45 million square feet (SF) to 55 million SF to be in line with the George Mason University (GMU) 2050 forecast for office use.
3. So as not to make the Plan too detailed, the original text that refers to the annual adjustment to the Consumer Price Index (CPI) has been restored on Page 44 of Attachment I.
4. The footnote to “Map 7: Planned Tysons Road Network and Functional Classification” on Page 66 of Attachment I was expanded to identify that Magarity Road represents a special case in that it abuts low density residential neighborhoods outside of Tysons. Considerations to this fact must be given in the design of the road, to mitigate impacts on lower-density areas adjacent to Tysons.
5. Fairfax County Park Authority has confirmed that the county can achieve the goals of attaining active recreational fields within the Tysons Urban Center without the proposed text found at the bottom of Page 112 of Attachment I, so the following sentence has been deleted: “Some of the active recreational facility needs may be accommodated by adding or upgrading facilities at existing or future public school sites or in nearby existing parks surrounding Tysons.”
6. Updating “Table 4: Bicycle Parking Ratios for Urban Mixed Use Centers and Transit Station Areas” on Page 79 of Attachment I, will make the terminology consistent with “Table 2B: Bicycle Parking Requirements for Urban Centers and Transit Station Areas (TSA)” of the County Bicycle Parking Guidelines, and may help avoid confusion.

7. After confirming with Fairfax County Public Library, it has been determined that a new regional library within the Tysons Urban Center is no longer needed because of recent upgrades to the Tysons-Pimmit Regional Library, and a proffer commitment for a community library near the Greensboro Metrorail station, This text change is on Page 118 of Attachment I.
8. Additional clarifications were made on Maps 3, 6, 10, 11, 14, 15, and 16.

RECOMMENDATIONS

Staff recommends the Comprehensive Plan be modified as shown below. The following recommendations modify the recommendations described in the Staff Report published January 25, 2017, as outlined below. Text proposed to be added in the January 25, 2017 Staff Report is shown as underlined, and text proposed to be deleted is shown with a ~~striketrough~~. Changes from the January 25, 2017 Staff Report are **highlighted (or shaded)**. In addition, text proposed to be added in the February 23, 2017 Addendum to the Staff Report is shown as double underlined, and text proposed to be deleted is shown with a ~~double striketrough~~.

MODIFY PAGE 29 OF JANUARY 25, 2017 STAFF REPORT ATTACHMENT I:

Fairfax County Comprehensive Plan, 2013 Edition, Area II, Tysons Corner Urban Center, Amended through April 29, 2014, Areawide Recommendations:

“Transit Station Mixed Use: These areas are generally located near the Metro stations. They are planned for a balanced mix of retail, office, arts/civic, hotel, and residential uses. The overall percentage of office uses throughout all of the Transit Station Mixed Use areas should be approximately 65%. This ~~target of office uses will help Tysons maintain a balance of between land use and the necessary transportation over the next 20 years infrastructure.~~ Individual developments may have flexibility to build more than 65% office if other developments in the category are built or rezoned with a use mix that contains proportionately less office. The residential component should be **on the order of** 20% or more of the total development. It is anticipated that the land use mix will vary by TOD District or subdistrict. Some districts or subdistricts will have a concentration of offices and other areas will have a more residential character. ~~In all cases, synergies between complementary land uses should be pursued to promote vibrant urban communities.~~

Retail Mixed Use: These areas are planned for regional and sub-regional retail centers that should be ~~complemented by~~ a mix of residential, office, hotel, and arts/civic uses. The residential component should be **on the order of** 20% or more.

Office: These areas are planned almost exclusively for office uses. Supporting retail and service uses, such as hotels, adult/child daycare, and restaurants, are also encouraged in these areas. Educational and institutional uses are encouraged, as well.

Residential Mixed Use: These areas are primarily planned for ~~primarily~~ residential uses with a mix of other uses, including office, hotel, arts/civic, and supporting retail and services. These complementary uses should provide for the residents' daily needs, such as ~~basic~~ shopping and services, recreation, schools and community interaction. It is anticipated that the residential component should be on the order of 75% or more of the total development.

MODIFY PAGES 30-32 OF JANUARY 25, 2017 STAFF REPORT ATTACHMENT I:

Fairfax County Comprehensive Plan, 2013 Edition, Area II, Tysons Corner Urban Center, Amended through April 29, 2014, Areawide Recommendations:

“Initial Development Level [Underlined in the original text]

To implement the first 20 year increment of the ultimate vision for Tysons, ~~the total amount an Initial Development Level (IDL) of 45 million square feet of office uses built and approved in the entire urban center should not exceed an initial development level of 45 million square feet was established in the Plan.~~ This amount is the office component of the high forecast for the year 2030 prepared for Fairfax County in 2008 by George Mason University's (GMU) Center for Regional Analysis. Office floor area ~~that should to be counted toward the initial development level includes IDL included all existing office buildings uses and any office development that is approved through a proffered rezoning, a special exception, or a by-right site plan.~~ Office floor area reserved for public facility bonuses ~~should~~ would also be counted toward ~~the~~ this initial development level.

~~The initial development level focuses on office uses because they represent the majority of existing uses and have high peak period vehicle trip generation characteristics. New uses other than offices that have a significant impact on peak period trips should also be managed carefully and may be counted toward the initial office development level.~~

To encourage new housing development in Tysons, residential uses were not limited by the IDL and could ~~may~~ be rezoned at levels above the 2030 forecast for housing. Uses such as neighborhood retail, hotels, and arts/civic space ~~may~~ could also be rezoned at levels above the 2030 forecast if they ~~do~~ did not have a significant impact on peak period vehicle trips.

The Land Use and Transportation sections of the Areawide Recommendations provide guidance on monitoring activities that ~~will be~~ are necessary to track development performance. Monitoring will also be essential to future planning efforts. ~~A particular~~ An important condition to be monitored is the achievement of transportation improvements needed to mitigate the impacts of new development. If a reliable mechanism for funding these improvements needed beyond the year 2030 is established, then the ~~initial development level~~ Plan stated that the IDL of 45 million square feet of office uses ~~may~~ could be increased through a Tysons-wide or area-specific Plan amendment.

~~The following criteria should be considered when determining an increase in the initial development level for office uses:~~

- ~~• Progress achieved toward the realization of the vision for Tysons;~~
- ~~• Market demand for office space, as demonstrated by new building construction, vacancy rates, and revised forecasts;~~

- ~~Balance between land use and transportation, including the provision of infrastructure and achievement of vehicle trip reduction levels identified for the year 2030 and TDM performance that exceeds the targets outlined in Table 5 in the Transportation section; and~~
- ~~Funding arrangements for transportation improvements and programs, so that timely completion of improvements identified for the period beyond 2030 can confidently be expected.~~

~~A Tysons-wide summary of existing and approved development based on information provided by the county should be included with all rezoning applications in Tysons.~~

~~On January 8, 2013, the Board of Supervisors endorsed a Transportation Funding Plan for Tysons, based on a recommendation from the Planning Commission (who had endorsed the Funding Plan on October 16, 2012). This funding plan is a comprehensive strategy for funding the set of infrastructure improvements identified in the Tysons Plan to support the 113 million square feet of development for all land uses anticipated to occur by 2050. It allows for flexibility in funding options and sources, as well as for adjustments to be made based upon the pace of development and provides a reliable funding mechanism to implement the visionary plan for Tysons. Since a funding plan to support the 113 million total square feet of development associated with the 2050 GMU forecast is now in place, the IDL of 45 million square feet of office use has been superseded increased to 55 million square feet of office use.~~

~~To ensure that the pace of the transportation improvements and the pace of development are proceeding substantially in tandem, as set forth in the Plan, staff should continue to monitor the pace and location of residential and non-residential development in Tysons, as well as the construction schedule, funding status, and funding mechanisms for transportation improvements serving Tysons. In addition, the development and transportation assumptions in the Comprehensive Plan, and how those assumptions have materialized over time, should be evaluated beginning in summer 2024 (10 years after the initiation of Metro Silver Line service). Based on the results of the 2024 evaluation, adjustments to the development and transportation assumptions may be proposed.”~~

MODIFY PAGE 44 OF JANUARY 25, 2017 STAFF REPORT ATTACHMENT I:

Fairfax County Comprehensive Plan, 2013 Edition, Area II, Tysons Corner Urban Center, Amended through April 29, 2014, Areawide Recommendations:

~~“A housing trust fund will be used to create affordable and workforce housing opportunities in Tysons. Nonresidential development throughout Tysons should contribute a minimum of \$3.00 per nonresidential square foot (adjusted annually based on the Consumer Price Index) or at least ~~25 cents~~ \$0.25 per nonresidential square foot over a period of time to be determined at the time of rezoning approval. ~~to a housing trust fund that will be used to create affordable and workforce housing opportunities in Tysons. These contributions should be adjusted annually based on the Consumer Price Index from a base of June 22, 2010.~~ Such developments may provide an equivalent contribution of land or affordable units in lieu of a cash contribution. Nonresidential contributions could also be used to fund affordable housing opportunities in Tysons through a partnership. If nonresidential floor area is achieved through a bonus for providing affordable and workforce dwelling units, the bonus floor area should not be included when calculating the~~

contribution amount. Ground level retail located in office, hotel, and residential buildings should also not be included when calculating the contribution amount.”

MODIFY PAGE 66 OF JANUARY 25, 2017 STAFF REPORT ATTACHMENT I:

Footnote to “Map 7: Planned Tysons Road Network and Functional Classification” should read as follows:

“Note: The Tysons Road Network is subject to change pending results from more detailed analyses of the connections to the DAAR and the Grid of Streets, as well as individual development proposals. The feasibility of Beltway crossings shown will need to be further evaluated. Typical cross-sections are provided for Boulevards, Avenues, Collectors, and Local Streets. Final street design may vary from typical sections to reflect the character of adjacent neighborhoods or districts. Magarity Road represents a special case in that it abuts low density residential neighborhoods outside Tysons; due consideration to this fact must be given in the design of the road, to mitigate impacts on lower-density areas adjacent to Tysons.”

MODIFY PAGE 78 OF JANUARY 25, 2017 STAFF REPORT ATTACHMENT I:

Footnote to “Map 8: Planned On-Road Bike Lanes” should read as follows:

“Note: Map 8 was created using the Street Type Design Guidelines, described earlier in this section, that require on-road bicycle lanes on all Avenue and Collector Streets. Although not required by Street Type Design Guidelines, on-road bicycle lanes may be appropriate on certain local streets, and are included in the on-road bike network to make a connected network. On some of these local roads, alternate bicycle facilities have been approved. The Tysons section of the Fairfax County Bicycle Master Plan provides more detailed recommendations for specific locations within Tysons.”

MODIFY PAGE 79 OF JANUARY 25, 2017 STAFF REPORT ATTACHMENT I:

Replace “Table 4: Bicycle Parking Ratios for Urban Mixed Use Centers and Transit Station Areas, with the table below:

Table 4
Bicycle Parking Requirement for Urban Centers and Transit Station Areas (TSA)

Type of Use	Short-Term Parking	Long-Term Parking
Single Family Detached Residential	N/A	N/A
Multi-Family Residential	One visitor space/25 units of portion thereof	One space/3 units or portion thereof
Commercial-Retail*	One visitor space/5,000 SF of floor area or portion thereof	One employee space/12,500 SF of floor area or portion thereof
Office	One visitor space/20,000 SF of floor area or portion thereof	One space/7,500 SF of floor area space or portion thereof

*Bicycle parking spaces should be installed at interior and/or exterior locations that are convenient to the retail customers and employees. Locations shall be reviewed by FCDOT and OCR (if located in a revitalization area).

MODIFY PAGES 112-113 OF JANUARY 25, 2017 STAFF REPORT ATTACHMENT I:

Fairfax County Comprehensive Plan, 2013 Edition, Area II, Tysons Corner Urban Center, Amended through April 29, 2014, Areawide Recommendations:

“Proposed development in Tysons should be accompanied by the dedication of public or publicly accessible parkland, and by the construction of recreational facilities, such as athletic fields. Provision of ~~park land~~ parkland and facilities on-site is preferred. If on-site dedication and facility provision are not possible, an equivalent off-site dedication and facility construction within the same district should be sought as a substitution. Where it is not possible to locate facilities within the district, locations that serve Tysons may be substituted. As a last alternative, as for smaller sites, an equivalent monetary contribution to fund local public parks within Tysons may be substituted. ~~Some of the active recreational facility needs may be accommodated by adding or upgrading facilities at existing or future public school sites or in nearby existing parks surrounding Tysons.~~ If facilities are constructed on publicly-owned land, an offsetting contribution of park facilities, ~~park land~~ parkland, or cash contribution for parks equivalent to the value of the land used for construction should be provided.

Creative approaches can be used to ensure provision of recreational facilities, especially athletic fields that meet service level standards. This may include indoor and rooftop facilities or those located above underground stormwater management facilities. Co-location with other public facilities is also appropriate. Redevelopment proposals should make every effort to meet the need for new urban parks onsite, according to the acreage standards noted above. Proposals will be evaluated not only in terms of the quantity of park area provided, but also based on the location, types, and quality of public park spaces.

In cases where there is a shortfall of onsite park space, offsite park improvements may be considered. This may include improvements to transit station plazas, public easements and rights of way, and restoration and enhancement of nearby stream valleys.

Facilities that contribute toward meeting the parks and open space needs in Tysons may be privately owned and privately developed. Regardless of ownership, newly created parks and open space and existing parks and open space that are redesigned in conjunction with a redevelopment project should be publicly accessible during appropriate hours and should meet or exceed the same service level standards as any publicly owned and developed parks or open spaces. The Conceptual Land Use and Parks and Open Space maps include some existing areas associated with residential developments that are not publicly accessible.”

MODIFY PAGE 118 OF JANUARY 25, 2017 STAFF REPORT ATTACHMENT I:

Fairfax County Comprehensive Plan, 2013 Edition, Area II, Tysons Corner Urban Center, Amended through April 29, 2014, Areawide Recommendations: Public Facilities, Page 87:

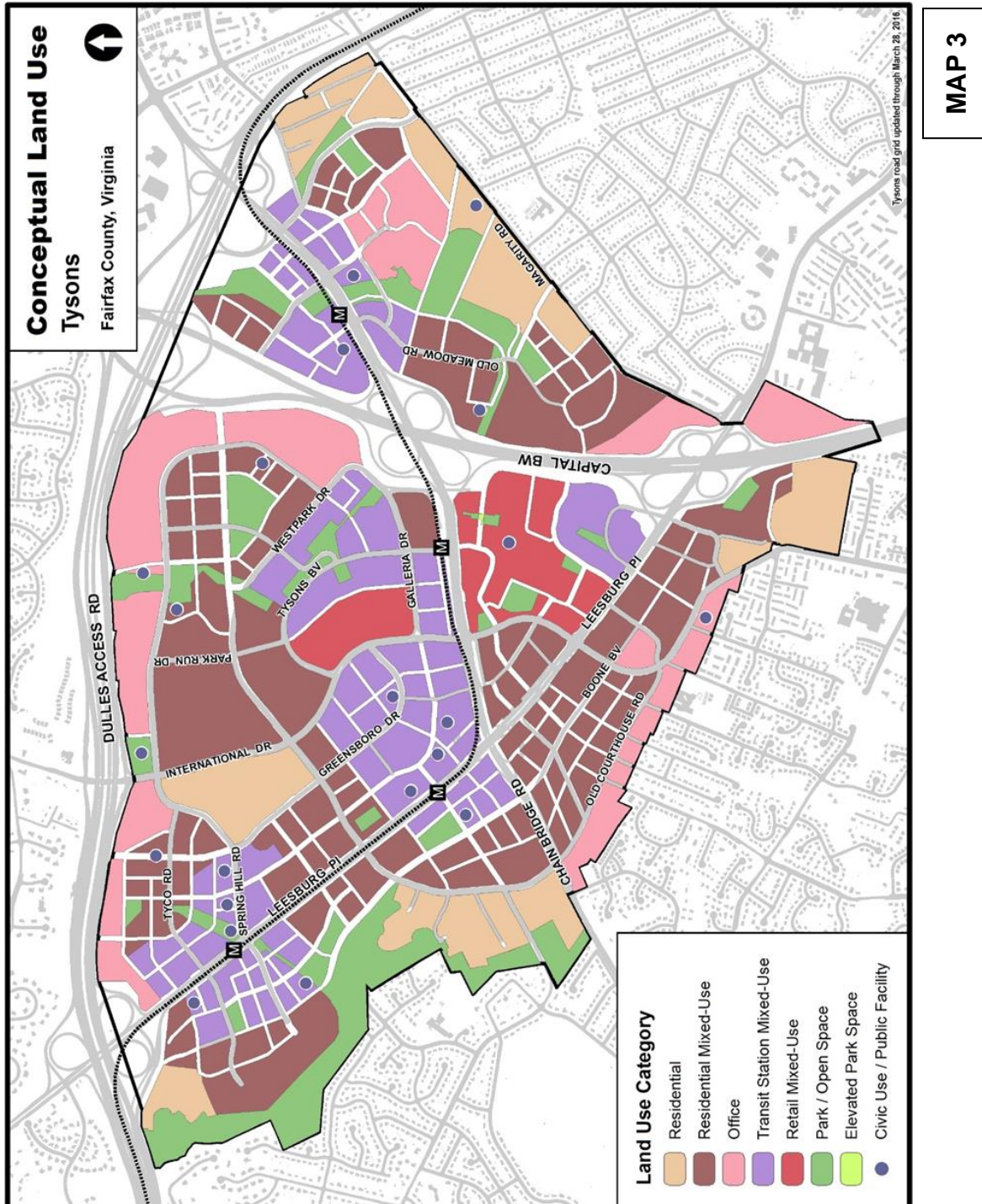
“LIBRARY

Tysons is currently served by the Dolley Madison and Patrick Henry Community Libraries, and the Tysons-Pimmit Regional Library. Growth in Tysons will generate the need for a new community library when the ~~number of residents~~ residential population in Tysons reaches 50,000, or between 2030 and 2040. The recommended site would be near the ~~Tysons Central 7 Metro Greensboro Metrorail~~ station, with possible co-location with a community center or a performing arts center. Proffer commitments exist for construction of a new community library as part of a mixed-use development adjacent to the Greensboro Metrorail Station.

~~Another consideration would be replacement of the existing regional library, which has limited usable public space, with a new regional library in Tysons Central 7. A regional library could also be co-located with a community center or performing arts center. The current site of the Tysons Pimmit Regional Library could be used for another public purpose.”~~

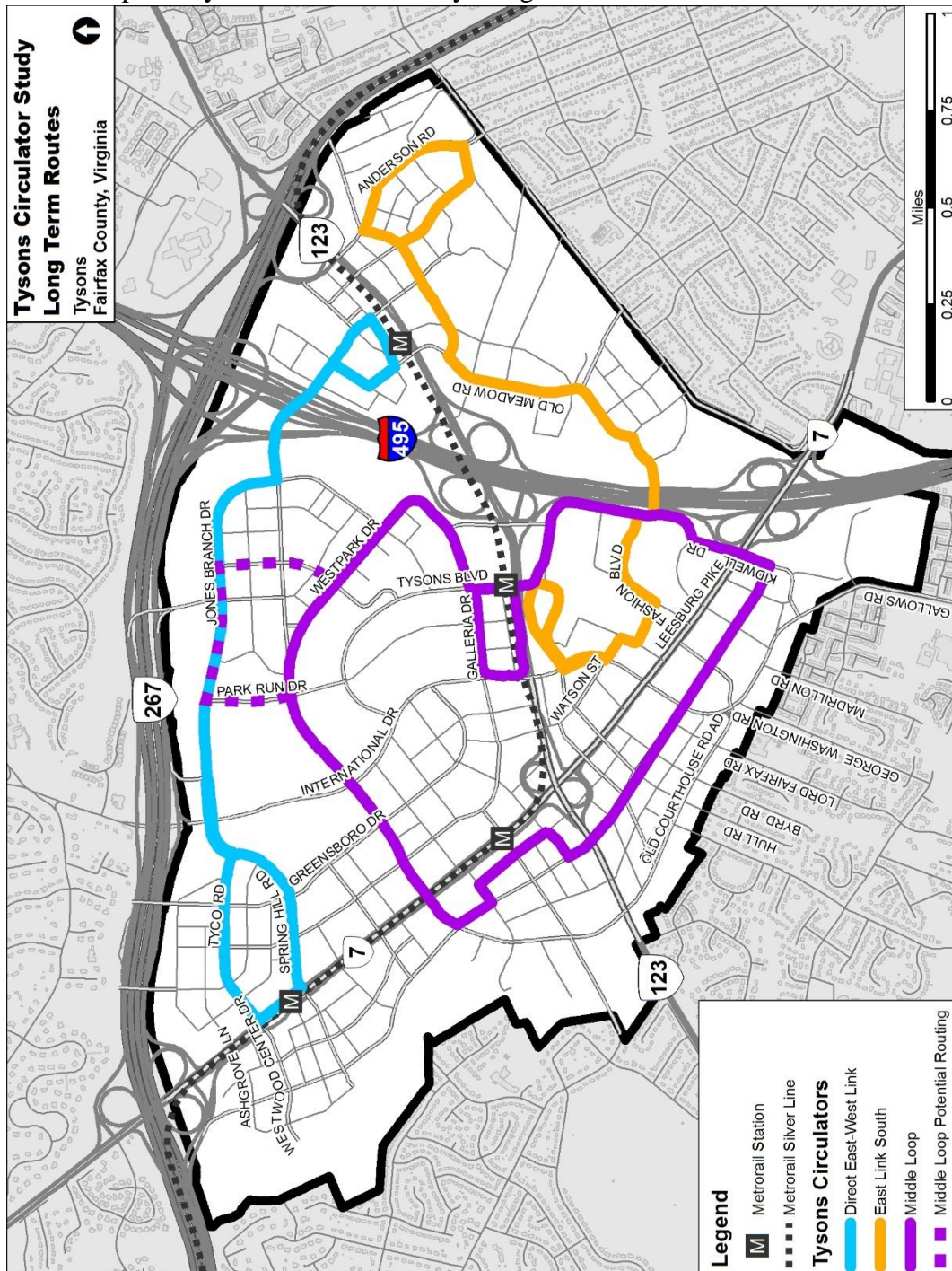
MODIFY PAGE 27 OF JANUARY 25, 2017 STAFF REPORT ATTACHMENT I:

ADD Map 3 – Conceptual Land Use



MODIFY PAGE 58 OF JANUARY 25, 2017 STAFF REPORT ATTACHMENT I:

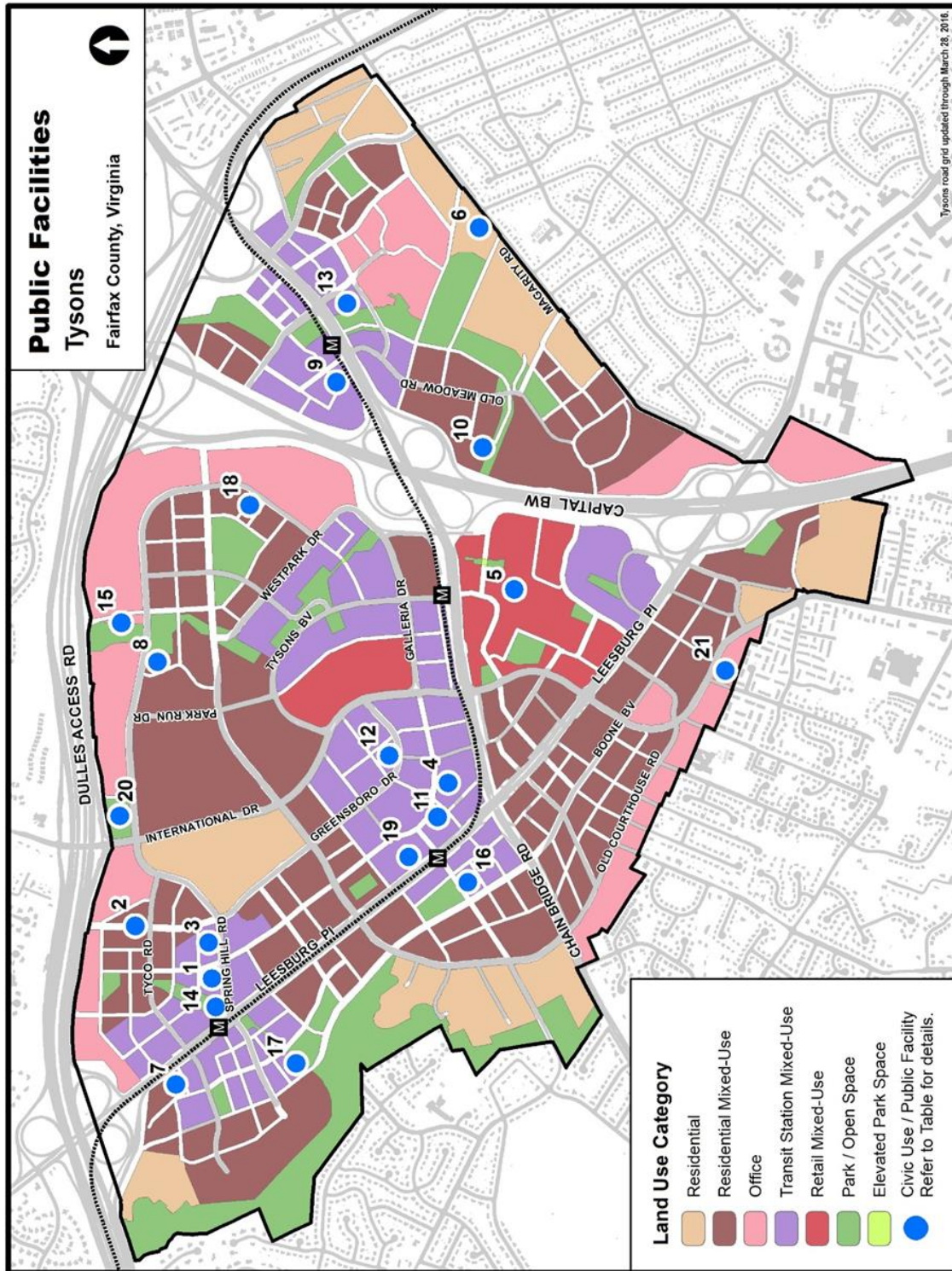
ADD: Map 6 – Tysons Circulator Study Long Term Routes



Note: Map 6 shows the Final Recommended Circulator Network (Longer Term), from the Tysons Circulator Study. It should be noted that all Circulator Routes are anticipated to provide bi-directional, or two-way, service. Ultimate alignments may change based upon the availability of the necessary rights-of-way and other factors. The feasibility of Beltway crossings shown will need to be further evaluated.

MODIFY PAGE 127 OF JANUARY 25, 2017 STAFF REPORT ATTACHMENT I:

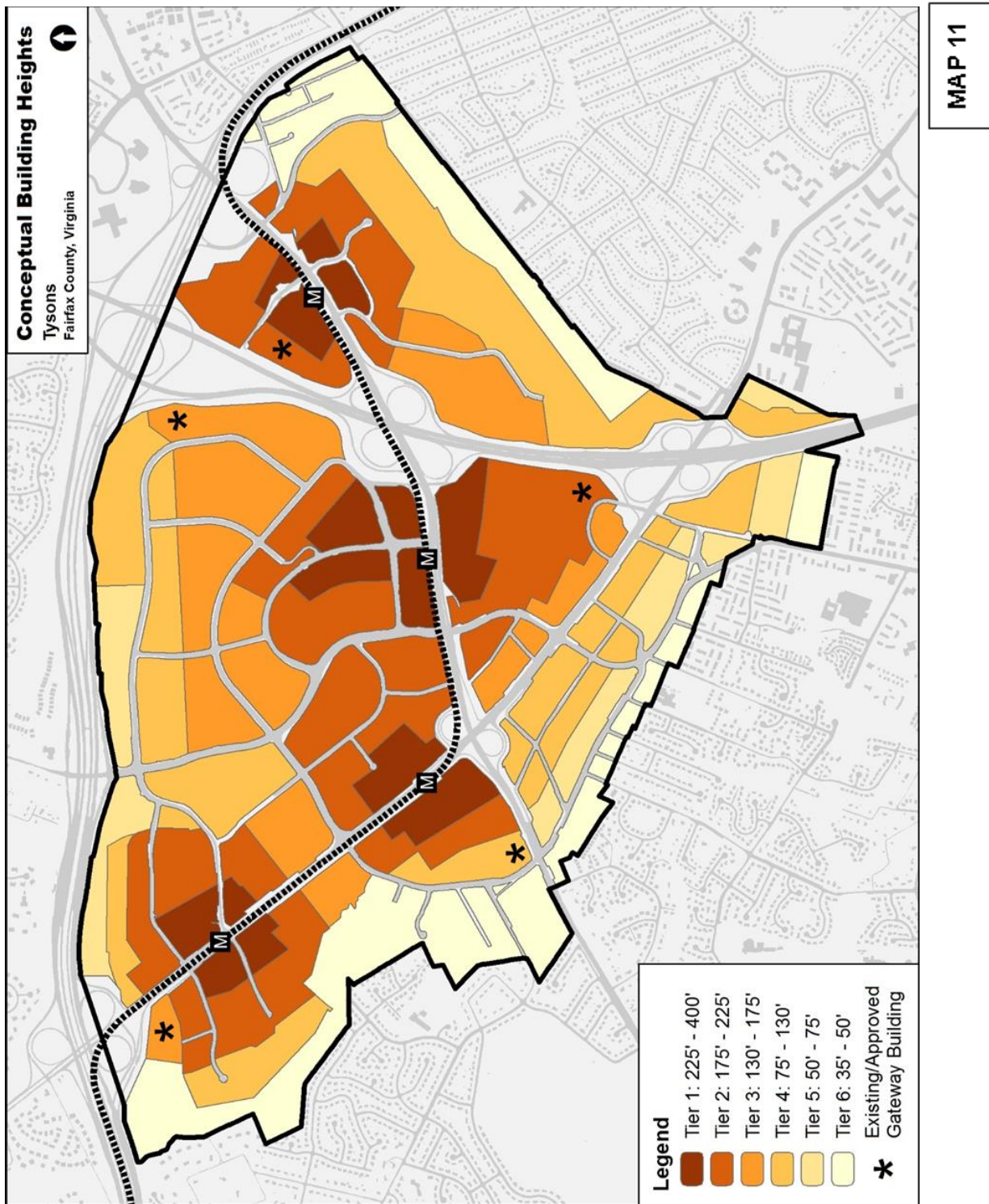
ADD: Map 10 – Public Facilities



Note: Planned park spaces are shown conceptually on Map 9.

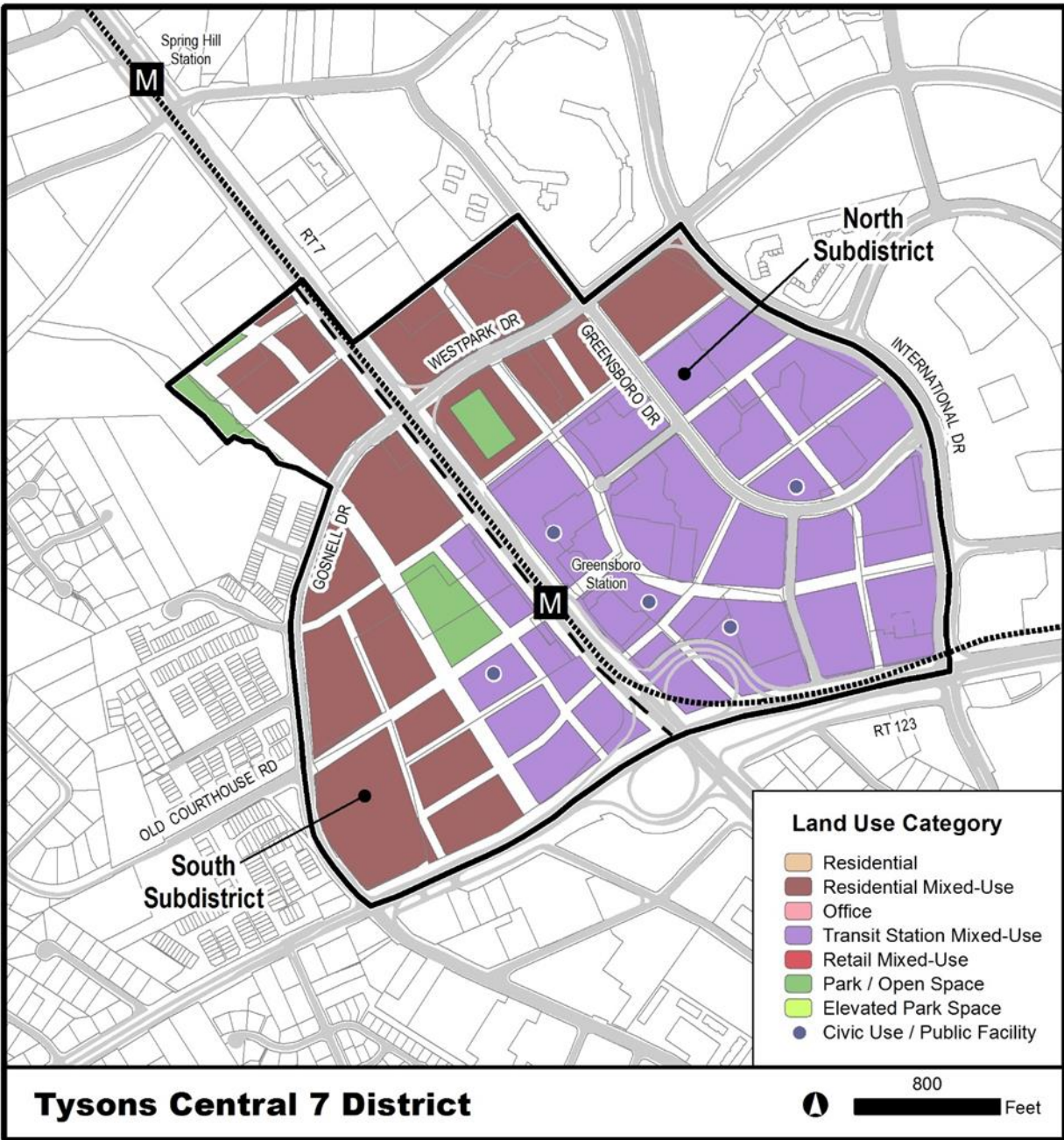
MODIFY PAGE 159 OF JANUARY 25, 2017 STAFF REPORT ATTACHMENT I:

ADD: Map 11 – Conceptual Building Heights



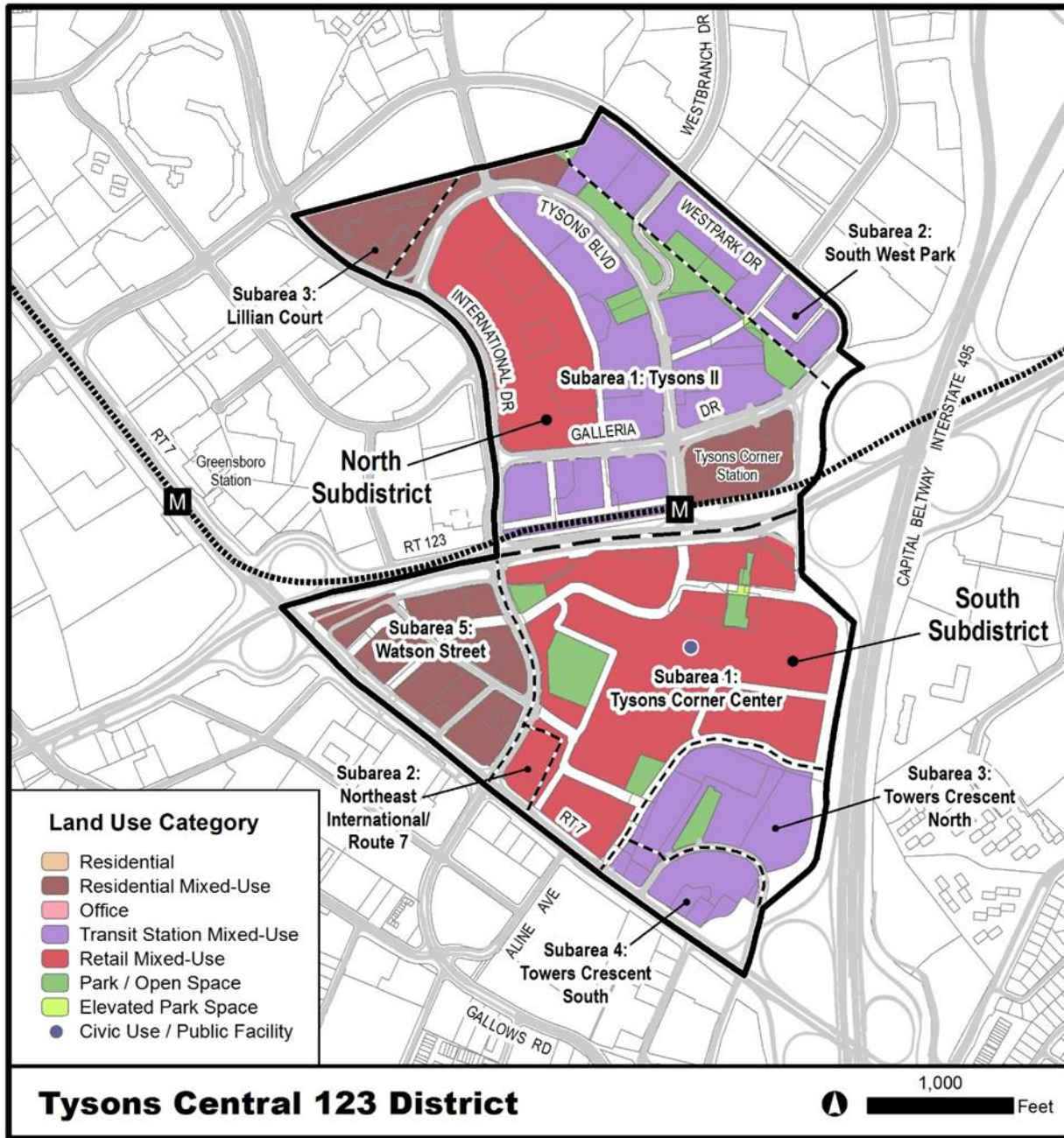
MODIFY PAGE 163 OF JANUARY 25, 2017 STAFF REPORT ATTACHMENT I:

ADD: Map 14 – Tysons Central 7



MODIFY PAGE 164 OF JANUARY 25, 2017 STAFF REPORT ATTACHMENT I:

ADD: Map 15 – Tysons Central 123 District



MODIFY PAGE 165 OF JANUARY 25, 2017 STAFF REPORT ATTACHMENT I:

ADD: Map 16 – Tysons East District

