Tysons Plan Amendment
Board Follow-On Motions
June 22, 2010

Final version as amended by the Board

After recommending the Plan amendment for the Tysons Corner Urban Center at its May 27, 2010 meeting, the Planning Commission approved 16 add-on motions. These motions recommended Board actions relating to Plan implementation, including infrastructure funding, the Tysons Partnership, legislative items, plan monitoring, transportation and public facilities planning, and potential amendments to the Policy Plan.

The following Board motions address the recommendations of the Planning Commission and add to them additional implementation items, including multi-modal access to the Metro stations, urban design guidelines, staffing issues, and flexibility in the review of zoning applications of exceptional merit.

1. The Board directs staff to continue its work on potential arrangements for **financing** the public share of Tysons infrastructure improvements; to facilitate co-operative funding agreements with the private sector; and, to return to the Board with its recommendations. The Board further directs that this include funding for transit systems, including Metrorail. The Board strongly believes that public and private reinvestment in Tysons is both critical and responsible for ensuring that Tysons continues to be the economic engine for the County. The portion of revenue stemming from growth at Tysons that is proposed to be applied in Tysons should take into account the past and continuing contribution of Tysons to the County's economy

2. The Board directs staff to work with stakeholders to produce the necessary organizational and resource requirements for the **Tysons Partnership** by October 15, 2010 so that it is positioned to be in place prior to any redevelopment activity in Tysons. This should include the aspects of the Partnership presented previously, such as BID-like functions, Transportation Management Association functions and development advisory services.

3. The Board recommends that the Tysons Partnership initiate a process to review and potentially change **district names** to enhance community character and identity.

4. The Board recommends that the Tysons Partnership work with Tysons landowners, County agencies, non-profit housing organizations, and interested private entities to establish options for workforce and affordable housing and to help develop options for meeting the **workforce and affordable housing** elements of this Plan by establishing off-site options for developers when the cost of constructing workforce housing in high rise developments is cost prohibitive. The Tysons Partnership should report back to the Board by January 2011 on the status of these efforts.

5. In order to create a greater sense of community for the residents of Tysons, a **residential organization** that represents all of the residential stakeholders and entities in Tysons should be established.

6. The Board directs staff to make recommendations to the Legislative Committee on **financial incentives**, such as tax abatement, that can offset the initial cost and help to encourage green buildings, especially at the LEED or equivalent Gold and Platinum levels; and the authority to require adequate public facilities as a condition for development in urban areas like Tysons.

7. The Board directs that staff report annually or as requested on the various aspects of the Plan that call for periodic **monitoring**, particularly in regard to the information needed to determine when it is appropriate to increase the initial development levels for office uses set forth in the Plan, based on the criteria outlined in the Plan as well as the pace of actual redevelopment.

8. The Board directs staff to commence the planning and operational analysis necessary to implement the higher priority **transportation** facilities listed in the Plan table titled "Transportation Infrastructure, Programs, and Services, As They Relate to the Level of Development in Tysons."

9. The Board directs staff to begin planning for long-term mass **transit** projects in and around the area, to include investigating a new north-south transit corridor that serves Tysons, and to accelerate all planning and efforts for the extension of mass transit on I-66.

10. The Board directs staff to work with representatives of communities adjacent to Tysons to formulate policies and procedures for addressing **traffic congestion**, including measurable strategies to be included as part of the overall plan monitoring.

11. The Board directs staff to issue an RFP for the **circulator** study and bring the results of that study to a future Board transportation committee meeting for discussion. In the circulator study and other future studies, such as the one on Enhanced Public Transportation Corridors, the Board directs staff to include consideration of dedicated transit lanes on Route 7 and other roads in and around Tysons and tie into the mass transit and HOV coming off the HOT lanes on 495 .

12. The Board applauds the work already begun on operational analysis of the **grid of streets** and directs staff to continue with this effort, particularly in the vicinity of the intersection of Greensboro Drive and Spring Hill Road.

13. The Board directs staff to continue the work already begun on the Tysons Metrorail Station Access Management Study (**TMSAMS**) under the guidance of the Stakeholder Advisory Group, and directs the TMSAMS to engage the public in identifying and prioritizing projects that provide multi-modal access to the four new Metrorail Stations in Tysons Corner.

14. The Board directs staff to explore options for providing **commuter parking** at Metrorail station(s) in Tysons Corner on an interim basis until Tysons development reaches a level where such commuter parking is not practical or desirable.

15. The Board directs staff to bring to the Board an **official map** of those streets associated with the first rezoning to the Planned Tysons Corner Urban Center (PTC) district. The official map should be adopted concurrently with the rezoning or as soon as possible subsequent to the rezoning and should include existing streets and future street alignments that have been conceptually engineered. The Board further directs staff to bring forward amendments to the official map associated with subsequent rezonings when such are required to address the alignments of new or modified streets that have been conceptually engineered.

16. The Board directs staff to bring to the Board for adoption an official map of **public facilities** concurrently with the first rezoning to the Planned Tysons Corner Urban Center (PTC) district. The official map should include the locations of existing and planned public facilities, including parks and athletic fields, that have been identified within the district or subdistrict of the rezoning application. The Board further directs staff to bring forward amendments to the official map with subsequent rezonings when such are required to reflect the locations of additional public facilities as they are identified.

17. The Board directs staff to bring back to the Board an evaluation of two possible changes to the **Policy Plan**, one of which would modify the County's workforce housing policy to encourage monetary contributions to affordable and workforce housing from future non-residential development; and, the other would modify the Transit Oriented Development policy to incorporate specific conditions related to walking distance from station entrances rather than station platforms.

18. The Board directs staff to prepare, in coordination with appropriate stakeholders, the **urban design guidelines** manual that expands upon, and provides additional detail on the urban design elements contained in the Plan.

19. The Board directs staff to assess the need for dedicated staffing and **staff resource** requirements for development applications, plan monitoring and other activities necessary to implement the Plan for Tysons and return to the Board with its recommendation.

20. The Board directs staff to be **flexible** when reviewing projects that include minor deviations from a strict interpretation of the Plan if such projects exhibit excellence in architecture and urban design; contribute significantly to the urban nature of Tysons; meet transportation and public facility guidelines; and, on balance, meet the objectives of the Plan.