

The document that follows is the updated “strawman” document integrating comments received at the public input session on June 21st and Committee discussions on June 26th.

Draft Strawman II
July 18, 2012

Planning Commission Tysons Committee
Recommendations to the Board on Certain Tysons-related Activities

1 At its meeting on March 29, 2011, the Board of Supervisors (“the Board”) requested that
2 the Planning Commission, working with staff, develop an inclusive process to address
3 Tysons Follow-On Motion #1, related to financing infrastructure; Follow-On Motion #14,
4 related to options for providing commuter parking at Metrorail stations on an interim
5 basis; Follow-On Motion #17 related to affordable housing contributions from non-
6 residential developments and refinement of the County policy on walking distances in
7 Transit Oriented Developments (TODs); and the Initial Development Level (IDL) set
8 forth in the Comprehensive Plan (“the Plan”), given the number of rezoning applications
9 that have been submitted.

10
11 To address these issues, the Planning Commission reconstituted its Tysons Committee
12 (“the Committee”), which is chaired by At-Large Commissioner Walter Alcorn. The
13 Committee adopted an inclusive process, which included 22 meetings over a period of
14 fourteen months. During its deliberations, the Committee sought information and input
15 from all stakeholders. Based upon that, the Committee developed recommendations
16 regarding the issues identified by the Board; these recommendations were then
17 approved by the Planning Commission on XXX, 2012, by a vote of XXX and forwarded
18 to the Board of Supervisors for their consideration.

19
20 The Planning Commission is pleased to forward this report of its recommendations to
21 the Board.

22
23 Follow on Motion #1 – Financing Infrastructure.

24
25 The Plan links development to the timely provision of the infrastructure needed to
26 support it, and provides general strategies for phasing developments in order to achieve
27 a sustainable balance with-between development and infrastructure and public facilities
28 throughout Tysons. Prior to investigating potential transportation infrastructure
29 financing options, the Committee undertook a discussion among Committee members,
30 staff, and members of the community attending Committee meetings that confirmed that
31 the transportation improvements contained in Table 7 of the Plan (Attachment 1) are still

32 valid for planning purposes. The Committee then affirmed via a working consensus that
 33 the Plan's recommendations for the provision of the necessary transportation
 34 improvements and for transit operating costs should rely on multiple funding sources,
 35 including those both from the public and private sectors; that the overall funding plan
 36 should be reliable, timely, bondable as appropriate, and sufficient; and, that each
 37 element of the funding plan should be legally sustainable.

38
 39 While the staff had provided an initial proposal to fund 20 years of transportation
 40 improvements, by the time that the ~~Tysons~~-Committee began its deliberations, the
 41 County had received development proposals that exceeded the projected 2030 level of
 42 development, based upon the 2008 George Mason University's estimates of growth. As
 43 a result, the Committee felt it was important to extend the funding and transportation
 44 improvements horizon from 2030 to 2050. This horizon year change also addresses
 45 concerns associated with the Initial Development Level element of the Plan, as
 46 discussed below, by looking at funding and improvements beyond 2030.

47
 48 The Planning Commission's recommendations set forth below are based upon a goal of
 49 developing a comprehensive solution for funding the set of infrastructure improvements
 50 identified in the Plan ~~identified~~ to support the 113 million square feet of development
 51 anticipated to occur by 2050; the need for a funding plan that allows for flexibility in
 52 funding options and sources, as well as for adjustments to be made based upon pace of
 53 development; and, the need to provide a reliable funding mechanism that implements
 54 the visionary plan. In addition, the Planning Commission recommends that all sources
 55 of funding, regardless of whether they are public or private sources, be used in an
 56 efficient and effective manner to maximize the use of those resources and to minimize
 57 costs to the maximum extent possible. Furthermore, the Planning Commission believes
 58 that investing in Tysons is investing in the long term future of Fairfax County and that
 59 such an investment benefits the County as a whole.

60
 61 The Planning Commission's recommendations are set forth below:

62 State, Federal, and Regional Funding Responsibility

63
 64
 65 The majority of the existing and future roads in Tysons will be public streets. The
 66 Virginia Department of Transportation (VDOT) is responsible for maintaining
 67 public streets in most counties of the Commonwealth, including those within
 68 Fairfax County. The Planning Commission strongly believes that the
 69 Commonwealth has a responsibility to provide significant contributions to the
 70 construction, operation, and maintenance of the transportation infrastructure in
 71 Tysons. It is noted that these funding recommendations do not include costs for
 72 maintaining streets that are within the state system, as that responsibility resides
 73 with the Commonwealth.

74
75 Furthermore, the Planning Commission believes that the economic benefits of
76 Tysons to Virginia should be recognized and that Virginia should strengthen its
77 investment in Tysons, based on ~~the its~~ economic benefits ~~of Tysons~~ to the
78 Commonwealth.

79
80 The Planning Commission also believes that it is appropriate for the Federal
81 Government to assist in the provision of infrastructure in Tysons.

82
83 **RECOMMENDATION:**

84 The Planning Commission recommends that:

- 85
86 1) All stakeholders in Tysons, including the County, residents,
87 landowners, businesses, and developers, engage together in a
88 proactive and concerted effort to lobby and secure funds for Tysons
89 from the state and federal governments, and any regional entities.

90 **Transportation Infrastructure Improvements**

91
92 The Planning Commission has categorized the infrastructure improvements
93 needed to serve Tysons into four categories: Grid of Streets; Neighborhood
94 Improvements; Transit; and, Tysons-wide Improvements; ~~and Transit~~. Each
95 component is addressed separately below.

96
97 **Grid of Streets**

98
99 The urban street network described within the Plan is needed to provide
100 convenient connections within Tysons, distribute multi-modal traffic
101 efficiently, and enhance the quality of the network through the use of
102 “complete streets”. The Grid of Streets (“the Grid”) is comprised generally
103 of Collector, Local, and Service streets that provide site access and
104 circulation within Tysons.

105
106 The Plan recommends that the private sector be ~~primarily~~ responsible for
107 on-site improvements, including the Grid and ~~for~~ contributions to the
108 Tysons Road Fund to support the construction of the remaining portions of
109 the Grid.

110
111 **RECOMMENDATION:**

112 The Planning Commission recommends the cost for construction of the
113 Grid be ~~primarily~~ the responsibility of the Tysons’ landowners/developers.

114
115
116
117
118
119
120
121
122
123
124
125
126
127
128
129
130
131
132
133
134
135
136
137
138
139
140
141
142
143
144
145
146
147
148
149
150
151
152
153
154
155

The Planning Commission recommends that the Grid be implemented through two mechanisms:

- 2) In-Kind Construction: Landowners/developers who seek to redevelop their properties should construct those portions of the Grid needed to support their development applications. This would include the elements of the Grid that are located within and adjacent to development application areas, as well as off-site links, as determined ~~necessary~~ through the entitlement process to be necessary to support the development.

Staff estimates that the value of these improvements is \$561,000,000 (in 2012 dollars).

- 3) Tysons Road ClubFund: ~~There will be~~ Important sections of the Grid ~~which~~ are not anticipated to be provided through development applications. Nevertheless, these sections of the Grid are essential to the continuous functioning of Tysons in order to maintain an acceptable level of traffic flow, as well as bus routes, and bicycle and pedestrian connectivity. These sections may be at locations where development ~~most likely will~~ may not take place at all, or may not occur in a timely manner. These links are referred to as the “missing links”.

Staff estimates that the value of these improvements is \$304,000,000 (in 2012 dollars).

To fund construction of the “missing links”, the Planning Commission recommends that the Board adopt the following changes to the existing Tysons Road ClubFund:

- a. Designate the primary purpose of the Tysons Road Club Fund as funding the construction of the “missing links”;
- b. Modify the Tysons Road Club-Fund rates to an amount necessary to fund the anticipated cost of the “missing links” in the planned 2050 Grid.

Based on the anticipated need and the anticipated level of development, the Planning Commission recommends that the revised Tysons Road Club-Fund rates for 2012 be set at \$1,000 per new dwelling unit and \$6.44 per square foot of

156
157
158
159
160
161
162
163
164
165
166
167

168
169
170
171
172
173
174
175
176
177
178
179
180
181
182
183
184
185
186
187
188
189
190
191
192
193
194
195

196

new non-residential development;

- c. ~~Escalate-Adjust~~ the Tysons Road ~~Club-Fund~~ rates annually consistent with the Code of Virginia and other County road funds~~with construction cost inflation~~;
- d. Prioritize projects periodically; and,
- e. Evaluate the Tysons Road ~~Club-Fund~~ on a periodic basis to ensure that the funding contribution levels are sufficient and that the funding available is being allocated efficiently.

Neighborhood and Access Improvements

~~Intersection improvements are~~ There is a ~~needed~~ now and in the future ~~to make intersection improvements with~~in Tysons and in the communities adjacent to Tysons. These intersections either currently experience traffic flow problems, or are expected to reach traffic flow problem levels if left unaddressed over the next five to ten years.

The Tysons Metrorail Station Access Management Study (TMSAMS), approved by the Board on May 22, 2012, identified a number of projects necessary in the near term to enhance multimodal access to and from the four new Tysons Metrorail stations and to improve the safety of pedestrian and bicycle access within Tysons. These pedestrian and intersection projects include improvements to sidewalks and walkways, bicycle facilities, trails in the vicinity of Tysons, and crosswalks at specific intersections.

The Fairfax County Department of Transportation (FCDOT) has developed a Four-Year Plan, covering the Fiscal Years 2013-2016 (Four-Year Plan) that programs current and projected revenues for countywide projects and begins to address long term ~~needs in~~ transportation infrastructure needs. The ~~plan~~ Four-Year Plan includes federal funding for a portion of the TMSAMS recommendations. The Board ~~is expected to consider~~ adopted ~~ion of~~ the Four-Year Plan on July 10, 2012.

Staff estimates the value of these improvements is \$77,000,000 (in 2012 dollars).

197
198
199
200
201
202
203
204
205
206

RECOMMENDATION:

The Planning Commission recommends:

- 4) The primary funding responsibilities for these improvements should come from state, federal, regional and County funding sources. These funding sources have traditionally paid for sidewalk, trail, and spot intersection improvements not associated with a particular development. In addition, funds from these ~~funding~~ sources are more likely to be able to be timed to the needed improvements.

207
208
209
210
211
212
213
214
215
216
217
218

Transit

To leverage the investment in the Silver Line Metrorail expansion into Tysons and beyond, to implement the Fairfax County Transit Development Plan, and to create the environment for the type of transit-oriented development envisioned for Tysons, public transportation must serve an increasingly higher percentage of trips to, from, and within Tysons. FCDOT is implementing plans to expand the Metrobus and Fairfax Connector service within Tyson to increase transit access, and is studying implementation of a circulator system within Tysons to aid movement within Tysons, as recommended in the Plan.

219
220
221
222
223
224

Staff estimates the value of these new services ~~this~~ at \$~~408889~~,000,000 (in 2012 dollars); which does not include existing bus services or County Metro payments to WMATA that are part of the multi-jurisdictional compact. The estimate consists of \$155,000,000 in capital costs and \$734,000,000 in operating costs to provide the expanded service from 2013 – 2050.

225
226
227

RECOMMENDATION:

The Planning Commission recommends:

228
229
230
231
232
233
234
235
236
237

~~5) — The funding plan address the expanded transit system through 2030, as the system post 2030 is still under study and may change with new technological developments.~~

- 6)5) The primary responsibility for funding ~~this the~~ expanded transit service should come from state, federal, regional, and County funding sources. These funding sources have traditionally paid for the capital and operating costs of transit improvements not associated with a particular development. In addition, funds from these ~~funding~~ sources are more likely to be able to be timed

238 ~~to~~available when needed for the needed improvements. Funding
239 for new Fairfax Connector services ~~hour operations~~-related to the
240 ~~Fairfax Connector~~-Silver Line ~~routes~~ will be included in the FY2014
241 Fairfax Connector budget and the Four-Year Plan will address
242 additional transit requirements for Tysons.
243

244 ~~7)6)~~ ~~There may be s~~Some elements of the transit system, including
245 operating costs, transit stop facilities, and rights-of-way ~~area~~ for
246 future transit systems ~~that~~ should be the responsibility of the private
247 sector. These elements should be funded ~~primarily~~ through
248 proffers associated with redevelopment.
249

250 ~~8)7)~~ For the transit service expected to occur after 2030, ~~the Planning~~
251 ~~Commission recommends that~~ increased participation from the
252 private sector and new funding sources should be explored. For
253 example, owning and operating private jitney services may prove to
254 be economically feasible for the private sector at some point in the
255 future.

256

257

Tysons-wide Road Improvements

258

259

260

261

262

263

264

265

266

A number of physical improvements to the roadway and transportation infrastructure are necessary to achieve critical access and egress to Tysons. These improvements are identified in Table 7 of the Plan under the heading of 'Tysons-wide Road Improvements' ~~heading~~. These projects include new access points from the Dulles Toll Road to Tysons, expanded capacity on select primary and minor arterial roads, and the creation of new minor arterial roads to support the Grid.

267

268

269

270

271

The Plan recommends that these necessary transportation improvements will need to rely upon public and private sources of funding and makes recommendations as to the types of funding mechanisms that may be appropriate.

272

273

274

275

276

277

278

The Committee spent a significant portion of its deliberations on the issues related to the Tysons-wide Road Improvements. The deliberations involved understanding each of the specific improvements listed in Table 7, investigating all of the potential funding mechanisms that are currently available under existing legislation, and understanding the relationship between the transportation improvements and the potential funding mechanisms.

279
280
281
282
283
284
285
286
287
288
289
290
291
292
293
294

295
296
297
298
299
300
301
302
303
304
305
306
307
308
309
310
311
312
313
314
315
316
317
318

The Four-Year Plan includes a number of projects pertinent to Tysons. Studies include: Tysons Corner connections to the Dulles Toll Road; conceptual engineering and design for ~~the~~ Boone Boulevard and Greensboro Drive extensions, and the Grid; the Tysons Corner Circulator Feasibility Study; and the Tysons Corner Transportation and Urban Design Study.

Table 7 roadway projects entirely or partially funded under the Four-Year Plan include: the extension of Jones Branch Drive to inside I-495 (connecting Jones Branch to Route 123); the Route 7 widening from Route 123 to I-495; and the partial acquisition of right-of-way for the Route 7 widening from the Dulles Toll Road to Reston Avenue.

Staff estimates the value of the Tysons-wide Road Improvements at \$1,207,000,000 (in 2012 dollars).

RECOMMENDATION:

The Planning Commission recommends:

~~9)8)~~ All of the Tysons-wide Road Improvements included in Table 7 should be addressed in the funding plan, as all are needed to support future growth;

~~10)9)~~ The Tysons-wide Road Improvements should be separated into two categories - those that occur outside of Tysons and those that occur inside of the Tysons. The Planning Commission believes that splitting these projects into two groups based on their location allows the projects to be funded primarily ~~funded~~ by the groups receiving the greatest benefit of the improvements.

The Planning Commission recognizes that there may be situations where the landowners/developers may be responsible for an improvement outside the boundaries of Tysons. Conversely, there are instances where state, federal, regional, or County funding sources may be responsible for projects inside the boundary of Tysons. As such, the Planning Commission determined that, for the purposes of this recommendation, “primary responsibility” means 90% of the cost associated with the improvements;

319 | ~~44)~~10) The Tysons-wide Road Improvements that occur outside of Tysons,
320 | should be funded primarily by state, federal, regional, and County
321 | funding sources, since the majority of the trips do not result from
322 | the redevelopment of Tysons;
323 |

324 | ~~42)~~11) The Tysons-wide Road Improvements that occur inside of Tysons
325 | should be funded primarily from private sector sources, as the
326 | majority of the impacts result from the Tysons development and
327 | redevelopment;
328 |

329 | ~~43)~~12) The Board should continue to build upon the Four-Year
330 | Transportation Funding ~~Plan~~Plan, which includes ~~initial~~ funding for
331 | some of the Tysons-wide Road Improvements;
332 |

333 | ~~44)~~13) The Board should direct staff to develop a Tysons Transportation
334 | Funding Plan to determine initial priorities for the Tysons-wide
335 | Road Improvements;
336 |

337 | ~~45)~~14) The Board should develop a preliminary schedule of construction
338 | for the Tysons-wide Road Improvements, based upon the
339 | recommendations in Table 7;
340 |

341 | ~~46)~~15) The Board should direct staff to continue to maximize outside
342 | revenue sources to place the responsibility of transportation funding
343 | where it more appropriately resides, i.e. with our state and federal
344 | funding partners and ~~that~~ FCDOT should continue its current
345 | process of acquiring funding from outside sources wherever
346 | possible and using the County funding sources as the source of last
347 | resort for Tysons-wide Road Improvements.
348 |

349 | FCDOT staff routinely reviews federal, state and other funding
350 | opportunities to determine which County transportation projects
351 | best fit these programs. The planned Tysons-wide Road
352 | Improvements are currently included in this evaluation process.

353 | Based upon the foregoing, \$701,000,000 (in 2012 dollars) should be
354 | provided from state, federal, regional, and County funding sources and
355 | \$506,000,000 (in 2012 dollars) from the private sector.
356 |

357 | The Tysons-wide road improvements will benefit all residents and
358 | landowners who live, work, play and shop within Tysons, whether they are

359
360
361
362
363
364
365
366
367
368
369
370
371
372
373
374
375
376
377
378
379
380
381
382
383
384
385
386
387
388
389
390
391
392
393
394
395
396
397
398
399
400

new office workers or long-time residents. Therefore, a portion of the cost of the improvements should be borne by all Tysons landowners.

While the roads will serve everyone accessing Tysons, the Plan includes redevelopment options for certain areas within Tysons that call for substantial additional development value, and thus these redevelopment options add to the need for the Table 7 Tysons-wide Road I improvements. Therefore, a portion of the Tysons-wide Rroad projects-Improvements should be borne by the applicants for proposed new developments, in that they have a Plan development potential that will be enabled by ~~the Tysons-wide roads~~such improvements.

RECOMMENDATION:

The Planning Commission recommends that the funding within the landowner/developer share be allocated in the following manner:

~~47)~~16) Half of the funding (\$253,000,000 in 2012 dollars) should be generated by a Tysons-wide tax district, whose boundary would be the same as the Tysons Corner Urban Center. The-Most of the Tysons-wide Road Improvements will be contained within this boundary and will serve to benefit the entire community within Tysons.

The Planning Commission strongly encouraged landowners within Tysons to gain the requisite number of signatures to petition the Board to establish a transportation improvement district (TID) to generate the recommended level of revenue for the needed improvements by approximately 2050. The TID revenue mechanism was used to establish the Dulles Phase I Tax District, currently providing funding for Phase I of the Silver Line Metro Extension.

The landowners within Tysons, as represented by the Tysons Partnership, do not believe they are able to provide such a petition to the Board to establish a TID. Therefore, the Planning Commission recommends that the Board establish a Service District for the same purpose.

~~48)~~17) The service district should be established effective January 1, 2013, to allow for a full year of tax revenue to be raised in 2013. Consideration should be given to phasing in the amount of the tax.

401 18) Funding from the revenues generated from the Service District to
402 construct Road Improvements should be prioritized based upon the
403 greatest benefit to the residents and landowners in Tysons.

404
405 ~~19) —~~
406

407 19) Establishment of a Service District including all landowners within
408 the Tysons Corner Urban Center would by law also include
409 residential property owners. These residential property owners are
410 currently exempt from the Dulles Phase I Rail District taxation, but
411 would be subject to this service district. As of January 1, 2012,
412 residential property owners make up approximately 10% of the total
413 assessed value of properties in Tysons.

414
415 The Planning Commission further recommends the Board consider
416 seeking legislation that would permit residential property to be
417 exempt from inclusion within a service district.
418

419 RECOMMENDATION:

420 The Planning Commission recommends:

421
422 20) The Board set a policy to spend approximately 10% of the Service
423 District funding on transportation projects that have a ~~n immediate~~
424 direct benefit of to the residential landowners in Tysons. These
425 may include capital infrastructure such as improved sidewalks and
426 trails, and that such funding should be accelerated to the earlier
427 phases of the construction schedule to best serve existing
428 residents. This funding may also provide support for increased and
429 improved transit services that might be of a particular benefit to the
430 existing and future residents.

431
432 21) The remaining half of the funding (\$253,000,000 in 2012 dollars)
433 should be funded through those properties seeking redevelopment
434 within Tysons.

435
436 The primary method for raising this revenue should ~~either be~~
437 through a contribution of ~~\$6.48 per square foot of new non-~~
438 ~~residential development; or through a contribution of \$5.63 per~~
439 square foot of new non-residential development and \$1,000 per
440 new residential unit in 2012. This rate should be adjusted annually
441 consistent with the Code of Virginia and other County road clubs.
442

443 The previously discussed Tysons Road ~~Club Fund purpose~~ could
444 be expanded to include the construction of the Tysons-wide Road
445 Improvements or an additional funding pool could be established to
446 administer this contribution. Typically such road club contributions
447 are made at the time of issuance of building permits. If the Board
448 implements this funding option, it may wish to consider permitting
449 some of the payment to be made at the time of issuance of the first
450 Residential Use Permit (RUP) or Non-Residential Use Perming
451 (Non-RUP) for the building.

452
453 Alternative funding mechanisms, or a combination thereof, could
454 be enacted, as long as they could be applied equitably and
455 reasonably be expected to provide the recommended funding level
456 in a timely manner. Alternative funding mechanisms which could
457 be suitable, and which could be creditable against the contribution
458 amount set forth above, include;

- 459
460 • Proffered in-kind construction of specific transportation
461 improvements beyond those needed to support the
462 requested development;
- 463
464 • Proffered financial contributions to funding specific
465 transportation improvements;
- 466
467 • A second, smaller tax district, such as a Transportation
468 Improvement District, if such is determined to be legally
469 sustainable; and/or
- 470
471 • Revenue from paid parking fees, or a parking district, in
472 which a certain amount of money per space per day is used
473 to fund the transportation improvements.

474 On June 11, 2012, the Tysons Partnership endorsed this two pronged
475 financing approach with certain caveats (Attachment 2).

476 Transportation Funding Monitoring and Review

477
478 The Planning Commission recognizes that transportation improvements will be
479 monitored and amended on an annual basis as part of the annual budget
480 process and the five-year Capital Improvement Plan processes. These existing
481 processes are important annual reviews that will provide a transparent process
482 with public hearings at both the Planning Commission and Board of Supervisors.
483

484
 485
 486
 487
 488
 489
 490
 491
 492
 493
 494
 495
 496
 497
 498
 499
 500
 501
 502
 503
 504
 505
 506
 507
 508
 509
 510
 511
 512
 513
 514
 515
 516
 517
 518
 519
 520
 521
 522
 523
 524
 525

As previously discussed, the Planning Commission recommends the Tysons Transportation Funding Plan include all of the projects anticipated in the Plan to be needed for 113 million square feet of development, as projected by the George Mason University 2008 study, through 2050. This extended planning horizon contains a number of assumptions that will need to be comprehensively monitored over time to ensure that the assumptions made today remain valid in the future.

The project cost estimates and funding levels determined to support construction of the needed improvements will also need to be flexible to provide for changes in future construction costs and to address any funding overruns or shortfalls identified in the future.

The Planning Commission's recommended funding plan assumes that resources will come from a number of sources, as discussed above. These funding mechanisms vary in the amount of funds that they can raise, bonding capacity, total revenue generated, and timing of the delivery of funds. In general, it is expected that the state, federal, regional, and County funding sources will provide the majority of funding for projects early in the construction schedule, due primarily to the bonding and revenue capacity of those sources. The landowner/developer revenue sources are expected to provide funding later in the redevelopment time span to allow those revenue sources to accrue sufficient revenue for "pay as you go" funding, or to build up reserves to leverage other funding options when needed.

Consolidated Transportation Impact Analyses (CTIAs) for the East, Central, and West portions of Tysons have been conducted by the County to determine the combined impact of the current redevelopment proposals and the potential development on parcels with redevelopment options available under the Plan. The CTIA analyses resulted in the identification of several additional transportation projects in the Tysons East area beyond those listed in Table 7, and may result in additional transportation projects in the Tysons Central and Tysons West areas beyond those include in Table 7.

RECOMMENDATION:

The Planning Commission recommends:

- 22) The Board review on a five year basis, or when otherwise warranted by circumstances and events, the pace and location of development, along with the construction schedule and the funding mechanisms on a periodic basis to ensure that the estimated

526 funding levels are coordinated with the anticipated construction
527 spending and the timing of construction, and that the funding is
528 being spent in an appropriate and efficient manner. This review
529 should be based on the most current data and information available
530 at the time of the review and should include members of the
531 community and the Tysons Partnership;

532
533 ~~22)23)~~ The Board should consider the financial benefits of Tysons when
534 making Countywide funding decisions, with an emphasis on
535 providing a 'fair share' return to Tysons; and, and,
536

537 ~~23)24)~~ The level of development tested by the CTIAs exceeds the level of
538 development anticipated, by the George Mason University 2008
539 study, to occur by 2050. Any additions to Table 7 should be funded
540 by the development that exceeds the 2050 threshold projected by
541 George Mason University in 2008.

542
543 Follow on Motion #14 – Interim Commuter Parking
544

545 Follow-On Motion #14 directed staff to explore options for providing commuter parking
546 at Metrorail station(s) in Tysons Corner on an interim basis until Tysons development
547 reaches a level where such commuter parking is not practical or desirable.
548

549 To complete this task, FCDOT produced an inventory of potential sites that could
550 accommodate such parking. Subsequent to developing the inventory, staff contacted
551 the owners of these sites to gauge interest in providing interim parking and investigated
552 the zoning regulations governing the provision of commercial parking. In most cases, a
553 commuter parking agreement, approved by the Board, would be required to allow
554 commercial parking. Such an agreement can contain any terms the Board deems
555 appropriate and ~~is that are~~ agreed ~~to-upon~~ by all parties.
556

557 Although a handful of property owners expressed initial interest when contacted, staff
558 ultimately exhausted all identified possibilities with no property owners willing to move
559 forward.
560

561 RECOMMENDATION:
562 The Planning Commission recommends:
563

564 ~~24)25)~~ A formal Tysons Corner Interim Parking Request for Interest (RFI)
565 be issued and sent to all property owners proximate to the Metro
566 stations;

567
568
569
570
571
572
573
574

575
576
577
578
579
580
581
582
583
584
585
586
587
588
589
590
591
592
593
594
595
596
597
598
599
600
601
602

~~25)26)~~ The RFI include the target requirements and necessary steps for property owners to obtain interim parking agreements with Fairfax County and be released no later than 12 months before the scheduled opening of the Metro stations; and,

~~26)27)~~ If an interim parking location is identified, that signage is posted at the location clearly indicating the interim status of the parking.

Follow on Motion #17a – Affordable Housing Policy.

This motion asked that the Planning Commission examine modifying the Policy Plan to incorporate a policy supporting a non-residential contribution to affordable housing similar to the recommendation in the Tysons Plan. Since this proposed policy will be applicable countywide, the effort will take more time and require extensive public outreach before a recommendation can be made by the Planning Commission.

Follow on Motion #17b – TOD Walking Distance Policy

Under separate cover, the Planning Commission will forward to the Board a proposed revision to the Policy Plan that would amend the County’s Guidelines for Transit-Oriented Development (TOD) and request that the amendment be authorized for public hearing. To reflect elements of the Tysons Plan, this proposed amendment would refine the description of walking distance, as it relates to transit proximity.

Board Motion –Initial Development ~~Level~~ (Level (IDL)

The Plan recommends that an Initial Development Level (IDL) of 45 million square feet of total office development built and approved within Tysons should ~~not be exceeded~~ set in order to implement the first 20 year increment of growth. Office uses were the trigger for the IDL due to their being the majority of existing uses and having high peak period vehicle trip generation characteristics. There is currently approximately 27 million square feet of office use in Tysons and another 6.5 million square feet of approved but unbuilt office use. The applications in Tysons that are currently under review represent a potential additional 15.2 million square feet of office use.

603
604
605
606
607
608
609
610
611
612
613
614
615
616
617
618
619
620
621
622
623
624
625
626
627
628
629
630
631
632
633
634
635
636
637
638
639
640
641
642
643
644
645
646

~~The list below reflects the current and proposed amount of total office development within Tysons, as of March 25, 2012 for existing and approved/proposed Conceptual Development Plans (CDP) and Final Development Plans (FDP);~~

Existing Built Office Gross Floor Area (GFA)	26,812,000 sq.ft.
Unbuilt Office GFA Approved through Rezoning Process	6,418,089 sq.ft. (CDP)
	6,110,689 sq.ft. (FDP)
Proposed Net New Office GFA Under Review	15,191,648 sq.ft. (CDP)
	797,347 sq.ft. (FDP)
Total Built Office GFA and Approvals/Submissions	48,421,737 sq.ft. (CDP)
	33,720,036 sq.ft. (FDP)

If all of the current applications under review were approved with their current entitlement requests and the IDL were calculated using the development levels shown on the Conceptual Development Plans (CDP), the Plan IDL level of 45 million square feet of total office development would be exceeded by approximately 3.4 million square feet, or approximately 8 percent. However, based on the development levels shown on the Final Development Plans (FDP) that have been approved or submitted, there would be over 11 million square feet of office development remaining before IDL is reached.

The Plan recommends that the following criteria be considered when determining an increase in the IDL for office uses:

- a) Progress achieved toward the realization of the vision for Tysons;
- b) Market demand for office space, as demonstrated by new building construction, vacancy rates, and revised forecasts;
- c) Balance between land use and transportation, including 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
- d) Funding arrangements for transportation improvements and progress, so that timely completion of improvements for the period beyond 2030 can confidently be expected.

The current applications represent development well beyond the 2030 time period used to set the IDL. To address this issue, the Commission has proposed a funding recommendation that, if implemented, would provide for the timely completion of all of

647 the currently identified transportation improvements for the 2050 time period.
648 Implementing the proposed funding solution would result in a circumstance where
649 limiting office development to the 2030 level, ~~or determining if the IDL should be linked~~
650 ~~to the amount of office use approved at the GDP or FDP~~, would no longer be necessary.

651

652 RECOMMENDATION:

653 As the Planning Commission's recommendations for financing infrastructure (identified
654 above) addresses the increment beyond 2030 to the 2050 time period, the Planning
655 Commission recommends:

656

657 26) The Board direct staff to incorporate within the next Tysons-wide
658 plan amendment text to ~~change increase or remove~~ the current IDL
659 of 45 million square feet of office use to 60 million square feet of
660 office use to correspond to the GMU 2050 High Forecast.

Attachments:

1 - Table 7 Improvements

2 – Tysons Partnership Letter to Tysons Committee, June 1~~2~~⁴, 2012 / Annotated June 14

http://www.fairfaxcounty.gov/planning/tysons_docs/061212tysonspartnershipletter.pdf

3 – Web link to 2011 Planning Commission Tysons Committee Minutes;

<http://www.fairfaxcounty.gov/planning/2011tysonspresentations.htm>

4 – Web link to 2012 Planning Commission Tysons Committee Minutes

<http://www.fairfaxcounty.gov/planning/2012tysonspresentations.htm>