

| # | Existing Plan Text      | Published Draft Text / Proposed Public Text *   | Commenter          | Comment     | Staff Response                         |
|---|-------------------------|---|--------------------|-------------|--|
| 1 | Transportation (Pg. 50) | <p>[Bullet 4] "For trips within Tysons, a Circulator System that allows frequent, quick and inexpensive movement, as well as easy connections to regional transit <u>service, systems</u> is needed. The <u>existing</u> Circulator System <del>will initially be</del> <u>currently</u> operates on-street, in mixed traffic. <u>In future years, the Circulator System will contain segments and later on street that will operate</u> on its own rights-of-way.</p> <p>[Bullet 4] "For trips within Tysons, a Circulator System that allows frequent, quick and inexpensive movement, as well as easy connections to regional transit service, is needed. The existing Circulator System currently operates on-street, in mixed traffic. In future years, the Circulator System will contain segments that will operate <del>on</del> <u>within</u> its own rights-of-way."</p>  | Tysons Partnership | No comment. | Staff agrees with this recommendation. |
| 2 | Transportation (Pg. 50) | <p>"<u>Alternatives to automobile travel, especially transit, will become increasingly important. In order To</u> maintain a balance between land use and transportation, <u>to ensure tolerable levels of congestion are not exceeded for long periods of time, limit negative impacts to economic activities, and to as well as</u> create a healthier, more sustainable environment, <del>alternatives to automobile travel, especially transit, will become increasingly important.</del> For this reason, alternatives to automobile travel should meet increasingly higher targets over time. <del>In order to</del> achieve this, it is essential to <del>successfully</del> implement the following strategies:"</p> <p>"Alternatives to automobile travel, especially transit, will become increasingly important. <del>To</del> maintain a balance between land use and transportation, <del>to</del> ensure tolerable levels of congestion are not exceeded for long periods of time, limit negative impacts to economic activities, and <del>to</del> create a healthier, more stable environment, For <del>this reason</del> <u>these reasons</u>, alternatives to automobile travel should meet increasingly higher targets over time. To achieve this, it is essential to implement the following strategies:"</p> | Tysons Partnership |             | Staff agrees with this recommendation. |

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| 3 | Transportation (Pg. 51)              | <p>"A Countywide Transportation Demand Management (TDM) study was conducted, in 2010, to provide the County with the information necessary to institute robust TDM programs. The findings of this study were used to establish the TDM trip reduction goals and the new parking rates for Tysons <del>Corner</del>, shown in their respective sections of this chapter. To ensure that the impacts on the areas surrounding Tysons were taken into consideration, a neighborhood Traffic Impact Study was conducted in 2013. the Neighborhood Traffic Impact Study determined mitigation measures, in conceptual form, and associated right-of-way requirements at select intersections in the vicinity of Tysons. Recommendations from this study are reflected in sections of the Comprehensive Plan covering the areas where each recommendation is located. These improvements, and the associated right-of-way, should be considered when development takes place adjacent to each recommended improvement."</p> <p>"A Countywide Transportation Demand Management (TDM) study was conducted, in 2010, to provide the County with the information necessary to institute robust TDM programs. The findings of this study were used to establish the TDM trip reduction goals and the new parking rates for Tysons, shown in their respective sections of this chapter. To ensure that the impacts on the areas surrounding Tysons were taken into consideration, a neighborhood Traffic Impact Study was conducted in 2013. The Neighborhood Traffic Impact Study determined mitigation measures, in conceptual form, and associated right-of-way requirements at select intersections in the vicinity of Tysons. Recommendations from this study are reflected in sections of the Comprehensive Plan covering the areas where each recommendation is located. These improvements, and the associated right-of-way, should be considered when development takes place adjacent to each recommended improvement."</p> | Tysons Partnership | If these improvements are incorporated into those other Plan sections, then directing owners here to consider them with adjacent development seems superfluous. | <p>Staff recommends retaining published draft text with the following changes:</p> <p>There is no authorizations to amend the Comprehensive Plan for areas outside of Tysons at this time. Therefore the sentence "Recommendations from this study are reflected in sections of the Comprehensive Plan covering the areas where each recommendation is located" should be removed.</p> <p>Staff recommends that the text read as follows"</p> <p>"The Neighborhood Traffic Impact Study determined mitigation measures, in conceptual form, and associated right-of-way requirements at select intersections in the vicinity of Tysons. These improvements, and the associated right-of-way, should be considered when development takes place adjacent to each recommended improvement."</p> |
| 4 | Public Transportation Goals (Pg. 52) | <p>"To be able to achieve the increase in transit use as indicated in Table 2, the following transit services should be provided for Tysons <del>Corner</del>. The projected timing of these improvements is listed in Table 7."</p> <p>"To be able to achieve the increase in transit use as indicated in Table 2, the following transit services should be provided for Tysons. The projected timing/level of development associated with <del>of</del> these improvements is listed in Table 7 <u>7A</u>."</p>   | Tysons Partnership | Other places in the Comprehensive Plan proposed text call it Table 7A. This should be consistent.   | Staff agrees and will review the document for consistency. "Staff recommends that Table 7" replace all references to "Table 7A".  |

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| 5 | Express Bus Service/Bus Rapid Transit (BRT) (Pg. 56) | <p>"<del>In November 2012, The opening of</del> the Beltway High Occupancy Toll (HOT)/Express Lanes opened with three new connections to Tysons <del>provides</del> <u>providing</u> an opportunity to serve Tysons with a significant express bus network <u>while</u> extending <del>on</del> the regional HOV/HOT network to destinations such as the I-95 corridor and the I-66 corridor."</p> <p>"In November 2012, the Beltway High Occupancy Toll (HOT)/<u>I-495</u> Express Lanes opened with three new connections to Tysons providing an opportunity to serve Tysons with a significant express bus network while extending the regional HOV/HOT network to destinations such as the I-95 corridor and the I-66 corridor."</p>  | Tysons Partnership | No comment. | Staff agrees with this recommendation. |
| 6 | System of Circulators (Pg. 57)                       | <p>"<u>The first phase of a Tysons Circulator System, serving the Metrorail stations in Tysons is a bus service operating in mixed-traffic, on existing rights-of-way. Three of these routes are currently operating. In order to develop a longer term Circulator System intended to support the Tysons Area by 2050, when the residential population is anticipated to be 100,000 and the employment population is anticipated to be 200,000, the Fairfax County Department of Transportation (FCDOT) completed the Tysons Circulator Study.</u>"</p> <p>"The first phase of a Tysons Circulator System, serving the <u>four</u> Metrorail stations in Tysons is a bus service operating in mixed-traffic, <del>on</del> <u>within</u> existing rights-of-way. Three of these routes are currently operating. In order to develop a longer term Circulator System intended to support the Tysons Area by 2050, when the residential population is anticipated to be 100,000 and the employment population is anticipated to be 200,000, the Fairfax County Department of Transportation (FCDOT) completed the Tysons Circulator Study."</p> | Tysons Partnership | No comment. | Staff agrees with this recommendation. |

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| 7 | System of Circulators (Pg. 57)              | <p><del>"Over the long term the Circulator System may evolve through several phases, transitioning from buses operating in mixed traffic to buses operating on exclusive rights-of-way to, when feasible, a fixed guide-way operating on exclusive rights-of-way. A storage and maintenance facility within Tysons will be necessary to support a fixed guideway system. Map 6 shows the Recommended Circulator Network, from the Tysons Circulator Study, a conceptual system of circulator routes that could serve Tysons in the longer term once the grid and two new Beltway crossings are constructed. It should be noted that all Circulator Routes are anticipated to provide two-way service. The ultimate alignment may will likely change based upon the results of the Circulator Study and other factors, such as the availability of the necessary rights-of-way and other factors. The following objectives should guide the implementation of the Circulator System:"</del></p> <p>"Map 6 shows the Recommended Circulator Network, from the Tysons Circulator Study, that could serve Tysons in the longer term once the grid and two new Beltway crossings are constructed. It should be noted that all Circulator Routes are anticipated to provide two-way service. The ultimate alignment may change based upon the availability of the necessary rights-of-way and other factors. <u>Certain segments of the routes may travel on private streets; the "</u></p> | Tysons Partnership | No comment. | <p><b>Staff recommends retaining published draft text.</b></p> <p>Staff does not agree that additional text is appropriate for inclusion in the Comprehensive Plan. New and proposed Connector routes, including if it is necessary for routes to run on private roadways, will be evaluated before implementation. The routing of Circulator Routes will be subject to a public process prior to implementation.</p> |
| 8 | System of Circulators (Pg. 59) - Map 6 note | <p><del>"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. routes for conceptual Circulator System. The Circulator System study will refine these alignments and a new system map will be developed."</del></p> <p>"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. <u>It should be noted that portions of one or more of the Circulator Routes utilize private streets; therefore, agreements with property owners will be required.</u>"</p>  | Tysons Partnership | No comment. | <p><b>Staff recommends retaining published draft text.</b></p> <p>Staff does not agree that additional text is appropriate for inclusion in the Comprehensive Plan. See Staff Response to comment 7, above.</p>   |

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| 9  | Multimodal Transportation Hubs (Pgs. 60-61)                      | "To develop more detailed plans for these hubs, including hub locations, <u>recommendations for services to offer at each hub, where to place recommended services at each hub, and how to implement service recommendations, the Fairfax County Department of Transportation (FCDOT) completed the Tysons Multimodal Transportation Hub Analysis, in 2013, which resulted in the Mobility Hubs for Tysons Corner Metrorail Stations Conceptual Plans document. This document includes detailed recommendations for the four Tysons Metrorail stations, including service implementation and location recommendations for, at a minimum, car share programs, bike share, bike racks, bike lockers, taxi stands, kiss and ride locations, commuter kiosk and civic green locations at each station. The document includes phased plans for each station to allow for changes as redevelopment occurs on the properties surrounding the stations. Recommendations from this document should be considered when redevelopment is proposed adjacent to the Metrorail stations.</u> " | Tysons Partnership | These studies should be included in the Plan as supplemental documents. Over the years, documents get lost or misplaced. Additionally, we suggest you put in the build out concepts for each of the four stations.  | <b>Staff recommends retaining published draft text.</b><br><br>Supplemental documents and studies are generally not included in the Comprehensive Plan. The Transforming Tysons webpage is intended to act as a online repository of all things related to the Tysons Plan including supplemental documents and studies. You can view the Tysons webpage here: <a href="http://www.fairfaxcounty.gov/tysons">http://www.fairfaxcounty.gov/tysons</a> |
| 10 | Multimodal Transportation Hubs (Pg. 62) - Former Map 7 [deleted] |  | Tysons Partnership | Delete reference to specific rezoning cases. The term Conceptual Redevelopment Scenario is sufficient. Delete specific references to the number of bike lockers, bike racks, and bike share in the legend. Add note that the graphic is illustrative of the type of facilities recommended. | This graphic has been deleted entirely.  |
| 11 | Grid of Streets (Pg. 64)   | "The grid of streets should be supported by a street hierarchy that allows different types of trips to use different streets. People wishing to travel across Tysons can choose to use a major arterial, such as Route 7. Others who only need to travel a couple of blocks will have a choice to travel on a smaller street within the grid of streets."<br><br>"The grid of streets should be supported by a street hierarchy that allows different types of trips to use different streets. People wishing to travel across Tysons can choose to use a <del>major</del> <u>principal</u> arterial, such as Route 7. Others who only need to travel a couple of blocks will have a choice to travel on a smaller street within the grid of streets."   | Tysons Partnership | There is nothing listed in the functional classification table as a "Major" arterial.   | <b>Staff agrees with this recommendation. "Principal arterial" is consistent with the functional classification listed in the Tysons Transportation Design Standards.</b>  |

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| 12 | Grid of Streets (Pg. 65) | <p>"Map 8 7 shows a functional classification of the Tysons street network, including the grid of streets, HOT Beltway Express lane ramps and <del>proposed</del> potential new ramp locations to the Dulles Toll Road. <del>The functional classification of streets in Tysons should be updated as the results of further related studies become available.</del> Map 7 shows the conceptual grid of streets for Tysons Corner, including service streets. Further engineering analyses will result in updated versions of this map. The existing interchange ramps may need to be modified to accommodate new grid connections. It is expected that the design and construction of grid segments necessary to maintain acceptable traffic circulation for an individual development will be provided by that development."</p> <p>"Map 8 7 shows a functional classification of the Tysons street network, including the grid of streets, Beltway Express lane ramps and potential new ramp locations to the Dulles Toll Road. Future analyses will result in updated versions of this map. The existing interchange ramps may need to be modified to accommodate new grid connections. It is expected that the design and construction of grid segments necessary to maintain acceptable traffic circulation for an individual development will be provided by that development."</p>   | Tysons Partnership | Somewhere there should be a list that clearly indicates which ramps are problematic in the long term. | <p>Staff recommends retaining published draft text.</p> <p>The Board of Supervisors has asked FCDOT to revisit issues related to Dulles Toll Road ramps at a later date. It would be premature to indicate which ramps are problematic before the initiation of a planning study.</p> <p>Staff will review the document for accuracy and consistency of map numbers and corresponding text throughout the document.</p> |
| 13 | Grid of Streets (Pg. 65) | <p>"FCDOT conducted a detailed analysis (the New Tysons Dulles Toll Road Ramps Study), in 2013, of the configuration of ramps from Tysons to the Dulles Toll Road. Two final alternatives were identified with both including collector-distributor roads paralleling the Dulles Toll Road and providing connection points to the grid of streets. The analysis found that three ramps connecting Tysons to and from the Dulles Toll Road are necessary in the long term. The findings might be adjusted, pending future analyses and recommendations, by the Metropolitan Washington Airports Authority (MWAA). Changes to the planned Tysons street network, as shown in Map 8, take into consideration the recommendations resulting from this study as well as recommendations associated with the Dulles Toll Road determined by MWAA."</p> <p>"FCDOT conducted a detailed analysis (the New Tysons Dulles Toll Road Ramps Study), in 2013, of the configuration of ramps from Tysons to the Dulles Toll Road. Two final alternatives were identified with both including collector-distributor roads paralleling the Dulles Toll Road and providing connection points to the grid of streets. The analysis found that three ramps connecting Tysons to and from the Dulles Toll Road are necessary in the long term. The findings might be adjusted, pending future analyses and recommendations, by the Metropolitan Washington Airports Authority (MWAA). Changes to the planned Tysons street network, as shown in Map 8 7, take into consideration the recommendations resulting from this study as well as recommendations associated with the Dulles Toll Road determined by MWAA."</p> | Tysons Partnership | These concepts should be included within the Plan.  | <p>Staff recommends retaining published draft text</p> <p>Staff recommends that concepts not be included in the Comprehensive Plan as these configurations may change in design.</p>  |

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|----|--------------------------|---|--------------------|---|---|
| 14 | Grid of Streets (Pg. 65) | <p>[Bullet 1] "<u>Dulles Toll Road Collector-Distributor Lanes and Additional Lanes - The Current concept for access to the Dulles Toll Road proposes collector-distributor lanes paralleling the through lanes in the Tysons area and where possible, extensions of grid streets tying into the collector-distributor roads to provide access to the Toll Road. In addition, there is a need to extend the collector-distributor lanes further to the west, from the Rt. 7 interchange, as an additional one lane per direction on the Dulles Toll Road. Alternatives should be evaluated to determine if this is needed prior to implementation.</u>"</p> <p>[Bullet 1] "<u>Dulles Toll Road Collector-Distributor Lanes and Additional Lanes - The Current concept for access to the Dulles Toll Road proposes collector-distributor lanes paralleling the through lanes in the Tysons area and where possible, extensions of grid streets tying into the collector-distributor roads to provide access to the Toll Road. In addition, there is a need to extend the collector-distributor lanes further to the west, from the Rt. 7 interchange to the Hunter Mill Road interchange, as an additional one lane per direction on the Dulles Toll Road. Alternatives should be evaluated to determine if this is needed prior to implementation.</u>"</p> | Tysons Partnership | This was a huge point of discussion with the Planning Commission Tysons Committee. They requested clarification on this. Do you really need another lane on the Toll Road? How is that going to be done practically speaking? | <p><b>Staff recommends retaining published draft text.</b></p> <p>The Dulles Toll Road Collector-Distributor Lanes and Additional Lanes are include in Table 7. All Table 7 projects are to be reviewed prior to proceeding with implementation. There is Plan language specific to the additional lane on the Dulles Toll Road which states: "Alternatives should be evaluated to determine if this, [an additional lane] is needed prior to implementation" (Page 65). This reiterates the directive to evaluate alternatives to the additional lane.</p> |
| 15 | Grid of Streets (Pg. 66) | [Bullet 1] " <u>Modified Intersection Treatment Area on Rt. 123 (Superstreets) - Left turn movements may be modified at intersections approaches to facilitate regional through movement on boulevards. Right-of-way impacts are less than traditional roadway widening's. Additional attention should be paid to pedestrian and bicycle crossings at these intersections.</u> "  | Tysons Partnership | No comment.   | <p><b>Staff recommends retaining published draft text with proposed addition:</b></p> <p>"Prior to implementing such modifications, the County should complete a traffic analysis using simulation to determine the optimum design of the superstreets or</p>   |

"Modified Intersection Treatment Area on Rt. 123 (Superstreets) - Left turn movements may be modified at intersections approaches to facilitate regional through movement on boulevards. Right-of-way impacts are less than traditional roadway widening's. Additional attention should be paid to pedestrian and bicycle crossings at these intersections. Restricting and/or relocating such movements could have a significant impact on key regional office and retail trip generators in Tysons 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 with stakeholder input. Further, such modifications should be designed with high consideration given to the following criteria: [bullet] The improvement should be designed in a pedestrian, bicycle, and transit-friendly manner. [bullet] The improvement should be designed so as to be accommodated within existing rights-of-way to the greatest extent possible. [bullet] 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."

RCUT (Restricted Crossing U-Turn (RCUT) type intersections. Consideration should be given to the following:  
[sub-bullet 1] The improvement should be designed in a pedestrian, bicycle, and transit-friendly manner.  
[sub bullet 2] The improvement should be designed so as to be accommodated within existing rights-of-way to the greatest extent possible.  
[sub bullet 3] The improvement should be designed so as to reduce congestion-related delay as much as possible."

**This item will be included as a workshop item**

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| 16 | Grid of Streets (Pg. 66)   | [Bullet 2] " <u>Potential Ramp Improvements - Changes to ramp configurations and interchange operations are anticipated to facilitate efficient traffic movement and increase ingress and egress opportunities for the area.</u> "   | Tysons Partnership | Where are these locations?  | Potential ramp improvements are indicated in red and access points as identified in the Ramp Study for the Dulles Toll Road are identified in yellow on Map 7 |
| 17 | Street Types and Design Guidelines (Pg. 68) - Map 7                        |  | Tysons Partnership | Private streets should not be depicted on Map 7 or at least annotated as private. Areas south of Route 7 should be cleaned up. State Street should be Identified. Potential ramp improvements at the DAAR/Rt. 7 interchange should be highlighted pink. | Staff is reviewing this comment, and will provide a response in a future addendum.  |
| 18 | Street Types and Design Guidelines (Pg. 68) - Boulevards (Major Arterials) | " <u>Route 7 and Route 123 are both boulevards (major arterials).</u> Boulevards will be the most important multi-modal connectors and thoroughfares within Tysons. In addition to carrying the largest volume of automobile traffic, they also have the ability to accommodate the Metrorail, circulator, bus, bicycle, and pedestrian modes within their rights-of-way. <del>Route 7 and Route 123 are both boulevards (major arterials).</del> "<br>"Route 7 and Route 123 are both boulevards ( <del>major</del> <u>principal</u> arterials). Boulevards will be the most important multi-modal connectors and thoroughfares within Tysons. In addition to carrying the largest volume of automobile traffic, they also have the ability to accommodate the Metrorail, circulator, bus, bicycle, and pedestrian modes within their rights-of-way." | Tysons Partnership | No where is there listed a "Major" arterial classification in the Plan.   | Staff agrees with this recommendation. "Principal" is consistent with functional classification listed in the Tysons Transportation Design Standards.         |

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| 19 | Street Types and Design Guidelines (Pg. 71) Avenues     | [Bullet 3] "2 or 3 travel lanes per direction (11 feet minimum for each lane)."   | Tysons Partnership | Should recognize 10 foot wide lanes for residential collectors.                 | Staff recommends that all cross sections are amended to be consistent with standards set in the Tysons Transportation Design Standards, endorsed by the Board of Supervisors on September 13, 2011. |
| 20 | Street Types and Design Guidelines (Pgs. 71-72) Avenues | [Bullet 6] "5 foot on-road dedicated bike lane per direction." [Bullet 7] <u>The desirable width of the median, if provided, is 20 feet to allow safe pedestrian refuge.</u>  | Tysons Partnership | No comment.   | Please see Staff Response 19  |
|    |   | [Bullet 6] " <u>4 to 6</u> 5 foot on-road dedicated bike lane per direction." [Bullet 7] The desirable width of the median, if provided, is <del>20</del> <u>16</u> feet to allow safe pedestrian refuge."  |                    |   |   |
| 23 | Street Types and Design Guidelines (Pg. 73) - Collector | [2nd Bullet] "1 to 2 travel lanes per direction (11 feet minimum for each lane)."   | Tysons Partnership | Should recognize that residential collectors can have 10 foot lanes.            | Please see Staff Response 19  |
| 23 | Street Types and Guidelines (Pg. 73) Collector Streets  | [Bullet 4] "5 foot on-road dedicated bike lane per direction."<br>[Bullet 4] " <u>5 4 to 6</u> foot on-road dedicated bike lane per direction."   | Tysons Partnership | No comment.   | Please see Staff Response 19  |
| 23 | Street Types and Guidelines (Pg. 73) Collector Streets  | [Bullet 5] " <u>The desirable width of the median, if provided, is 20 feet to allow safe pedestrian refuge.</u> "<br>[Bullet 5] "The desirable width of the median, if provided, is <del>20</del> <u>8</u> feet to allow safe pedestrian refuge." | Tysons Partnership | The Transportation standards reference minimum of 8 feet for pedestrian refuge. | Please see Staff Response 19  |

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| 24 | Street Types and Guidelines (Pg. 74) Local Streets | "Local street sections are generally narrow, with one lane in either direction, and are flanked by on-street parking on both sides. Due to low vehicle speeds, bicycles may be accommodated in the travel lane rather than in a dedicated bicycle lane." [Bullet 5] "Local streets are low speed facilities that may <u>or may</u> not require bike lane."<br>"Local street sections are generally narrow, with one lane in either direction, and are flanked by on-street parking on both sides. Due to low vehicle speeds, bicycles <del>may be</del> <u>are typically</u> accommodated in the travel lane rather than in a dedicated bicycle lane." [Bullet 5] "Local streets are low speed facilities that <del>may or may</del> <u>typically do</u> not require bike lane." | Tysons Partnership | No comment.  | <b>Staff recommends retaining published draft text.</b><br><br>While bicycles may be accommodated in the travel lane on low speed facilities, there may still be cases where having a bike lane on a low speed facility is beneficial or enhances the overall bicycle network.                                   |
| 25 | Highway Connections and Beltway Crossings (Pg. 76) | [Bullet 1] "A new Beltway crossing connecting Jones Branch Drive to Scotts Crossing Road (extension of High Occupancy Toll connection), including pedestrian and bicycle access <u>and the ability to accommodate the Circulator.</u> "  | Tysons Partnership | Are you implying additional lanes/right-of-way?  | Published Draft Text simply recognizes the current design of the Jones Branch Connector which will accommodate the Circulator; no additional ROW or lanes are proposed.  |
| 26 | Highway Connections and Beltway Crossings (Pg. 76) | [Bullet 2] "A new Beltway crossing connecting the Tysons Corner Center area to Old Meadow Road (limited to transit, pedestrians and bicyclists)."<br>[Bullet 2] "A new Beltway crossing connecting the Tysons Corner Center area to Old Meadow Road (limited to transit, pedestrians and <u>or</u> bicyclists)."   | Tysons Partnership | Again this would require connection to a private street network.                                 | <b>Staff recommends retaining published draft text.</b><br><br>A new Beltway crossing would serve pedestrians and bicyclists. Comment regarding private streets is noted.  |
| 27 | Highway Connections and Beltway Crossings (Pg. 76) | [Bullet 6] "A collector-distributor road system on the Dulles Toll Road between the Route 7 interchange area and the Hunter Mill <u>Road</u> interchange area."  | Tysons Partnership | Does this include the additional one lane in each direction on the Toll Road staff is proposing? | Yes, this includes an additional lane in each direction on the Dulles Toll Road.   |
| 28 | Highway Connections and Beltway Crossings (Pg. 76) | [Bullet 15] " <u>A new connection between Gallows Road and the I-495 Southbound Ramp at Gallows Branch.</u> "<br>[Bullet 15] "A new connection between Gallows Road and the I-495 Southbound Ramp at Gallows Branch <u>should be evaluated.</u> "  | Tysons Partnership | No comment.  | <b>Staff recommends retaining published draft text.</b><br><br>This connection was evaluated in the Consolidated Traffic Impact Analyses (CTIAs); resulting in this recommendation for inclusion in the Comprehensive Plan and Table 7B. All Table 7 and Table 7B projects are reviewed prior or implementation. |

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|----|---|--|--------------------|---|--|
| 29 | Bicycle Network (Pg. 77)  | <p>"Map 9 shows a <u>conceptual bicycle network, based on the Street Types and Design Guidelines shown earlier in this section, that require on-road bike lanes on all Avenue and Collector Streets</u> <del>is shown on Map 8. The Fairfax County A bicycle-master plan Bicycle Master Plan, adopted by the Fairfax County Board of Supervisors in 2014, study has been initiated for the greater Tysons area provides more detailed recommendations for specific locations within Tysons. Once-completed, bicycle routes in, around, and through the urban center will be refined and Map 8 will be updated. It should be noted that bicycles facilities are shown on Route 7 and Route 123 entering Tysons. It is anticipated, as shown on the Countywide Trails Plan, that these will be off road facilities. However, bicycle facilities within Tysons will be provided on alternate routes. Bicycle facilities are graphically depicted in Figures 1-9 of the previous section of this report, "Street Types and Design Guidelines."</del></p> <p>"Map 9 shows a conceptual bicycle network, based on the Street Types and Design Guidelines shown earlier in this section, that require on-road bike lanes on all Avenue and Collector Streets. The Fairfax County Bicycle Master Plan, adopted by the Fairfax county Board of Supervisors in 2014, provides more detailed recommendations for specific locations within Tysons."</p> | Tysons Partnership | Delete Map 8 from the Plan now that you have Map 9.                     | This map should have been deleted. Staff will check numbering of maps and figures for consistency.                     |
| 30 | Bicycle Network - Map 9 - Planned On-Road Bike Lanes in Tysons (Pg. 79)                         |  | Tysons Partnership | Remove the on-road bike lane connecting Kidwell with the Beltway ramps. | <i>Staff is reviewing this comment, and will provide a response in a future addendum.</i>                              |
| 31 | Bicycle Parking Ratios for Urban Mixed Use Centers and Transit Station Areas - Table 4 (Pg. 80) | <p>"Multi-Family Residential: 1 space for every <u>3</u> <del>5</del> residential units and 1 visitor space for every 25 residential units or to the satisfaction of the Director of Transportation. Minimum is 2 spaces."</p>   | Tysons Partnership | These seem very excessive.  | The 1:3 ratio is contained in the County Bicycle Master Plan, adopted by the Board of Supervisors on October 28, 2014. |

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| #  | Existing Plan Text                          | Published Draft Text / Proposed Public Text *   | Commenter          | Comment  | Staff Response   |
|----|---|---|--------------------|--|--|
| 32 | Interim Improvements (Pg. 81)               | <p><u>"Many of the transportation improvements described in this chapter are of a large scale, are dependent on redevelopment, or have other attributes that will allow their implementation over a longer period of time. In some locations, the lack of existing facilities justifies the need for "interim" improvements. These improvements may not fulfill the longer term vision for Tysons but will serve a necessary need, on an "interim" basis, until the ideal improvement can be implemented. Interim improvements may include, but are not be limited to, the following; [Bullet] Interim climbing lanes, shared lane markings and other improvements for bicyclists. [Bullet] Interim sidewalk, crosswalk and trail improvements for pedestrians. [Bullet] Phasing the implementation of new roadway links."</u></p> <p><del>"Many of the transportation improvements described in this chapter are of a large scale, are dependent on redevelopment, or have other attributes that will allow their implementation over a longer period of time. In some locations, the lack of existing facilities justifies the need for "interim" improvements. These improvements may not fulfill the longer term vision for Tysons but will serve a necessary need, on an "interim" basis, until the ideal improvement can be implemented. Interim improvements may include, but are not be limited to, the following; [Bullet] Interim climbing lanes, shared lane markings and other improvements for bicyclists. [Bullet] Interim sidewalk, crosswalk and trail improvements for pedestrians. [Bullet] Phasing the implementation of new roadway links."</del></p> | Tysons Partnership | No comment.  | <p><b>Staff recommends retaining published draft text.</b></p> <p>Implementation of the Tysons Plan was a major discussion theme throughout the development of the Plan, and in the years since its adoption. Interim improvements are a key component of the implementation strategy as they may be necessary to meet the demand for transportation facilities before final plan build out. Consequently, the mention of such interim improvements is appropriate in the Comprehensive Plan Text.</p> |
| 33 | Level of Service: Impacts on Roads (Pg. 81) | <p>"1. First, determine whether the addition of capacity and/or increased operational efficiency is possible to achieve without decreasing pedestrian walkability and safety. The widening of roads, either for additional exclusive turn lanes and/or through lanes, increases street widths at intersections and works against creating an attractive environment for pedestrians. For this reason, roadway widening's will in most cases be undesirable. In lieu of additional lanes, it is preferable to add links to the grid of streets where applicable and possible to promote the build-out of the grid of streets and to create additional diversionary paths for vehicles, and in so doing, to decrease the traffic at problem locations in the vicinity of a proposed development."</p>   | Tysons Partnership | Impossible to do without county support of condemnation. | <p>The County does have the authority to condemn property for roads although the County would only use the condemnation process as a last resort.</p>  |
| 34 | Level of Service: Impacts on Roads (Pg. 81) | <p>"3. If the previous measures do not provide adequate improvement of LOS, a development proposal or phase of development may need to be conditioned on completion of offsetting improvements. Financial contributions of significant value dedicated to addressing deficiencies in the Tysons area may be considered as an offsetting improvement. These contributions may not be used as a credit against other contributions toward off-site transportation improvements."</p>  | Tysons Partnership | What constitutes adequate improvement of LOS?            | <p>LOS E is the service standard agreed upon by VDOT and FCDOT in the Tysons Transportation Design Standards memorandum of understanding (MOU) accepted by the board in September 2011. The MOU states that if an adequate improvement to LOS E cannot be achieved, then a lower LOS may be accepted under certain conditions. Level of service is assessed on a site by site basis.</p>   |

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| 35 | Level of Service: Impacts on Transit, Pedestrian, and Bicycle Facilities (Pg. 82) | "A high level of service should be maintained for transit users that minimizes delay, the need for transfers, and transfer delay. Where it is not possible to maintain a high level of transit service because of extraordinary high costs, monetary contributions to a fund for the eventual improvement of transit service should be provided in lieu of the maintenance of a high quality transit service."  | Tysons Partnership | Providing funding to WMATA or the County for additional transit as another "ad hoc" fund is unacceptable. | Staff is reviewing this comment, and will provide a response in a future addendum.  |
| 36 | Level of Service: Impacts on Transit, Pedestrian, and Bicycle Facilities (Pg. 82) | <p>"A high level of service should <u>also</u> be maintained for pedestrians and cyclists, including safety and security, direct pathways, <del>reasonable grades</del>, and minimized delays at intersections. Within TOD areas, preference should be given to the maintenance of a high level of service for transit, cyclists, and pedestrians <u>over vehicles</u>. Impact studies within TOD areas should quantify the level of service for all applicable modes (vehicular, transit, pedestrians, and cyclists) by applying up-to-date, standard techniques."</p> <p>"A high level of service should also be maintained for pedestrians and cyclists, including safety and security, direct pathways, and minimized delays at intersections. Within TOD areas, preference should be given to the maintenance of a high level of service for <del>transit</del>, cyclists, and pedestrians over vehicles. Impact studies within TOD areas should quantify the level of service for all applicable modes (vehicular, <del>transit</del>, pedestrians, and cyclists) by applying up-to-date, standard techniques."</p> | Tysons Partnership | Define high level of service?   | <p><b>Staff recommends that Published Draft Text be retained.</b></p> <p>Within TOD areas, the maintenance of a high level of service is important for cyclists, pedestrians and transit users.</p> <p>In general, constructing "complete streets" consistent with the cross sections in the Comprehensive Plan and the Tysons Transportation Design Standards will result in a high level of service for pedestrians and cyclists. Best practices for evaluating complete streets can be found in the Virginia Department of Rail and public Transport (DRPT) Multimodal Guidelines.</p> <p>For transit, level of service (LOS) is based on convenience, reliability and frequency of service. Development should not impede the ability of transit service providers to provide a high LOS.</p> |

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|----|---|--|--------------------|---|---|
| 37 | Transportation Demand Management (Pg. 83) | <p>[Sub-bullet 6] "Monitoring arrangements and associated remedial and contingency funds. The remedial fund is to be used if TDM goals are not met, and the contingency fund is used, if unanticipated changes in travel behavior (Tysons-wide) result in an increase in the TDM trip reduction goals. Please see the TDM Monitoring section."</p> <p>[Sub-bullet 6] "<del>Monitoring arrangements and associated remedial and contingency funds. The remedial fund is to be used if TDM goals are not met, and the contingency fund is used, if unanticipated changes in travel behavior (Tysons-wide) result in an increase in the TDM trip reduction goals. Please see the TDM Monitoring section.</del>"</p>   | Tysons Partnership | There are no more budget contingency funds.   | <p>Staff agrees. Staff recommends that "contingency funds" be replaced with "penalty funds".</p> <p>Staff will review document for consistency.</p>   |
| 38 | Transportation Demand Management (Pg. 84) | <p>"The TDM trip reductions in Table 5 equate to total trip reductions for Tysons of over 30% <del>in 2013</del>; over 40% <del>in 2030</del>; and over 50% <del>in 2050</del> based on square footage of development that is achieved. These trip reductions include the transit mode shares indicated in Table 2. As the Tysons Corner area is developed, and the land use and transportation infrastructure matures, TDM trip reduction goals should be examined to determine if they are adequate for changing conditions."</p> <p>"The TDM trip reductions in Table 5 equate to total trip reductions for Tysons of over 30%; over 40%; and over 50% based on <u>the overall</u> square footage of development that is achieved. These trip reductions include the transit mode shares indicated in Table 2. As the Tysons Ares is developed, and the land use and transportation infrastructure matures, TDM trip reduction goals should be examined to determine if they are adequate for changing conditions."</p> | Tysons Partnership | No comment.   | <p>Staff agrees that text can be clarified with the following revision:</p> <p>... "The TDM trip reductions in Table 5 equate to total trip reductions over 30%; over 40%; and over 50% based on <u>the overall</u> square footage of development that is achieved <u>in Tysons</u>"...</p> <p>Staff also recommends that "GSA" be changed to "GSF" in Table 5.</p> |
| 39 | Parking Management (Pg. 85)               | "For all non-residential uses, minimum parking requirements are eliminated within 1/2 mile of rail stations. Minimum parking requirements are reduced for all uses located outside of TOD Districts. A parking plan should be submitted along with all development applications. The parking plan should include, along with other required elements, <b>information to demonstrate</b> that the planned loading facilities are adequate for the planned uses. The loading plan may count new, on-street loading areas and synergies among planned uses, to limit the need for additional loading spaces."   | Tysons Partnership | Where can these be found?   | It is the applicants responsibility to demonstrate that loading facilities are adequate and will vary depending on site specific consideration.   |
| 40 | Parking Management (Pg. 85)               | [Bullet 1] "Existing off-site parking should be used to provide parking in excess of the parking ratios in Table 6 during initial phases of development."  | Tysons Partnership | Practical implementation is lengthy and near impossible to achieve under current practices. | This section of plan text provides several options for providing parking in excess of parking minimums in Table 6 in the initial stages of development. Practical implementation of each option will vary by site. See additional bullets for additional guidance.  |
| 41 | Parking Management (Pg. 85)               | [Bullet 3] "Parking in excess of the parking ratios in Table 6 should be available to the public at appropriate parking fees where <b>possible</b> ."  | Tysons Partnership | Cannot provide without a Special Exception.   | Comment noted, see staff response 40  |

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|----|--|---|--------------------|---|--|
| 42 | Parking Management (Pg. 86)  | "In Non-TOD Districts and for residential development within TOD Districts, a parking plan can be submitted along with a development application that justifies parking levels below the minimums indicated in Table 6. The parking plan should indicate the techniques to be applied to justify a lower level of parking."   | Tysons Partnership | Practical application too hard to achieve. Would require BOS process likely.  | Comment noted, see staff response 40   |
| 43 | Maintaining a Balance Between Land Use and Transportation (Pg. 89) | [Bullet 1] "A monitoring system (see "Monitoring System" on following pages) to verify that strategies are realized as planned and apply <b>timely adjustments</b> if there are variations from the recommendations on how a balance will be maintained."   | Tysons Partnership | Define "timely adjustments."  | The annual report is the main source to identify if there are variations from the recommendations on how a balance will be maintained. "Timely adjustments" simply means taking corrective actions to steer a critical factor or factors back on course before it becomes a significant problem. |
| 44 | Maintaining a Balance Between Land Use and Transportation (Pg. 89) | [Bullet 2] "Achievement of transportation infrastructure and programs for various levels of development as specified in Table 7. This can be accomplished by:" [Sub-bullet 2] "Phasing development to the required transportation infrastructure and programs."<br>[Bullet 2] "Achievement of transportation infrastructure and programs for various levels of development as specified in Table 7A. This can be accomplished by:" [Sub-bullet 2] "Phasing development to the required transportation infrastructure and programs." | Tysons Partnership | The implication is "construction" or your past "completion" especially since the next bullet has been totally struck. Language regarding funding should be tweaked and put back in.           | <b>Staff recommends that "Table 7" replace all references to "Table 7A" and retaining published draft text.</b><br><br>Language regarding the Funding Plan endorsed by the Board of Supervisors on October 16, 2012 is on page 95 of the published text.   |
| 45 | Maintaining a Balance Between Land Use and Transportation (Pg. 89) | [Bullet 4] "If a balance cannot be achieved using the methods described above, contributions should be considered to additional improvements, such as the projects identified in Table 7B."   | Tysons Partnership | Funding for Table 7B is not to come from the Tax Service District. Should be other sources and asking for contributions is just another fee on an already fee burdened development community. | It is understood that funding for Table 7B is not to come from the Tax Service District. However, the development community can negotiate contributions for Table 7B improvements as a proffer. Several developers in Tysons have already exercised this option to proffer LOS waivers.          |

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|----|--|--|--------------------|---|--|
| 46 | Maintaining a Balance Between Land Use and Transportation (Pg. 89) | <p>"Table 7 and 7B provide <del>provides</del> the required transportation infrastructure, programs, and services as Tysons grows over time. <u>Table 7</u> was based on the initial transportation analysis of Tysons conducted prior to the adoption of the Tysons Comprehensive Plan Amendment in June 2010. Subsequently, a more detailed analysis, the Consolidated Traffic Impact Analysis (CTIAs), was conducted in 2013. In addition, the future land-use allocation in the Tysons station areas was adjusted based on preliminary information obtained from zoning applications. This resulted in additional projects listed in Table 7B. These projects were not added to Table 7 since the current funding plan for transportation improvements is based on Table 7. <del>Projects recently completed, A number of projects,</del> including the construction of Phase I of the Metrorail Silver Line, the construction of the <u>Express HOT</u> lanes on I-495, as well as associated ramps, <del>are scheduled to be completed by 2013 and</del> <del>represents</del> represent a significant investment in transportation."</p> <p>"Table 7A and 7B provide the required transportation infrastructure, programs, and services as Tysons grows over time. Table <u>7A</u> was based on the initial transportation analysis of Tysons conducted prior to the adoption of the Tysons Comprehensive Plan Amendment in June 2010. Subsequently, a more detailed <del>analysis</del>-analyses , the Consolidated Traffic Impact <del>Analysis</del>-Analyses (CTIA's), was conducted in 2013. In addition, the future land-use allocation in the Tysons station areas was adjusted on preliminary information obtained from zoning applications. This resulted in additional projects listed in Table 7B. These projects were not added to Table 7A since the current funding plan for transportation improvements is based on Table 7A. Projects recently completed, including the construction of Phase I of the Metrorail Silver Line, the construction of the <u>I-495</u> Express lanes on <del>I-495</del>, as well as associated ramps, represent a significant investment in transportation."</p> | Tysons Partnership | No comment.                                       | <p>Staff recommends that "Table 7" replace all references to "Table 7A".</p> <p>Staff agrees with the recommendation to change "Express lanes on I-495" to "I-495 Express Lanes"</p> <p>Staff agrees with the recommendation to change analysis to analyses to reflect the plural form of analysis. Consolidated Traffic Impact Analyses (CTIA) is consistent with the Tysons Annual Report.</p> |
| 47 | Maintaining a Balance Between Land Use and Transportation (Pg. 93) | "Table 7B: Transportation Infrastructure Resulting from Changes in Land Use Distribution and Resulting from Further Analysis and Planning of the Grid of Streets"  | Tysons Partnership | Are all of these really Tysons-wide improvements? | Yes, these improvements are on Rt. 7, Rt. 123 and the Beltway (NHS routes). They carry longer distance trips and therefore can be classified as Tysons-wide.   |
| 48 | Monitoring System (Pg. 94)   | "Changes to these factors in the future could result in changes to trip-making behavior that can't be anticipated today. Identifying and monitoring changes, as well as periodically evaluating monitoring practices, will help to improve the efficiency of the transportation system. In addition, it will provide decision makers with the timely information they need to start long-lead programming and funding work on transportation projects identified in Table <u>7A</u> and 7B, and help to better manage the relationship between land-use and transportation between now and 2050."  | Tysons Partnership | No comment.                                       | Staff recommends that "Table 7" replace all references to "Table 7A".  |

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|----|---|--|--------------------|--|--|
| 49 | Analysis of Monitoring Results and Corrective Measures (Pg. 94) | [Bullet 1] "The use of TDM Remedial and Contingency Funds to increase TDM activities."<br>[Bullet 1] "The use of TDM Remedial and Contingency Funds to increase TDM activities."   | Tysons Partnership | No comment.  | Staff recommends that "contingency funds" be replaced with "penalty funds".<br><br>Please see Staff Response 31  |
| 50 | Analysis of Monitoring Results and Corrective Measures (Pg. 94) | [Bullet 5] "Changes in the order/timing of transportation project implementation."   | Tysons Partnership | Who determines?  | Within the Service District, staff works with the Advisory Board to provide input to the Board of Supervisors on the annual tax rate and transportation project priorities. Elsewhere, changes in the order or timing of project implementation are based on ongoing staff assessments in coordination with stakeholders . Ultimately, the Board of Supervisors determines funding.  |
| 51 | Funding for Transportation Improvements (Pg. 94)                | "The transportation improvements listed in Table 7A require a significant capital investment, as well as on-going operating investment for increased transit services..."  | Tysons Partnership | No comment.  | Staff recommends that "Table 7" replace all references to "Table 7A".  |
| 52 | Funding for Transportation Improvements (Pg. 95)                | "In March of 2011, the Board directed the Planning Commission to engage in an inclusive process to address funding the Table 7A items..."  | Tysons Partnership | No comment.  | Staff recommends that "Table 7" replace all references to "Table 7A".  |
| 53 | Funding for Transportation Improvements (Pg. 95)                | [Bullet 1] "Tysons Grid of Streets Transportation Fund: One key component of the funding plan is for redevelopment to provide of fund the local grid of streets. To this end, the Board established the Tysons Grid of Streets Transportation Fund and set guidelines for how to implement the fund. The contributions to this fund will pay for offsite grid links in Tysons where no redevelopment is planned or occurring. Contributions will be made on a per square foot basis for commercial property or a per unit basis for residential property. Revenue will be received as development occurs." | Tysons Partnership | This statement implies the need to condemn for grid links. If the County is unwilling to ever condemn for such links then the continuation of this fund should be reevaluated. After all, after a certain time period the money reverts to the general fund and is lost. | The County does have the authority to condemn property for roads although the County would only use the condemnation process as a last resort.<br><br>Money in the Tysons Funding Plan is unlikely to be lost. Pursuant to 15.2-2303.2 of the Virginia State Code, the County shall begin or has already begun the construction, site work, engineering, right-of-way, etc. for the improvement for which the contributions were proffered within seven years of the completion of any rezoning which proffered applicable funds. If after seven years funds have not be allocated to the proffered project then payments revert to the Commonwealth Transportation Board, not the General Fund. Since FCDOT and or VDOT staff are continuously working on implementing the Grid of Streets and Table 7 projects it is the belief of staff that it is unlikely that developer contributions would reach the seven year expiration before being allocated to a project. |

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| 54 | Funding for Transportation Improvements (Pg. 95)  | [Bullet 2] "Tysons-wide Transportation Fund: Another key component of the funding plan is to identify multiple sources of revenue to fund the Table 7A Tysons-wide transportation improvements. Table 7A improvements are intended to be funded by a variety of private and public sources, including state and federal funds. The Board created a new transportation fund, the Tysons-wide Transportation Fund, to collect revenue from redevelopment applications to fund a portion of the Table 7A projects. The funds collected will supplement other funding sources for the Table 7A improvements. Contributions will be made on a per square foot basis for commercial property and on a per unit basis for residential property. Revenue will be received intermittently as development occurs."   | Tysons Partnership                | No comment.   | Staff recommends that "Table 7" replace all references to "Table 7A".  |
| 55 | Funding for Table 7B Improvements (Pg. 96)        | "As the Tysons Transportation Funding Plan was being developed by the Planning Commissioners, staff was continuing to work on the Consolidated Traffic Impact Analysis (CTIA) to better define the transportation improvements that will be funded to support the amount of development approved by the Board of Supervisors as part of the Tysons Comprehensive Plan Amendment in June of 2010. The CTIA's identified five additional projects that will be needed to support the planned level of development in Tysons. Since the Tysons Transportation Plan had already been signed, and applies solely to the projects listed in Table 7A, these additional projects were not included in the plan. These projects will be funded from other sources. The sources include local, regional, state and federal funding, as well as additional contributions from developers as part of the rezoning process. Several developers have already made funding commitments for specific projects on Table 7B."                 | Tysons Partnership                | Another fund?   | There is no intent to require property owners to fund Table 7B improvements or to create a separate fund. The county is exploring opportunities for local, state and federal funding sources as well as optional developer contributions. Several developers in Tysons have already exercised this option to proffer LOS waivers.  |
| 56 | Official Map of Public Streets in Tysons (Pg. 66) | <del>"The proposed "Grid of Streets" is critical to the future form and function of Tysons. The implementation of this network of arterials and local streets will be extremely challenging. Engineering studies will be done to refine the conceptual grid shown above. Consideration should be given to creating and adopting an "official map" of public streets in Tysons. An official map is a description of planned public streets. This map will establish the location and character of the public street network. It should be created with input and cooperation from local landowners, the Virginia Department of Transportation, and the Fairfax County Department of Transportation, and be adopted by the County. The official map would be based on conceptual engineering sufficient to determine the center line and width of the right of way, in order to determine what is feasible to implement in each area. Adoption of an official map would help in the review of development applications."</del> | Greater Tysons Concerned Citizens | This section is deleted, but how are the public and private sectors to keep up to date with the planned streets and proffered dedications if there is no map to consult? How are organizations such as MCA to track redevelopment and implementation progress in Tysons without having a current map that allows them to see the big picture and understand the context of new redevelopments proposals in the later years? An up-to-date map should be made available at the Tysons website. | Staff recommends that an updated conceptual map of proffered streets be included in the Annual Report and online.<br><br>Please note that the county does not maintain an "official map" of design elements of proffered streets. The "official map" is a statutory designation in the Virginia Code that would necessitate engineering to be complete prior to the review of development cases. |

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| 57 | Street Types and Design Guidelines (Pg. 67)  | [Bullet 2] "Streets in Tysons will be designed and operated, to enable safe access and movement for pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Streets in TOD areas are expected to be attractive environments for walking, commerce, and casual interaction in addition to their function of moving traffic, including wide pedestrian facilities, dedicated bicycle facilities and lighting" | Greater Tysons Concerned Citizens | The sentence should be reworked. We read it to mean people will shop and casually interact in these attractive streets, while dodging vehicles, instead of using the sidewalks.   | Staff recommends clarifying the text as follows:<br><br>Streets in TOD areas are expected to be attractive environments for walking, commerce, and casual interaction. The streets include wide pedestrian facilities, dedicated bicycle facilities and lighting. Streets also accommodate vehicles operating at lower speeds to create a safe pedestrian and bicycle friendly environment. |
| 58 | Table 4: Bicycle Parking Ratios for Urban Mixed Use Centers and Transit Station Areas (Pg. 80) | "Office: 1 employee space per 7,500 sq. ft. and 1 visitor space per 20,000 sq. ft. or to the satisfaction of the Director of Transportation. Minimum is 2 spaces."   | Greater Tysons Concerned Citizens | This ratio would be correct if the old office employee ratio of 3.3 employees/1,000 sq ft were still a good rule of thumb, but it's not, and the real number of employees/KSF continues to increase. The county is spending a great deal of money on on-street bike facilities. It makes no sense for the private sector not to accommodate the planned ridership. Assuming a projected ridership of 4%, the number of parking spaces should be doubled, or developers should proffer to increase bike spaces as needed to accommodate the 4% target. | Staff recommends retaining published draft text.<br><br>These standards are consistent with the Tysons Bike Master Plan adopted by the Board on October 28, 2014.   |

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|----|---|--|-----------------------------------|---|---|
| 59 | Parking Management (Pg. 85)                 | <p>"In the past, each development was required to provide parking for its own peak demand, an approach that often leads to excess parking supply and a wasted use of resources. In 2015, 2009 Tysons had more land devoted to cars than to people with approximately 167,000 an estimated 110,000 parking spaces. covering 40 million square feet. This amount of parking far exceeds what is necessary. for adequate parking. Much of this has occurred because there is no convenient internal circulation system or adequate pedestrian-friendly street and sidewalk network in Tysons. Additionally, there is limited inter-parcel access and shared-use parking. Each development provides parking for its own peak demand, an approach that often leads to excess parking supply and a wasted use of resources."</p> <p>"In the past, each development was required to provide parking for its own peak demand, an approach that often leads to excess parking supply and a wasted use of resources. <del>In 2015, Tysons had an estimated 110,000 parking spaces. This amount of parking far exceeds what is necessary.</del> Additionally, there is limited inter-parcel access and shared-use parking."</p> | Greater Tysons Concerned Citizens | The first sentence in the paragraph makes the apropos point about the abundance of parking spaces in Tysons; however the number of existing parking spaces in 2015 is irrelevant. But worse, it misleads the reader into thinking there will be fewer parking spaces in the redeveloped Tysons. | <p>Staff recommends clarifying the text as follows:</p> <p><u>"In the past, each development was required to provide parking for its own peak demand, an approach that often led leads to excess parking supply and a wasted use of resources. In 2015, the Tysons Parking Study found that Tysons had an estimated 110,000 parking spaces. This amount of parking far exceeds what is necessary. "</u></p> <p>Additionally, the paragraph "To avoid the oversupply of parking, maximum parking requirements...." should be moved to the beginning of the preceding paragraph. The published draft text with changes (in the staff response cell) is a better reflection of real baseline conditions of parking. The 2015 figure was established from a study while the 2009 figure it replaces was an estimate. A change in the number of parking spots between 2015 and 2009 signifies an improvement in methodology not necessarily an increase in the number of parking spaces.</p> |
| 60 | Intelligent Transportation Systems (Pg. 87) | <p>"The application of <u>Intelligent Transportation Systems (ITS) Information and Communications Technology (ICT)</u> in Tysons Corner has the potential to decrease congestion, increase safety, make trip making more convenient, reduce emissions and improve trip-making decisions. More specifically the following are examples of goals for the application of <u>ITS ICT</u> in Tysons:"</p> <p>"The application of Intelligent Transportation Systems (ITS) in Tysons has the potential to decrease congestion, increase safety, make trip making more convenient, reduce emissions and improve trip-making decisions. More specifically the following are examples of goals for the application of ITS in Tysons:" [New bullet] <u>"All ITS infrastructure, applications, data and communications have protection from malware and cyber intrusion."</u></p>   | Greater Tysons Concerned Citizens | This section makes a persuasive argument for the importance, need and criticality of an ITS in Tysons. So much so, that the loss, malfunction or compromise of such a system could have enormous or even catastrophic consequences.   | <p>Staff agrees and recommends that a fourth bullet be added to this section which should read as:</p> <p><u>" ITS infrastructure, applications, data and communications should have protection from malware and cyber intrusion."</u></p>  |

| #  | Existing Plan Text  | Published Draft Text / Proposed Public Text * | Commenter                         | Comment   | Staff Response   |
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| 61 | Table 7: Transportation Infrastructure, Programs, and Services, As They Relate to the Level of Development in Tysons (Pg. 92) |   | Greater Tysons Concerned Citizens | The GTCC expresses strong concern that the County has already approved total development that exceeds the 84 million sq ft trigger because the County's own data shows major transportation failure will occur at that level of development, which, in turn, will cascade throughout not only Tysons, but also to neighboring communities. Eliminating the 84 million sq ft trigger will cause a decrease in the quality of life for Tysons and its neighbors. The GTCC opposes the elimination of such trigger and expects the County to adopt appropriate protections to prevent transportation failure to the extent it allows 84 million sq ft or more to be built. | The Board endorsed the funding plan for Tysons on January 8, 2013. Funds for all Table 7 improvements are allocated.<br><br><b>This item will be included as a workshop item</b>   |
| 62 | Map 6: Tysons Circulator Study Long Term Routes (Pg. 59)  |   | Wells + Associates                | The circulator routes are planned to travel through and along the Mall [Tysons Corner Center] property, using the Ring Rd, Fashion Blvd, and other private travel ways within the Mall. These facilities are all privately maintained and have not been designed to accommodate regular and frequent bus service... It is highly unlikely that additional rights-of-way could be provided to accommodate two circulator routes on-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.   | The Tysons Circulator Study (2013) recommends that the Circulator operate in mixed-traffic except in select sections where dedicated ROW is needed. Final alignment, including where dedicated ROW is necessary, will be studied before implementation.<br><br>Tysons Center is an important destination; staff believe that future Circulator service to Tysons Center is critical. |

Notes:

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| 63 | Grid of Streets (Pg. 66)  | <p>[Bullet 1] "<u>Modified Intersection Treatment Area on Rt. 123 (Superstreets) - Left turn movements may be modified at intersection approaches to facilitate regional through movement on boulevards. Right-of-way impacts are less than traditional roadway widening's. Additional attention should be paid to pedestrian and bicycle crossings at these intersections.</u>"</p> <p>[Bullet 1] "<u>Modified Intersection Treatment Area on Rt. 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 movement on boulevards. Right-of-way impacts are less than traditional roadway widening's. Additional attention should be paid to pedestrian and bicycle crossings at these intersections. Restricting and/or relocating such movements could 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:</u>" [Sub-bullet 1] "<u>The improvement should be designed in a pedestrian, bicycle and transit-friendly manner.</u>" [Sub-bullet 2] "<u>The improvement should be designed so as to be accommodated within existing rights-of-way to the greatest extent possible.</u>" [Sub-bullet 3] "<u>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.</u>"</p> | Wells + Associates | 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... 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... 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. | <p>Please note that staff has the same response to comment 15 and 63.</p> <p><b>Staff recommends retaining published draft text and adding:</b></p> <p><b>"Prior to implementing such modifications, the County should complete a traffic analysis using simulation to determine the optimum design of the superstreets or RCUT (Restricted Crossing U-Turn (RCUT) type intersections. Consideration should be given to the following:</b></p> <p><b>The improvement should be designed in a pedestrian, bicycle, and transit-friendly manner.</b></p> <p><b>The improvement should be designed so as to be accommodated within existing rights-of-way to the greatest extent possible.</b></p> <p><b>The improvement should be designed so as to reduce congestion-related delay as much as possible."</b></p> <p><b>This item will be included as a workshop item</b></p> |
| 64 | Map 7: Planned Tysons Road Network and Functional Classification (Pg. 68) |  | Wells + Associates | Map 8 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.  | <p>Please note that the content of this comment refers to Map 7, not Map 8.</p> <p>Staff believes that this comment refers to the study of interchange improvements at SR-123 and Anderson Road. As of February 2016, The Cleveland Ramps study is finalized. The study identified two preferred alternatives which both reserve the same amount of right-of-way within Tysons East.</p> <p><b>This item will be included as a workshop item</b></p>  |

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| 65 | Map 7: Planned Tysons Road Network and Functional Classification (Pg. 68) |  | Wells + Associates   | Map 8 also reflects a number of grid connections throughout the [Tysons Corner Center] Mall property, including Fashion Blvd, Shop Tysons Blvd, 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 7 is hereby requested. At a minimum, such streets should be clearly notated on Map 7 as a private street. | Please note that the content of this comment refers to Map 7, not Map 8.<br><br>Map 7 is intended to show the planned Tysons Street Network and functional classification, not ownership. All private streets which have public access are included on Map 7 as "local/service streets" |
| 66 | Maintaining a Balance Between Land Use and Transportation (Pg. 89)        | [Bullet 4] "If a balance cannot be achieved using the methods described above, contributions should be considered to additional transportation improvements, such as the projects identified in Table 7B."   | Wells + Associates   | Revenue generated by the taxing district may only be used for transportation improvements within the service district.  | It is understood that funding for Table 7B is not to come from the Tax Service District. However, the development community can negotiate contributions to Table 7B improvements as a proffer. Several developers in Tysons have already exercised this option to proffer LOS waivers.  |
| 67 | Funding for Table 7B Improvements (Pg. 96)                                |  | Wells + Associates   | The proposed Plan revisions suggest that Tysons property owners should contribute to additional Tysons-wide improvements as listed on a new Table 7B. The Plan language 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.   | The county is exploring opportunities for local, state and federal funding sources as well as optional developer contributions. Specific sources have not yet been identified.  |
| 68 | Intelligent Transportation Systems (Pg. 87)                               | [Bullet 1] "Electronic information infrastructure that works in concert with physical infrastructure to maximize the efficiency and utility of the system, encouraging modal integration and consumer choice."<br><br>[Bullet 1] "Electronic information infrastructure that works in concert with physical infrastructure to maximize the efficiency and utility of the system ( <u>e.g. E-Zpass electronic toll collection systems, SmartTrip rechargeable transit payment cards and other technology</u> ), encouraging modal integration and consumer choice." | Fairfax County staff |   | Staff agrees per Planning Commission Tysons Committee Input   |

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| 69 | Intelligent Transportation Systems (Pg. 88) | <p>"New developments should contain the necessary information and communication technology (ICT) in infrastructure to enhance the following activities to the fullest extent: [Bullet 1] "Telework, teleconferencing, and related strategies to reduce vehicular trips." [Bullet 2] "Advanced traveler information to increase the efficiency and effectiveness of decisions on when to travel, how to travel, where to travel, and whether to travel at all."</p> <p>"New developments should contain the necessary information and communication technology (ICT) in infrastructure to enhance the following activities to the fullest extent:" [Bullet 1] "Telework, teleconferencing, and related strategies to reduce vehicular trips." [Bullet 2] "Advanced traveler information to increase the efficiency and effectiveness of decisions on when to travel, how to travel, where to travel, and whether to travel at all." [New paragraph] "<u>Fairfax County should continue to monitor the advancement of technological infrastructure as it relates to development in Tysons. The county should also develop methods of community outreach to bring awareness of these potentially useful applications and services.</u>"</p> | Fairfax County staff |         | Staff agrees per Planning Commission Tysons Committee Input |

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| 70 | Maintaining a Balance Between Land Use and Transportation (Pg. 89-90) | <p>"Table 7 and 7B provide the required transportation infrastructure, programs, and services as Tysons grows over time. <u>Table 7 was based on the initial transportation analysis of Tysons conducted prior to the adoption of the Tysons Comprehensive Plan Amendment in June 2010. Subsequently, a more detailed analysis, the Consolidated Traffic Impact Analysis (CTIAs), was conducted in 2013. In addition, the future land-use allocation in the Tysons station areas was adjusted based on preliminary information obtained from zoning applications. This resulted in additional projects listed in Table 7B. These projects were not added to Table 7 since the current funding plan for transportation improvements is based on Table 7. Projects recently completed, A number of projects, including the construction of Phase I of the Metrorail Silver Line, the construction of the Express HOT lanes on I-495, as well as associated ramps, are scheduled to be completed by 2013 and represents represent</u> a significant investment in transportation."</p> <p>"Table 7 and 7B provide the required transportation infrastructure, programs, and services as Tysons grows over time. Table 7 was based on the initial transportation analysis of Tysons conducted prior to the adoption of the Tysons Comprehensive Plan Amendment in June 2010. Subsequently, a more detailed analysis, the Consolidated Traffic Impact Analysis (CTIAs), was conducted in 2013. In addition, the future land-use allocation in the Tysons station areas was adjusted based on preliminary information obtained from zoning applications. This resulted in additional projects listed in Table 7B. These projects were not added to Table 7 since the current funding plan for transportation improvements is based on Table 7. Projects recently completed, including the construction of Phase I of the Metrorail Silver Line, the construction of the Express lanes on I-495, as well as associated ramps, represent a significant investment in transportation. <u>Periodic re-evaluations of the monitoring and implementation of Tables 7 and 7B should be conducted to reflect when and where redevelopment has occurred within the Tysons Urban Center.</u>"</p> | Fairfax County staff |         | Staff agrees per Planning Commission Tysons Committee Input |

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