

AN AMENDMENT TO
**THE COMPREHENSIVE PLAN
 AND THE POLICY PLAN
 FOR FAIRFAX COUNTY, VIRGINIA
 2017 EDITION**

GENERAL LOCATION: Portions of Route 7 (Tysons to West Falls Church), Spring Hill Road, Tyco Road, and International Drive.

PARCEL LOCATION: Multiple

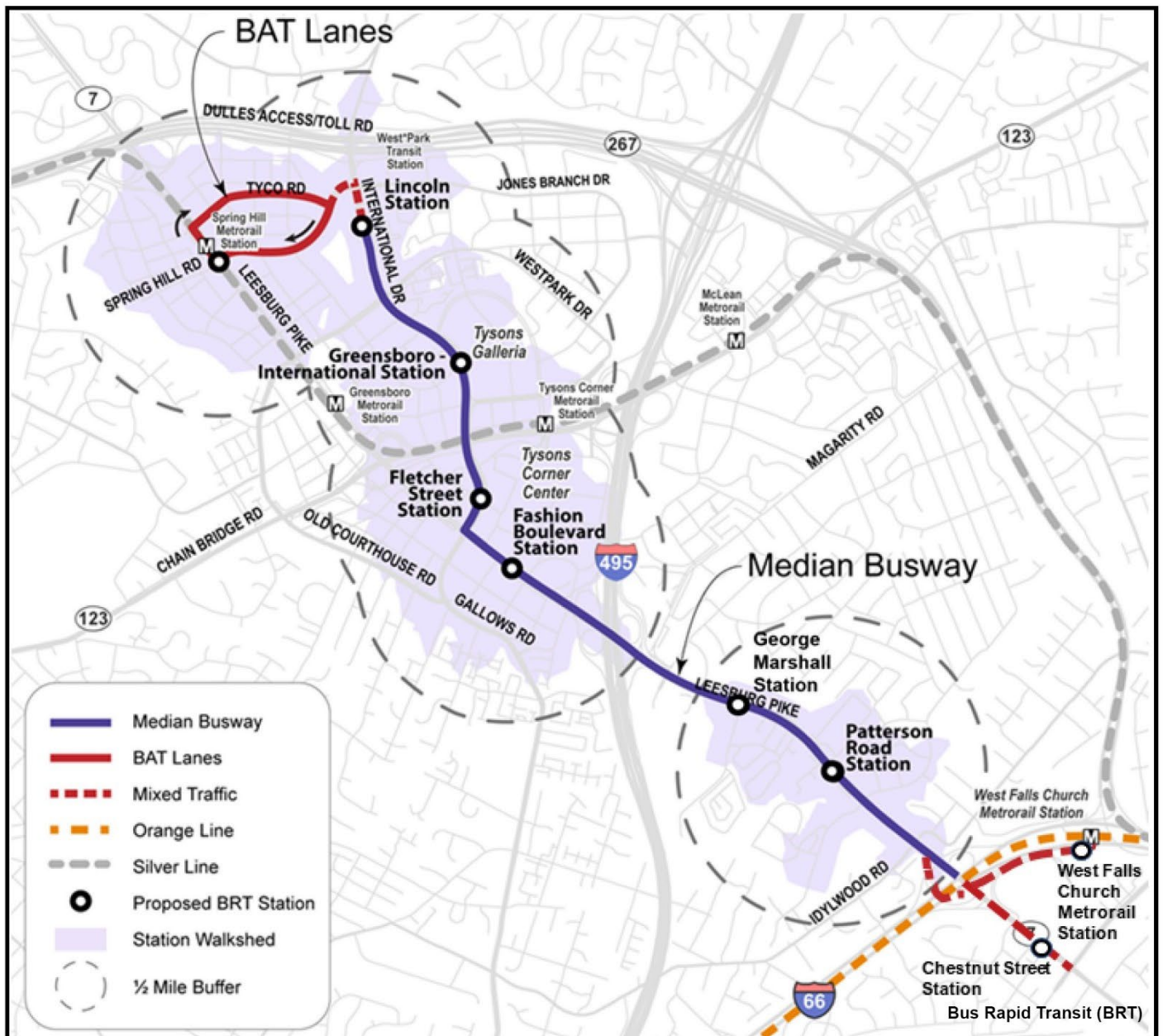
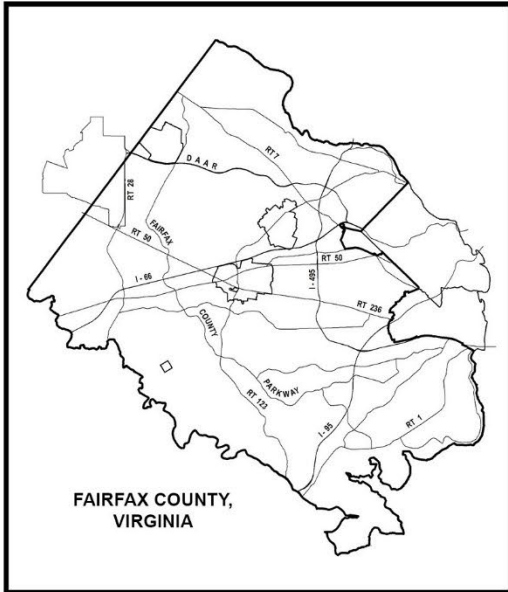
PLANNING AREA AND DISTRICT: I & II; McLean, Vienna, & Jefferson

SUPERVISOR DISTRICT: Providence, Dranesville, & Hunter Mill

ADOPTED: July 25, 2023

ITEM NO. PA 2021-CW-T1

FOR ADDITIONAL INFORMATION CALL (703) 324-1380



AMENDMENT TO THE COMPREHENSIVE PLAN (2017 EDITION)

The following changes to the Comprehensive Plan have adopted by the Board of Supervisors. To identify changes from the previously adopted Plan, new text is shown with underline and deleted text shown with ~~strikethrough~~.

MODIFY: Fairfax County Comprehensive Plan, 2017 Edition, Area II, Tysons Urban Center, Amended through 2-23-2021, Areawide Recommendations: Transportation, Page 42:

“Alternatives to automobile travel, especially pedestrian, bicycle, and transit, will become increasingly important to maintain a balance between land use and transportation, ensure tolerable levels of congestion for all travelers are not exceeded for long periods of time, limit negative impacts to economic activities, and create a healthier, more sustainable environment. For these reasons, alternatives to automobile travel should meet increasingly higher targets over time. To achieve this, it is essential to implement the following strategies:

- Provision of the necessary transit infrastructure and services to increase transit use over time including Bus Rapid Transit.
- Achievement of higher vehicle trip reduction levels over time by making the corridor more walkable and bikeable and applying through transportation demand management (TDM) programs. This includes ~~including~~ an increase in carpooling, telework, the application of variable working hours, and reducing the ratio of parking spaces to commercial floor area”

MODIFY: Fairfax County Comprehensive Plan, 2017 Edition, Area II, Tysons Urban Center, Amended through 2-23-2021 Areawide Recommendations: Transportation Page 50:

- “As development occurs, more walkable and bikeable street network planning should be refined and updated to define alignments and establish the role of streets as more detailed planning and development occurs.
- Street networks should provide a high level of connectivity so that drivers, pedestrians, cyclists, and transit users can choose the most direct routes and access urban properties. Connectivity should support the desired development patterns. Street networks should provide intermodal connectivity to easily transfer between modes.
- Street network capacity, including alternative paths, and redundancy should be provided through a dense, connected network (a grid) rather than through an emphasis on high levels of vehicle capacity on individual arterial facilities. This approach ensures that the street network can support other objectives such as pedestrian and bicycle travel activity, multimodal safety, Bus Rapid Transit, access to rail stations, and support for adjacent development.”

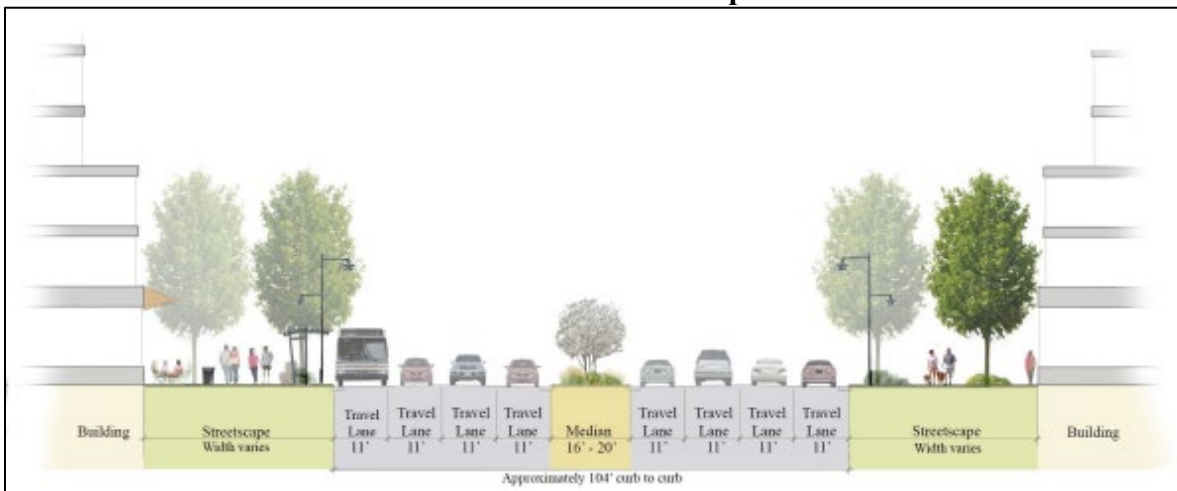
MODIFY: Fairfax County Comprehensive Plan, 2017 Edition, Area II, Tysons Urban Center, Amended through 2-23-2021 Areawide Recommendations: Transportation Pages 54-59:

“Boulevards (Principal Arterials)

Route 7 and Route 123 are both boulevards (principal 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.

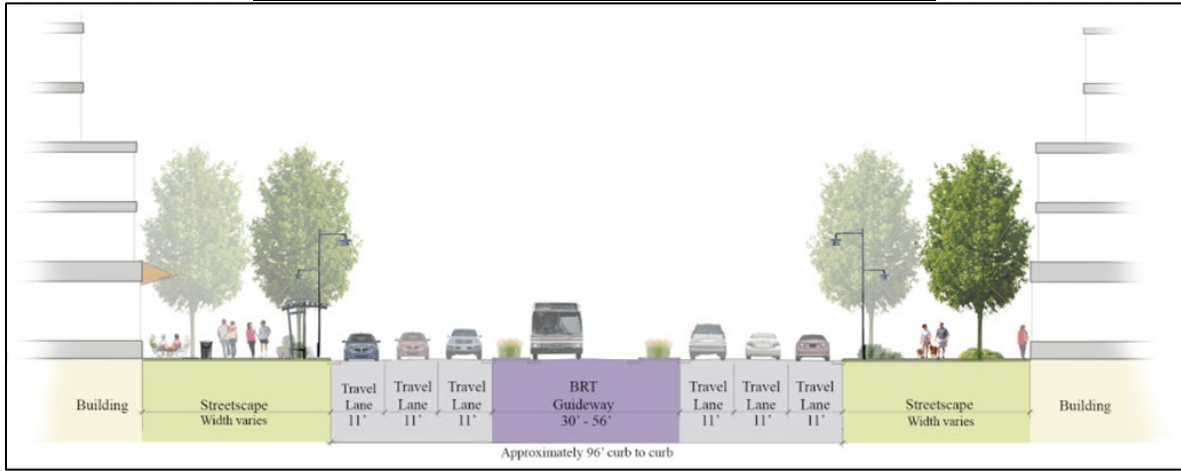
Boulevards may have three to four travel lanes in each direction. Medians are necessary to provide a pedestrian refuge, rights-of-way for turn lanes and/or to accommodate Metrorail or bus rapid transit (BRT) on portions of Leesburg Pike and Chain Bridge Road/Dolley Madison Boulevard. In addition, boulevards will have wide sidewalks with street trees on each side. Some portions of boulevards may include shared or dedicated lanes for the Circulator System. Figure 1 below provides a general cross section depicting the number of lanes and other streetscape elements. These cross sections are subject to further refinement in the future.

Figure 1
Boulevard section with landscaped median



ADD: Fairfax County Comprehensive Plan, 2017 Edition Area II Tysons Urban Center,
Amended through 2-23-2021 Areawide Recommendations: Transportation Page 55:

**“Figure 1B
Boulevard section with median guideway for BRT**



Boulevard cross section dimensions:

- The desirable width of the median is 20 feet to allow safe pedestrian refuge.
- 3 to 4 lanes per direction (11 feet for each lane), including BRT lanes, where shown on the Transportation Plan Map.
- The lower range of the BRT guideway is assumed where there are no intersections, and the higher end is anticipated at intersection/station locations.
- The BRT guideway and travel lanes should be accommodated within the approximate curb-to-curb measurement”
- Refer to the Urban Design Recommendations for guidance on the streetscape.

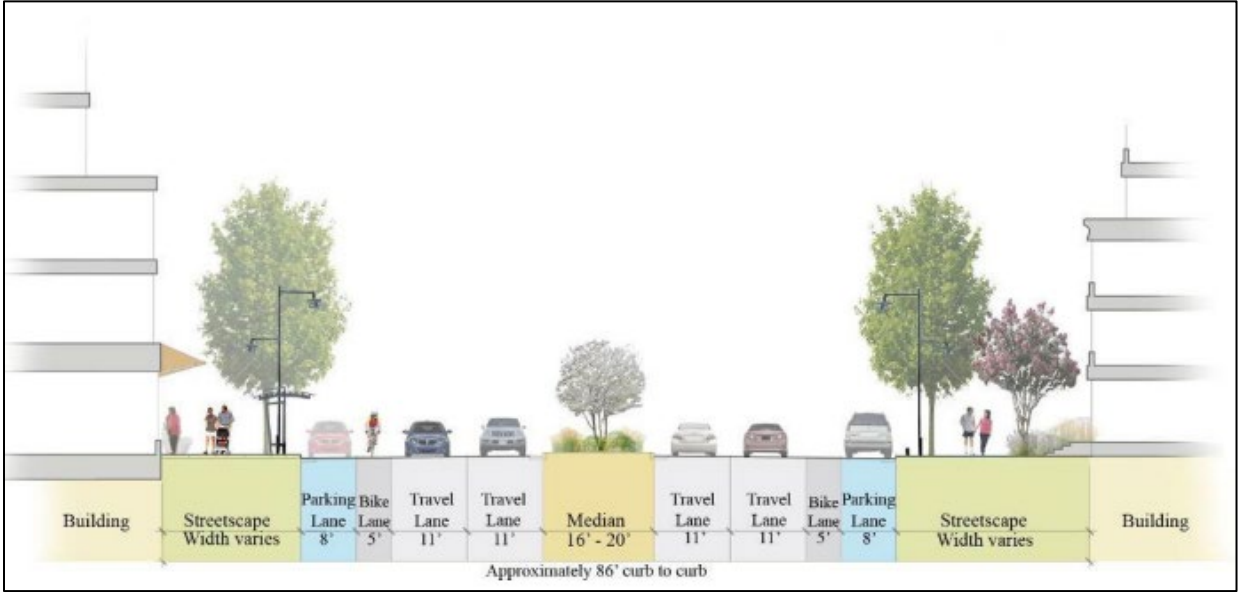
Typical street cross sections are depicted above. Although dimensions are noted, final street design will require accommodation of all applicable road design infrastructure. Additionally, final street designs may vary as necessary to address other design and engineering goals and requirements such as Bus Rapid Transit on select corridors.

Avenues (Minor Arterials)

Boone Boulevard, Greensboro Drive, and Westpark Drive are examples of avenues. Avenues support Boulevards by providing alternative paths and diverting vehicular traffic away from them. Portions of avenues may also accommodate circulators and provide desirable addresses to new business and residential development. These streets may generally have two travel lanes in each direction, on-street parking, wide sidewalks, and bike lanes. Medians are not preferred but may be necessary depending on design, safety, operation, and capacity considerations.

Additionally, avenues extend into the interior of Tysons, connecting residential and employment areas. Uses and character of avenues will range from transit oriented mixed use with street level retail within the station areas, to neighborhood residential within non-station areas like East Side and North Central. Many portions of the avenues could also accommodate circulators or Bus Rapid Transit on shared or dedicated lanes. Figure 2 below provides a general cross section depicting the number of lanes and other streetscape elements. These cross sections are subject to further refinement in the future.

Figure 2
Avenue Section with landscaped median”



ADD: Fairfax County Comprehensive Plan, 2017 Edition Area II Tysons Urban Center, Amended through 2-23-2021 Areawide Recommendations: Transportation Page 56:

Figure 2B
Avenue section with median guideway for BRT

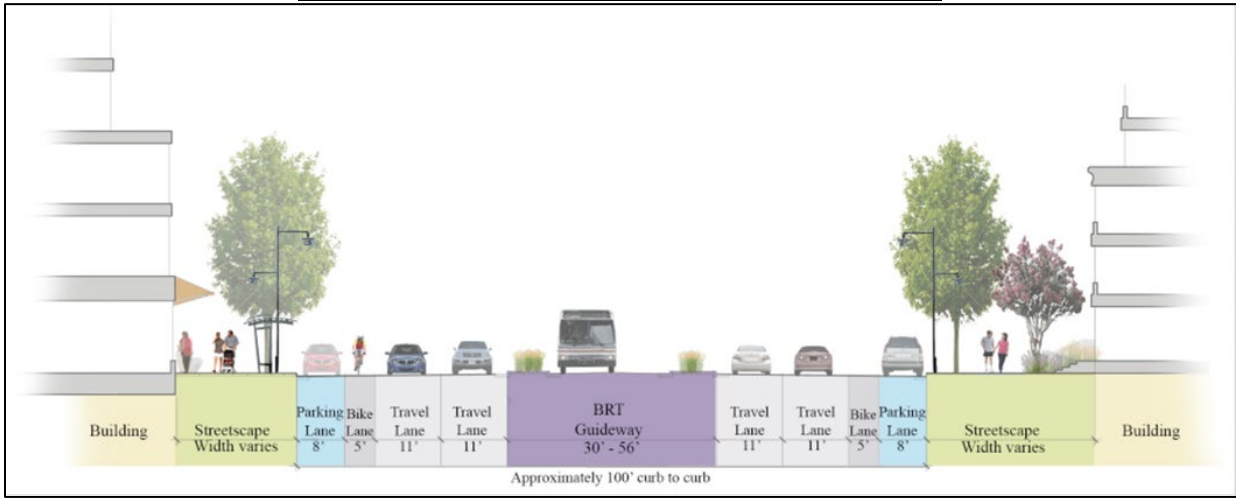
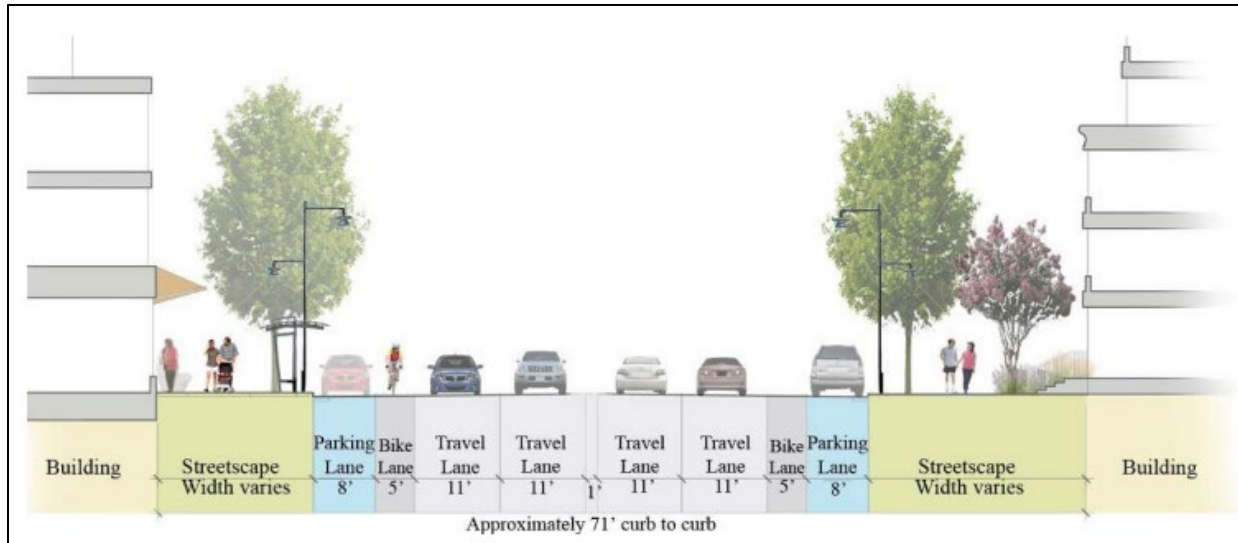


Figure 3
Avenue section with no median



Avenue cross-section dimensions:

- Accommodate Circulator, as identified in the Tysons Circulator Study, or as Tysons Circulator Study may be amended in the future.
- 2 or 3 travel lanes per direction (11 feet for each lane, 10 feet for streets that are residential in character), including BRT lanes, where shown on the Transportation Plan Map.
- The lower range of the BRT guideway is assumed where there are no intersections, and the higher end is anticipated at intersection/station locations.
- The BRT guideway and travel lanes should be accommodated within the approximate curb-to-curb measurement
- Accommodate Bus Rapid Transit, as shown on the Transportation Plan Map.
- On-street parallel parking is recommended. This parking may be prohibited during peak periods to address traffic capacity needs on some streets.
- 8 feet for on-street parallel parking per direction.
- 5 foot on-road dedicated bike lane per direction.
- The desirable width of the median, if provided, is 20 feet to allow safe pedestrian refuge.
- Refer to the Urban Design Recommendations for guidance on the streetscape.

Typical street cross sections are depicted. Although dimensions are noted, final street design will require accommodation of all applicable road design infrastructure. Additionally,

final street designs may vary as necessary to address other design and engineering goals and requirements. For example, a parking lane and a bicycle lane may be combined to operate as a travel lane during peak periods in some locations.

Collector Streets (Collector)

Collector streets within Tysons will connect local streets, with slow-moving traffic, to higher speed facilities like avenues and boulevards. Collector streets typically have one or two travel lanes in each direction. They are slow-moving lanes with traffic calming elements such as bulb-outs at intersections, frequent pedestrian crossings, parallel on-street parking, bike lanes and wide sidewalks to maximize walkability. Medians are not preferred but may be necessary to provide pedestrian refuge or turn lanes. Figure 4 below provides a general cross section depicting the number of lanes and other streetscape elements. These cross sections are subject to further refinement in the future.

Figure 4
Collector street section with one travel lane in each direction and no median

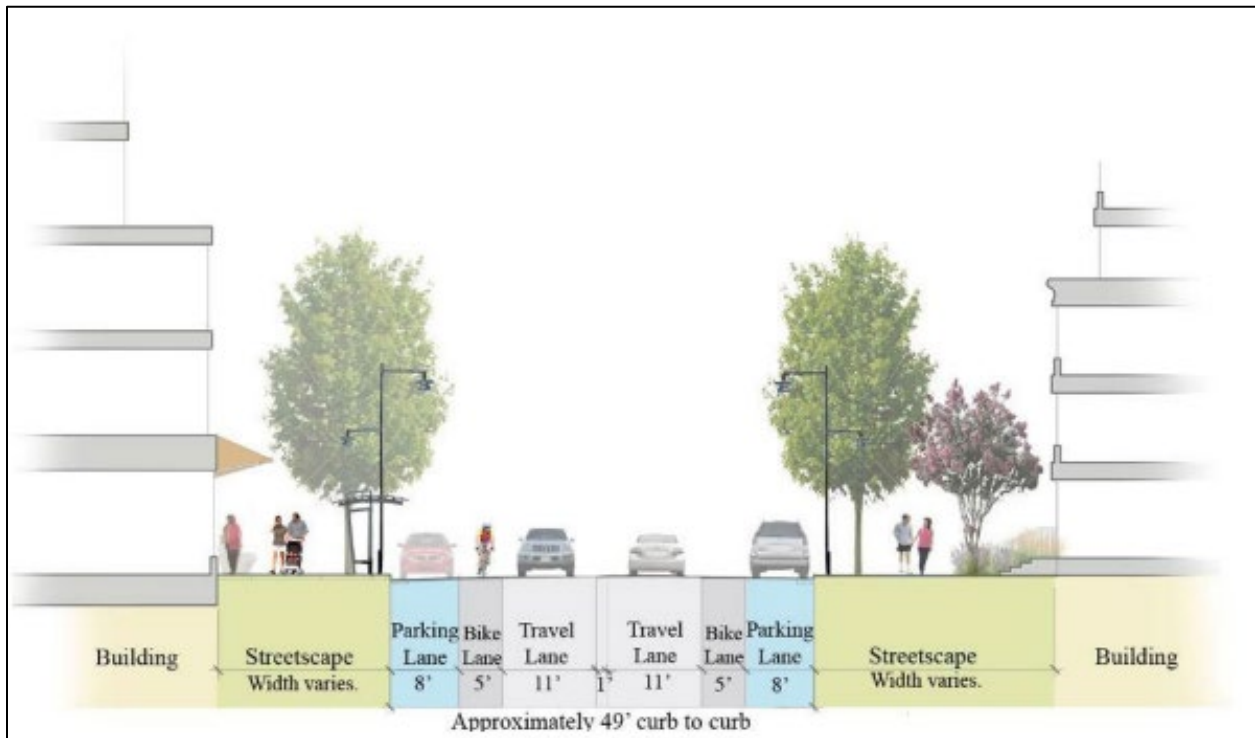
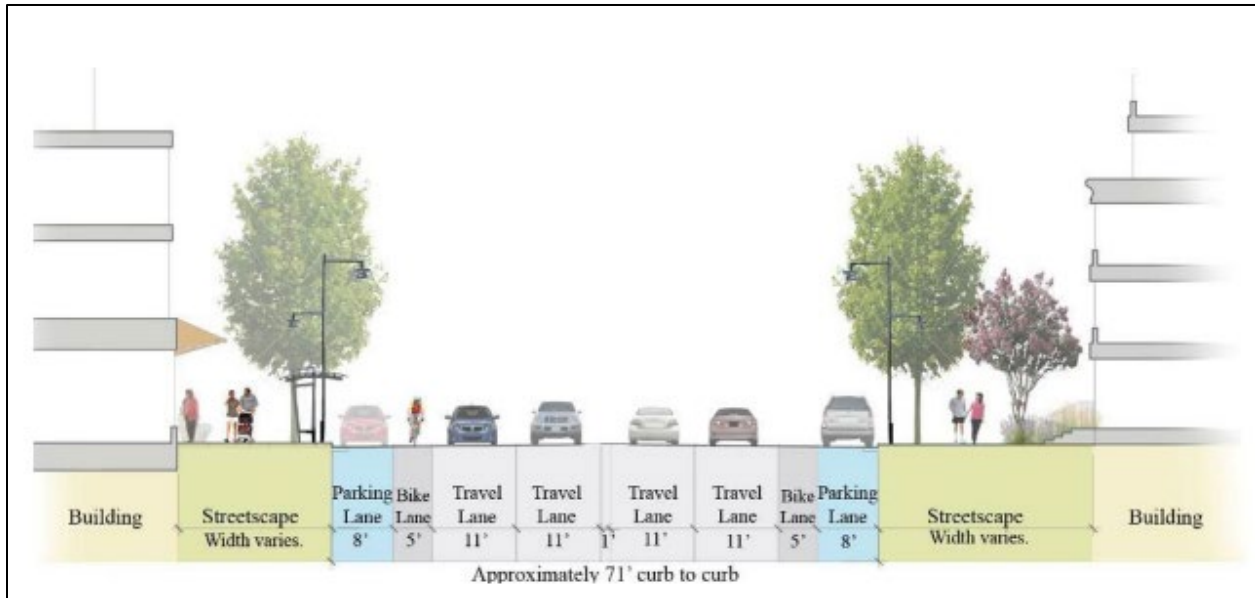


Figure 5
Collector street section with two travel lanes in each direction and no median



Collector Street cross-section dimensions:

- Accommodate Circulator, as identified in the Tysons Circulator Study, or as Tysons Circulator Study may be amended in the future.
- 1 to 2 travel lanes per direction (11 feet minimum for each lane, 10 feet for streets that are residential in character).
- 8 feet for on-street parallel parking per direction.
- 5 foot on-road dedicated bike lane per direction.
- The desirable width of the median, if provided, is 4 to 8 feet to allow safe pedestrian refuge.
- Refer to the Urban Design Recommendations for guidance on the streetscape.
- Accommodate Bus Rapid Transit, in mixed traffic, as shown on the Transportation Plan Map.

Typical street cross sections are depicted. Although dimensions are noted, final street design will require accommodation of all applicable road design infrastructure. Additionally, final street designs may vary as necessary to address other design and engineering goals and requirements, such as Bus Rapid Transit as well as individual development proposals.”

MODIFY: Fairfax County Comprehensive Plan, 2017 Edition, Area II, Tysons Urban Center,
 Amended through 2-23-2021 Areawide Recommendations: Transportation Page 73:

“Table 7
 Transportation Infrastructure, Programs, and Services, As They Relate to the Level of
 Development in Tysons

Type of Transportation Program or Infrastructure Project	Description of Transportation Program or Infrastructure Project	Area Served by Improvement
I. Transportation Improvements Completed		
A. Transit and Pedestrian Improvements		
Rail Transit Routes	Phase I of Metrorail Silver Line Phase I	Tysons-wide/ Countywide
Bus transit routes	Neighborhood bus routes; circulator bus routes serving Metrorail stations; express bus routes on I-95/I-495	Tysons-wide/ Countywide
Sidewalks	Sidewalks to provide connections to developments within walking distance of rail stations (TMSAMS and others)	District
B. Tysons-wide Road Improvements		
Roads – Arterial Widening	Complete widening of Leesburg Pike to 8 lanes between the DAAR and Chain Bridge Road	Tysons-wide
Roads – Freeway Widening	Widen I-495 from 8 to 12 lanes to provide 4 Express Lanes between the Springfield Interchange and the American Legion Bridge	Tysons-wide/ Countywide
Roads – Freeway Ramp	Express Lane ramp connecting to Jones Branch Drive	Tysons-wide
Roads – Freeway Ramp	Express Lane ramp connecting to the Westpark Drive Bridge	Tysons-wide
Roads – Freeway Ramp	Express Lane ramp connecting to Leesburg Pike	Tysons-wide
C. TDM Measures		
TDM	Application of aggressive TDM measures (e.g. 45% reduction in vehicle trips for an office development within 1/8 mile of a Metrorail station)	District
II. Required Additional Transportation Improvements to Accommodate 60 Million sq. ft. of Development		
A. Transit Improvements		
Rail Transit Routes	Completion of Phase II of Metrorail Silver Line (from the Wiehle/Reston East Metrorail Station to west of Dulles Airport with three stations in Fairfax County)	Tysons-wide/ Countywide
Bus Transit Routes	Further improvements to neighborhood bus routes; circulator bus routes and Bus Rapid Transit serving Metrorail stations; express bus routes I-95/I-495 and additional express bus service on I-66.	Tysons-wide/ Countywide
B. Tysons-wide Road Improvements		
Roads – Arterial Widening	Widen Chain Bridge Road to 8 lanes between Leesburg Pike and I-495	Tysons-wide
Roads – Arterial Widening	Widen Chain Bridge Road, from 4 to 6 lanes, between Leesburg Pike and Old Courthouse Road	Tysons-wide
Roads – Arterial Widening	Widen Leesburg Pike, from 4 to 6 lanes, between I-495 and I-66 to accommodate 2 exclusive BRT lanes	Tysons-wide
Roads – Arterial Widening	Widen Leesburg Pike, from 6 to 8 lanes, between Chain Bridge Road and I-495 to accommodate 2 exclusive BRT lanes	Tysons-wide
Roads – Connecting Bridge	Bridge connecting Jones Branch Drive to Scotts Crossing Road	Tysons-wide
Roads – Arterial Widening	Widen Leesburg Pike, from 4 to 6 lanes, between the DAAR and Reston Avenue	Tysons-wide
C. Grid of Streets		
Roads – Grid of Streets	Grid west of Westpark Drive	District
Roads – Grid of Streets	Grid bounded by Gosnell Rd., Leesburg Pike, and Chain Bridge Road	District
Roads – Grid of Streets	Grid connections to Greensboro Drive	District
Roads – Grid of Streets	Grid of streets east of I-495	District
D. TDM Measures		
TDM	Application of aggressive TDM measures (e.g. 45% reduction in vehicle trips for an office development within 1/8 mile of a Metrorail station)	District
E. Misc. Improvements		
Bicycle Access Points	Bicycle connections into and out of Tysons	Tysons-wide
Roads and Intersection Spot Improvements	Intersection improvements outside of Tysons as identified in the Neighborhood Traffic Impact Study and other studies	Tysons-wide

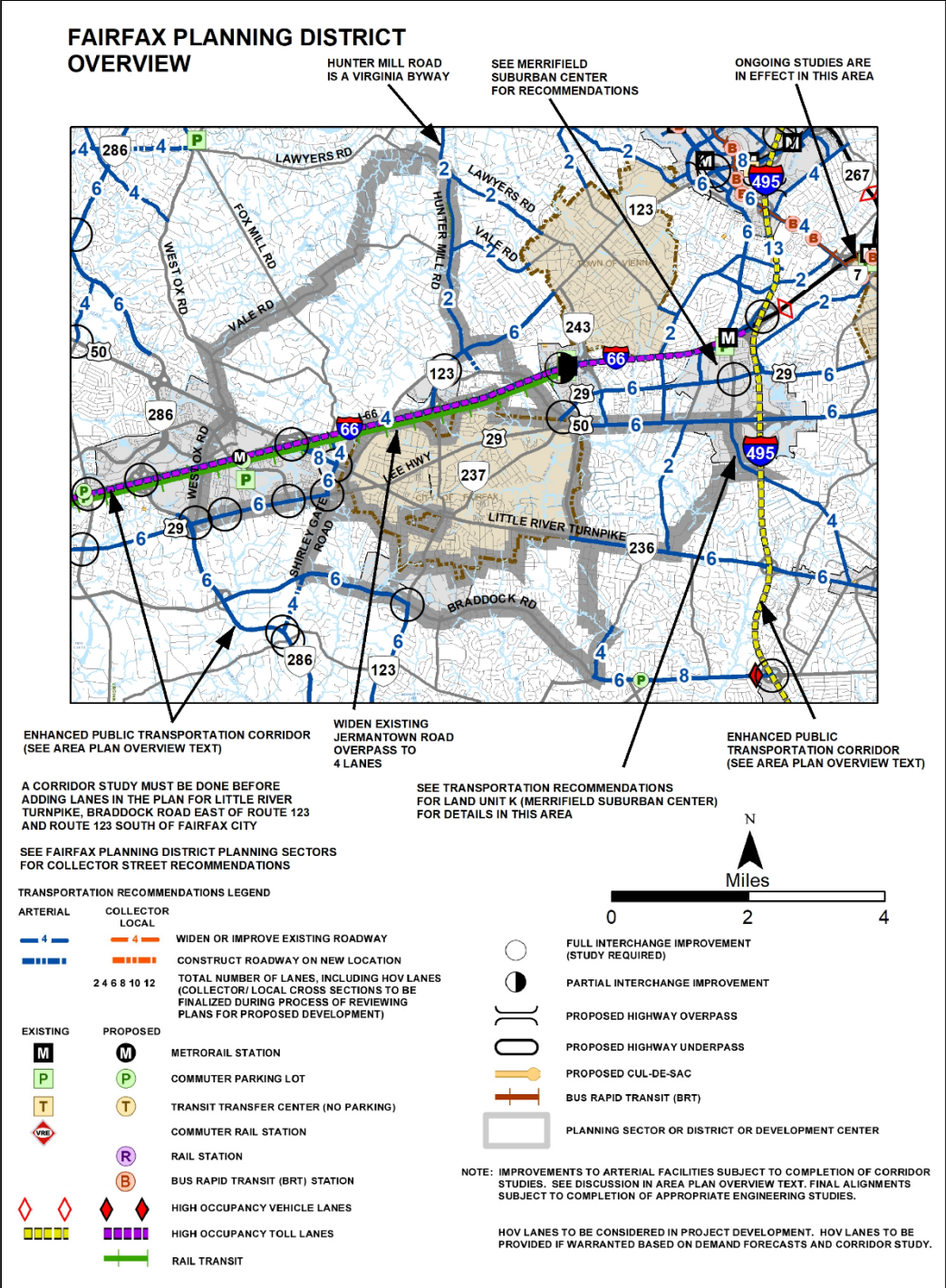
Metrorail Station Access	Access improvements as identified in the Tysons Metrorail Station Access Management Study	Tysons-wide
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Type of Transportation Program or Infrastructure Project	Description of Transportation Program or Infrastructure Project	Area Served by Improvement
III. Required Additional Transportation Improvements to Accommodate 84 Million sq. ft. of Development		
A. Transit Improvements		
Bus Transit Routes	Further improvements to neighborhood bus routes; circulator bus routes and Bus Rapid Transit serving Metrorail stations; BRT routes on I-66 and I-95/I-495	Tysons-wide/ Countywide
B. Tysons-wide Road Improvements		
Roads – Arterial Extension	Extend Boone Boulevard between Boone Boulevard and Northern Neck Drive	Tysons-wide
Roads – Arterial Extension	Extend Greensboro Drive between Spring Hill Road and Tyco Road	District
Roads – Freeway Ramp	Ramp connecting Greensboro Drive extension to westbound DAAR	Tysons-wide
Roads – Freeway Ramp	Ramp connecting Boone Boulevard extension to westbound DAAR and eastbound DAAR to Boone Boulevard extension	Tysons-wide
Roads – Freeway Widening	Collector – distributor roads along the DAAR from Greensboro Drive extension to Hunter Mill Road	Tysons-wide
Roads – Avenue Widening	Widen Magarity Road from 2 to 4 lanes between Great Falls Street to Leesburg Pike	Tysons-wide
Roads – Arterial Widening	Widen Gallows Road from 4 to 6 lanes between Leesburg Pike and I-495	Tysons-wide
Roads – Connecting Road	I-495 crossing connecting the Tysons Corner Center area to Old Meadow (limited to transit, pedestrians, and bicyclists)	Tysons-wide
C. Grid of Streets		
Roads – Grid of Streets	Substantial sections of the grid of streets	District
D. TDM Measures		
TDM	Application of aggressive TDM measures (e.g. 55% reduction in vehicle trips for an office development within 1/8 mile of a Metrorail station)	District
E. Road Safety Improvements		
Roads – Collector Safety Improvement	Improve and enhance the safety of Old Courthouse Road from the Town of Vienna to Gosnell Road	District
F. Misc. Improvements		
Bicycle Access Points	Bicycle connections into and out of Tysons	Tysons-wide
Roads and Intersection Spot Improvements	Intersection improvements outside of Tysons as identified in the Neighborhood Traffic Impact Study and other studies	Tysons-wide
Metrorail Station Access	Access improvements as identified in the Tysons Metrorail Station Access Management Study	Tysons-wide
IV. Required Additional Transportation Improvements to Accommodate 113 Million sq. ft. of Development		
A. Transit Improvements		
Improved Transit	Additional BRT routes, other supporting services including park-and-ride, feeder bus routes to rail stations	Tysons-wide/ Countywide
Urban Transit Corridors	At least two additional urban transit corridors with substantial TOD development: Orange Line Metrorail extension and an additional rail extension	Tysons-wide/ Countywide
B. Tysons-wide Road Improvements		
Roads – Freeway Widening	Widen I-495 (Outer Loop) between Leesburg Pike and I-66 by one lane	Tysons-wide
Roads – Freeway Ramps	Ramps connecting Jones Branch Drive to westbound DAAR and eastbound DAAR to Jones Branch Drive.	Tysons-wide
C. Grid of Streets		
Roads – Grid of Streets	Completion of the grid of streets	District
D. TDM Measures		
TDM	Application of more aggressive TDM measures (e.g. 65% reduction in vehicle trips for an office development within 1/8 mile of a Metrorail station)	District

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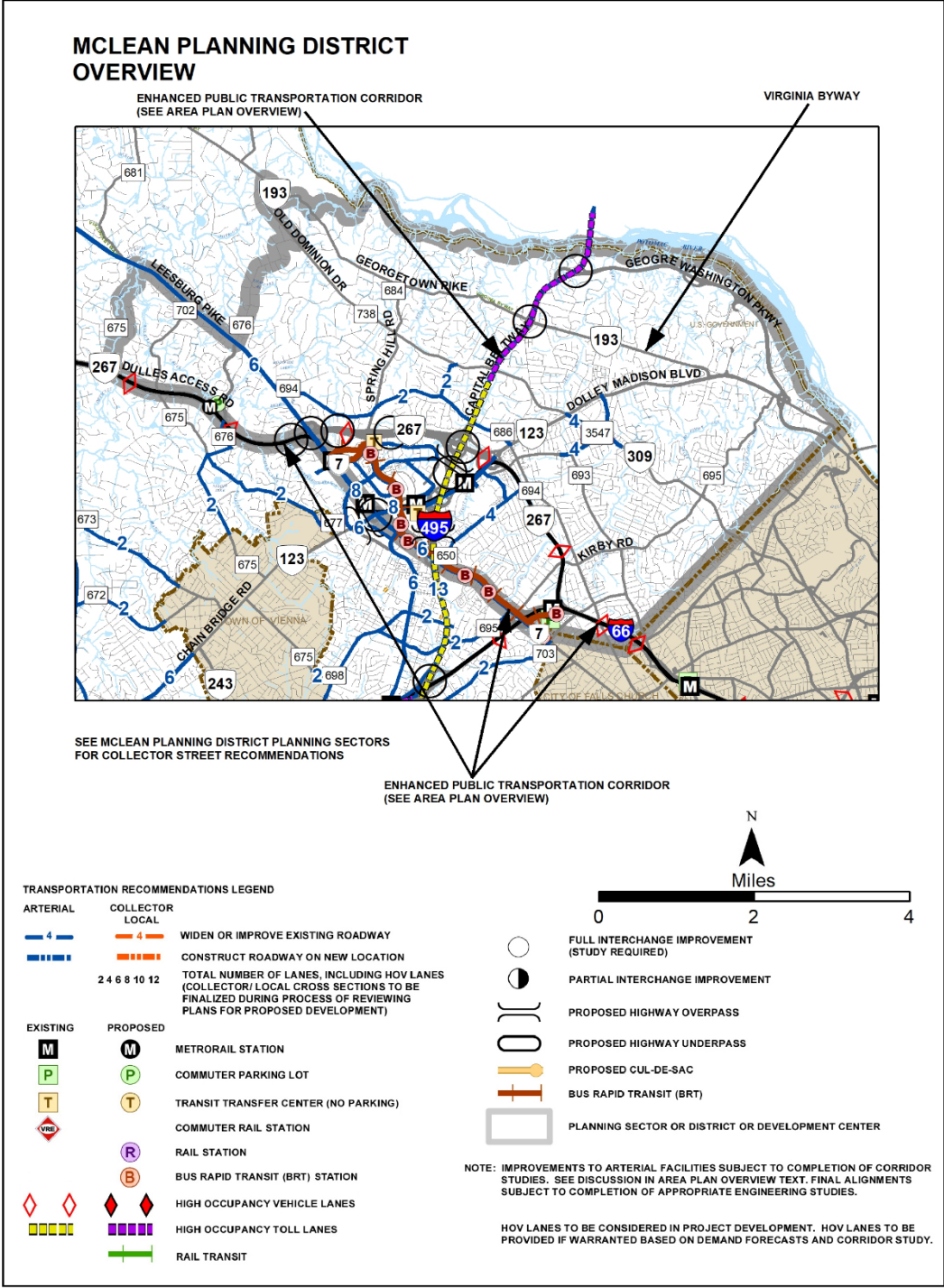
MODIFY FIGURE:

Fairfax County Comprehensive Plan, 2017 Edition, Area II, Fairfax Planning District, as amended through February 23, 2021, Overview, Figure 2, “Countywide Transportation Recommendations, Fairfax Planning District,” page 5, to incorporate updates to the corridor recommendations within the figure as shown below:



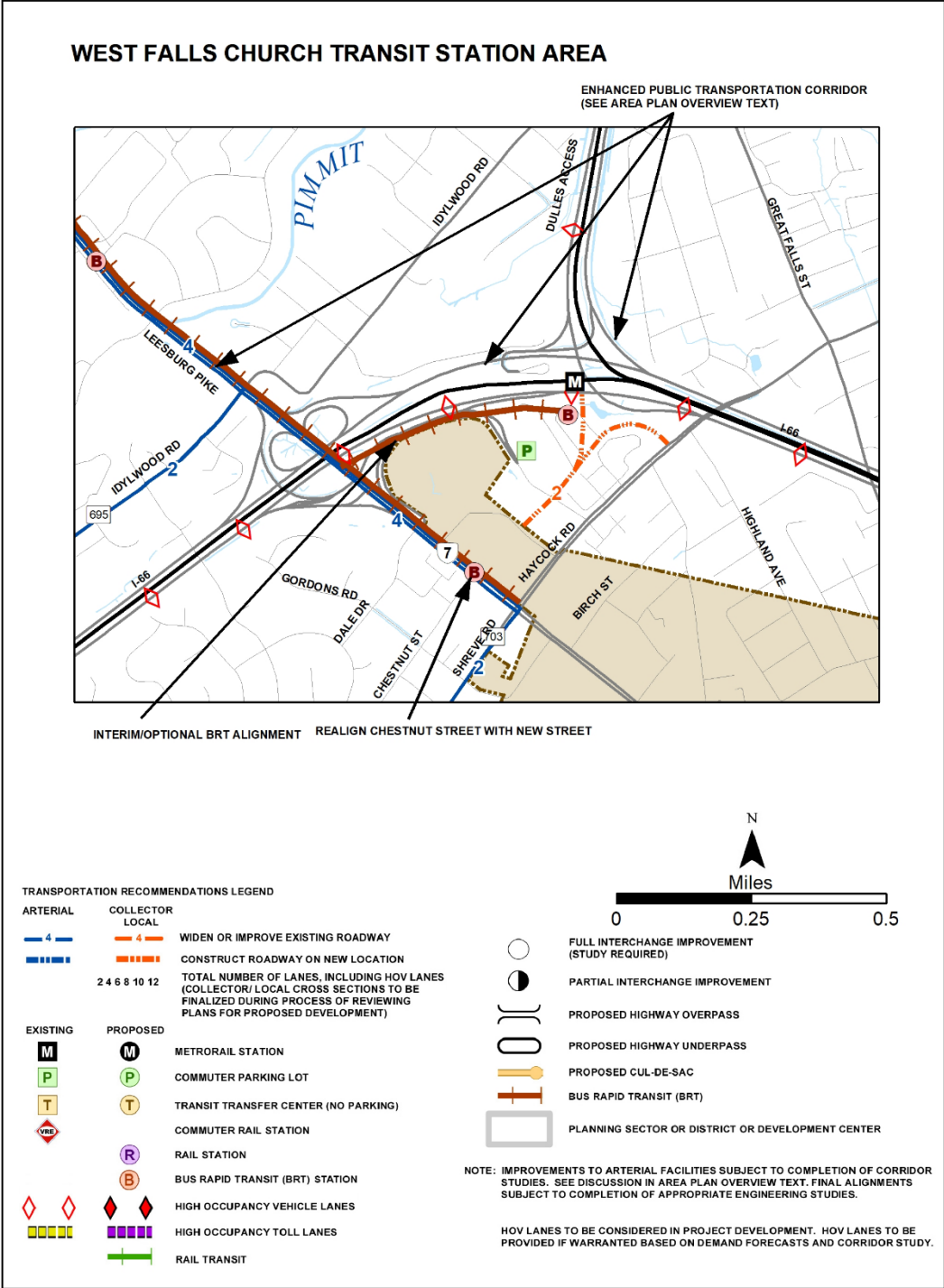
MODIFY FIGURE:

Fairfax County Comprehensive Plan, 2017 Edition, Area II, McLean Planning District, as amended through October 19, 2021, Overview, Figure 2, "Countywide Transportation Recommendations, McLean Planning District," page 4, to incorporate updates to the corridor recommendations within the figure as shown below.



MODIFY FIGURE:

Fairfax County Comprehensive Plan, 2017 Edition, Area II, McLean Planning District, as amended through October 19, 2021, West Falls Church Transit Station Area, Figure 35, "Transportation Recommendations," page 92, to incorporate updates to the corridor recommendations within the figure as shown below.



MODIFY:

Fairfax County Comprehensive Plan, 2017 Edition, Area II McLean Planning District, Amended through 10-19-2021 West Falls Church Transit Station Area Page 91:

“Transportation

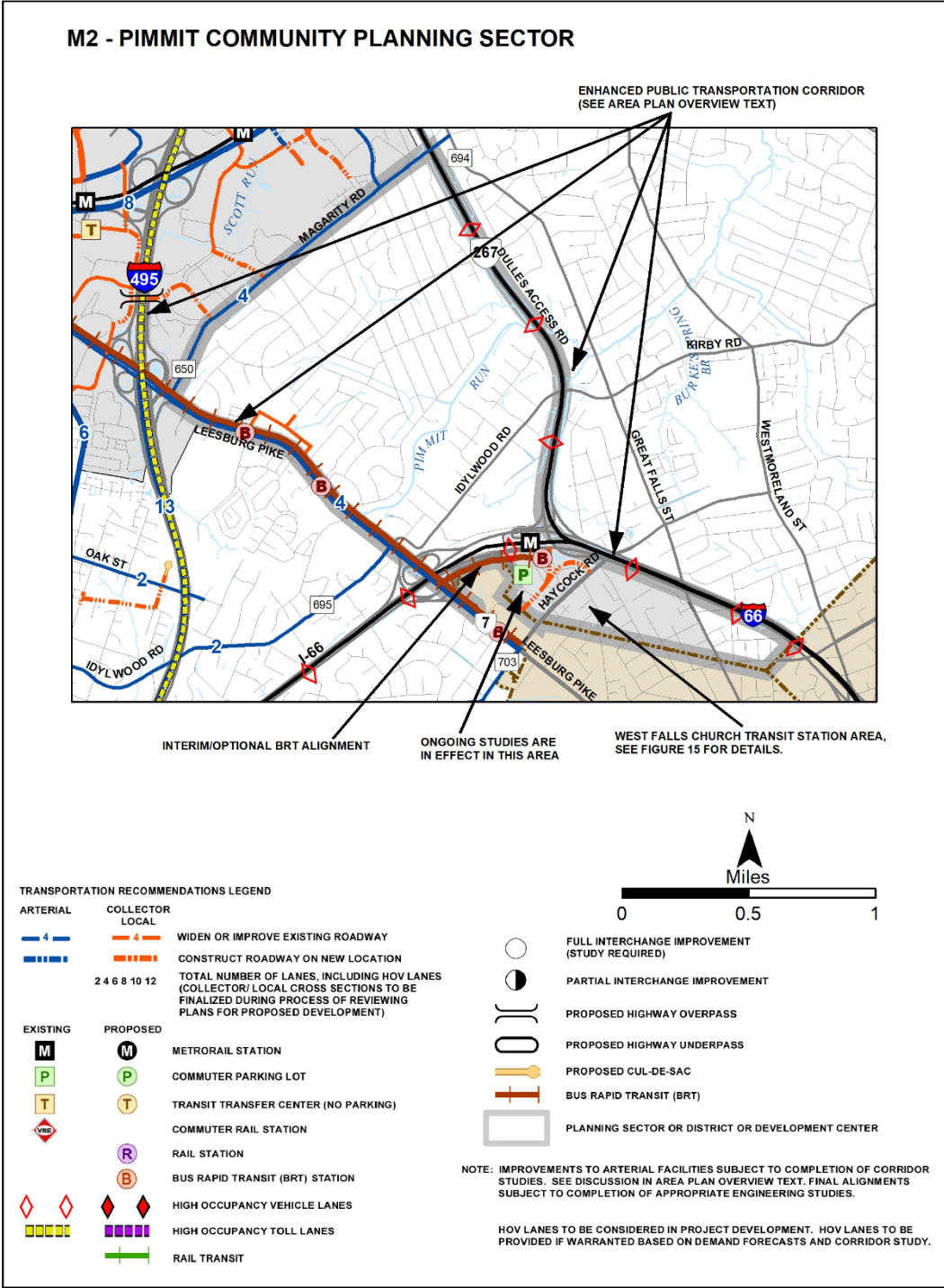
Planned roadway improvements in the vicinity of the West Falls Church TSA are shown on Figure 35.

Recommended Public Transit Improvements

A ~~high-quality transit~~ Bus Rapid Transit system is expected along the Route 7 corridor. Provisions for this transit system, such as appropriately sized bus bays and shelters, should be accommodated along Route 7 and adjacent to the WMATA Metrorail station entrance. Standards for transit-serving infrastructure should be reviewed with FCDOT’s Transit Services Division during the entitlement process for individual developments.”

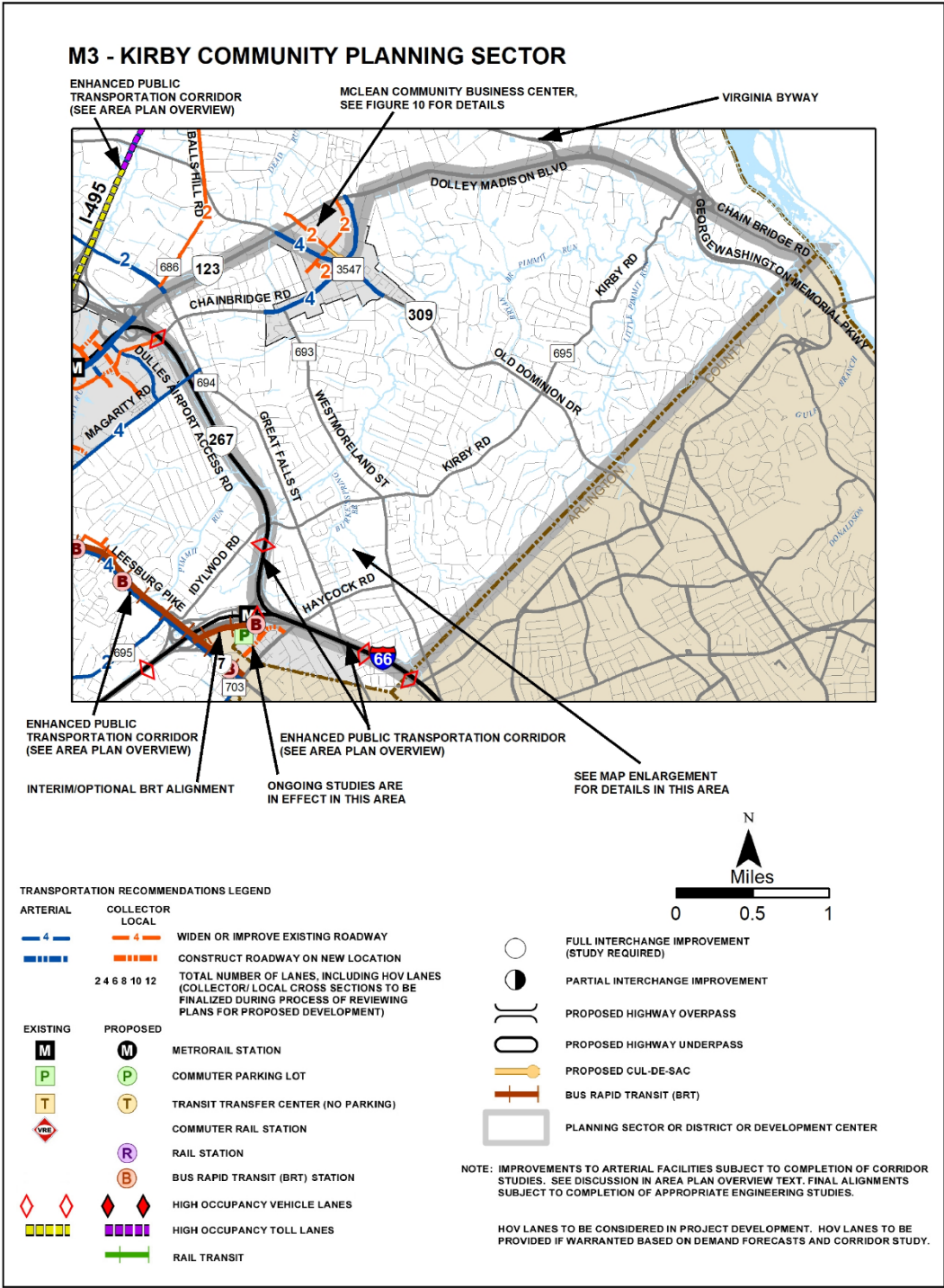
MODIFY FIGURE:

Fairfax County Comprehensive Plan, 2017 Edition, Area II, McLean Planning District, as amended through October 19, 2021, M2-Pimmit Community Planning Sector, Figure 42, “Transportation Recommendations,” page 114, to incorporate updates to the corridor recommendations within the figure as shown below.



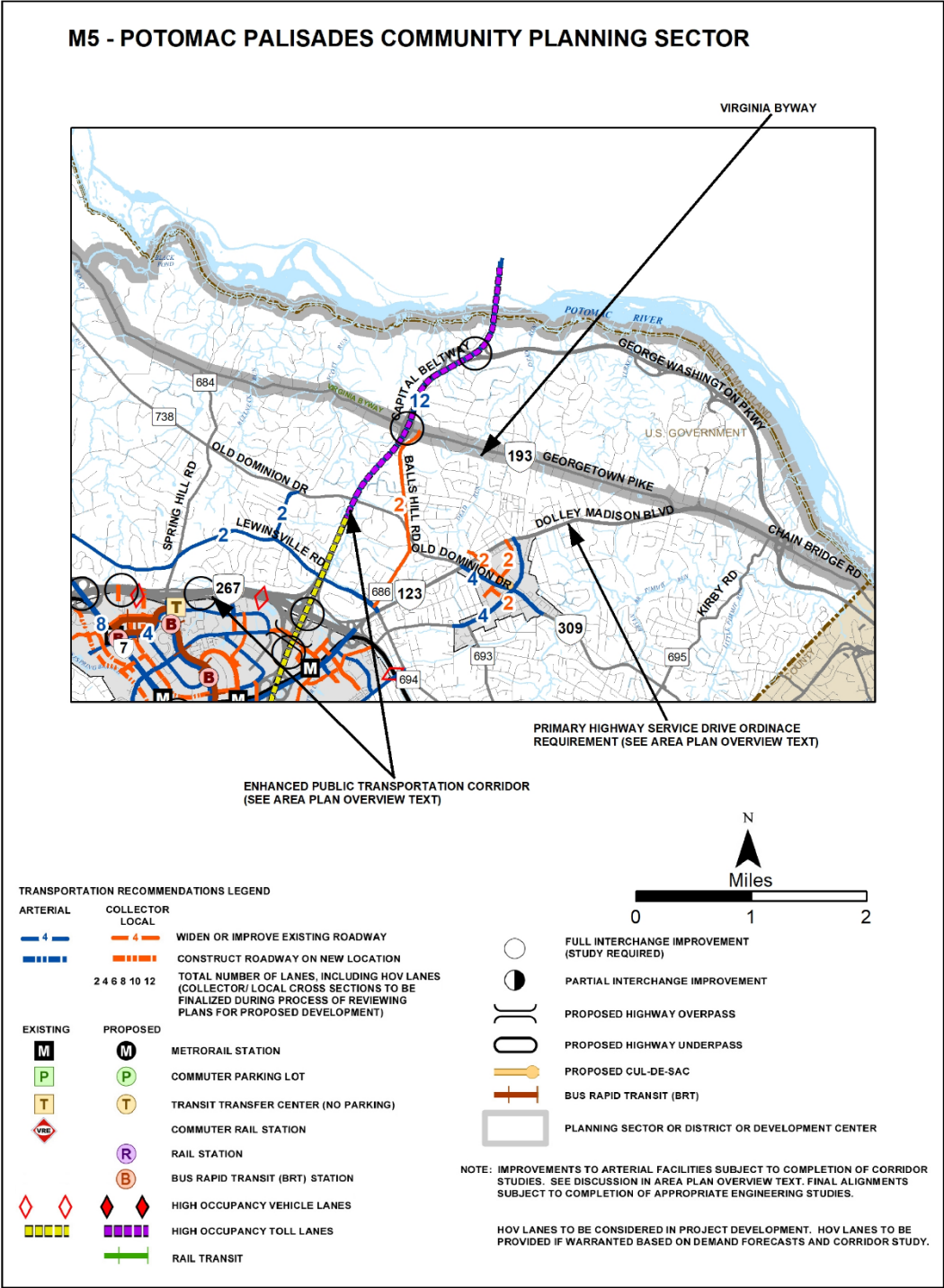
MODIFY FIGURE:

Fairfax County Comprehensive Plan, 2017 Edition, Area II, McLean Planning District, as amended through October 19, 2021, M3-Kirby Community Planning Sector, Figure 45, "Transportation Recommendations," page 122, to incorporate updates to the corridor recommendations within the figure as shown below.



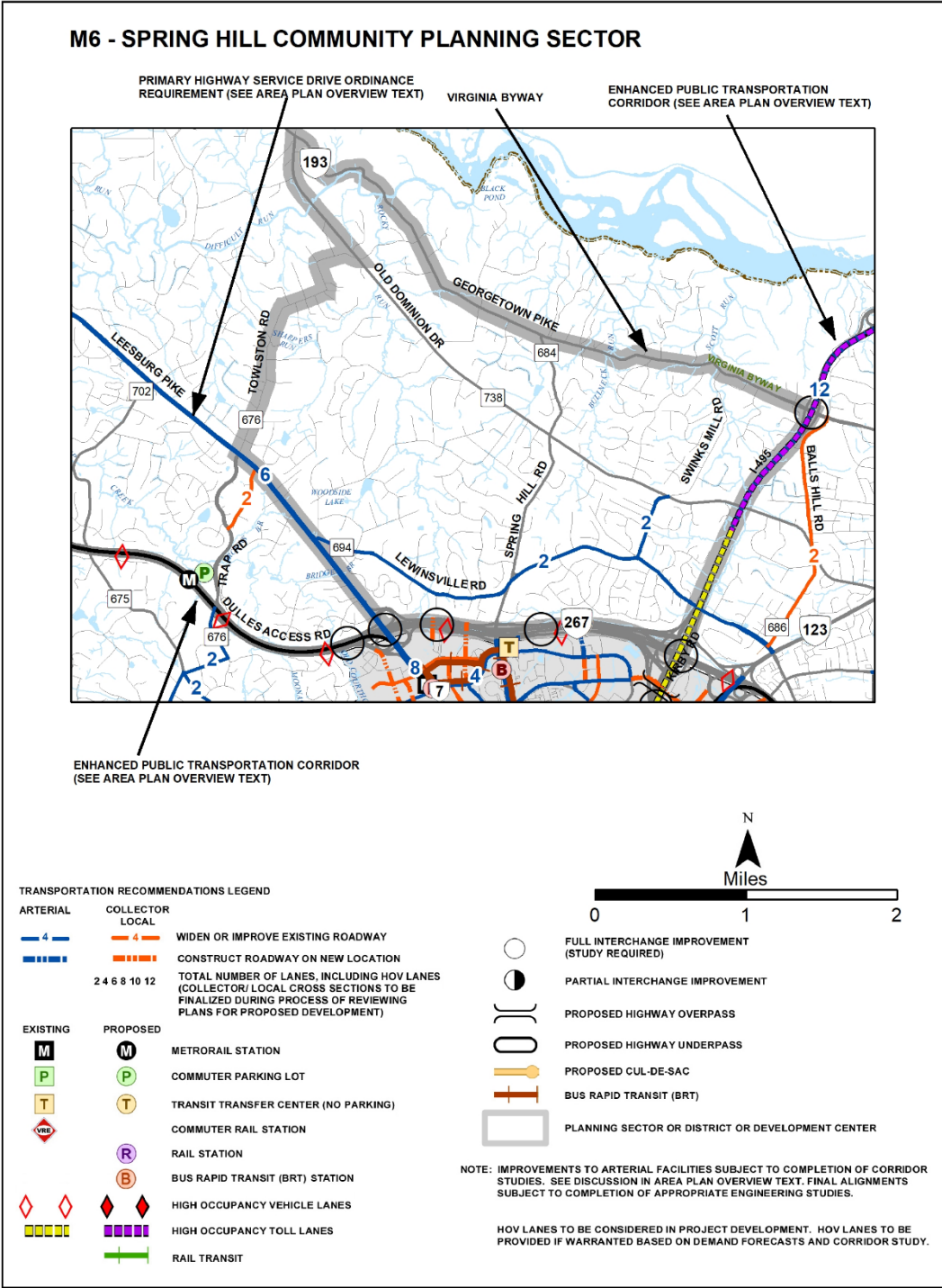
MODIFY FIGURE:

Fairfax County Comprehensive Plan, 2017 Edition, Area II, McLean Planning District, as amended through October 19, 2021, M5-Potomac Palisades Community Planning Sector, Figure 52, "Transportation Recommendations," page 135, to incorporate updates to the corridor recommendations within the figure as shown below.



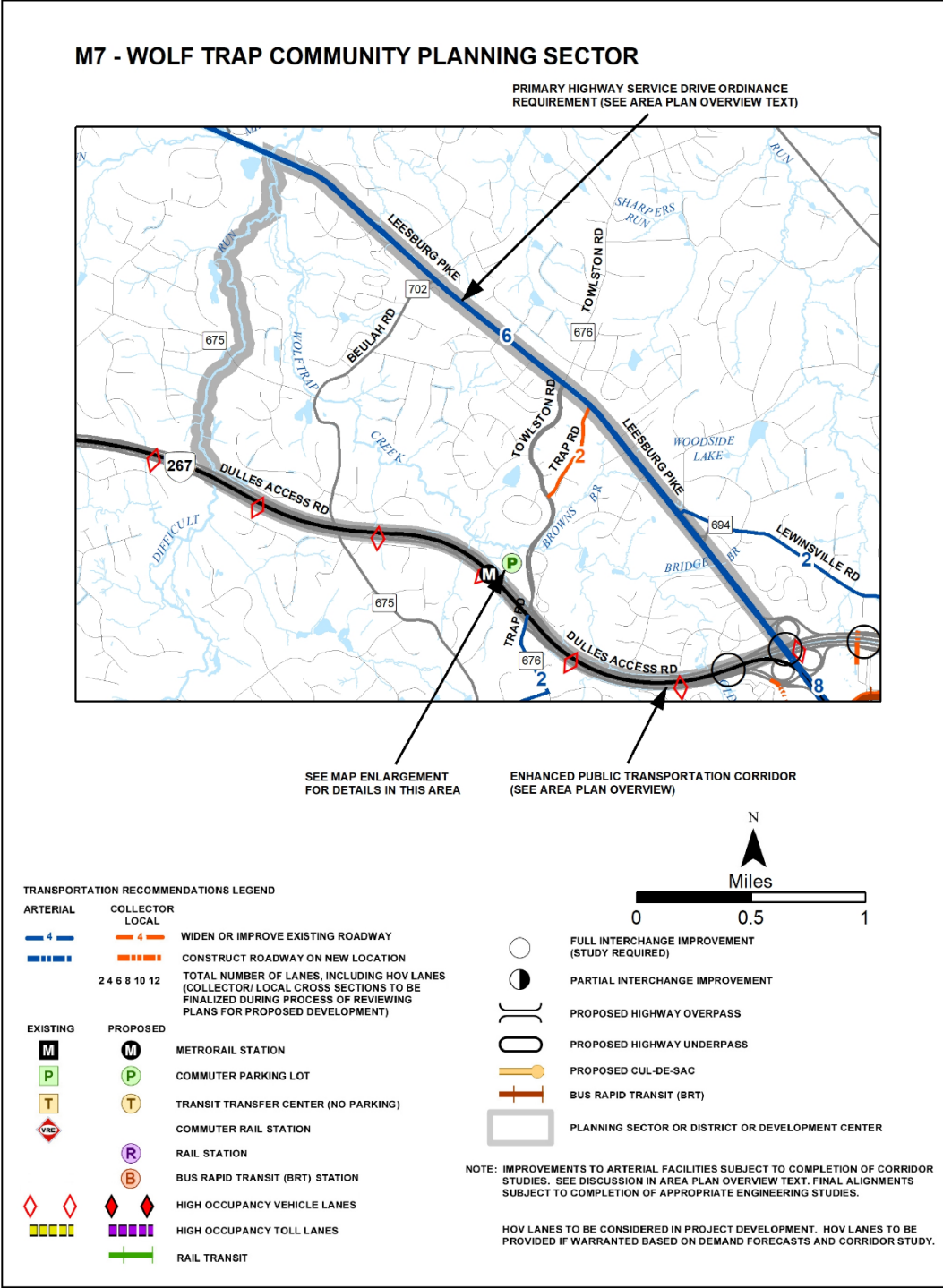
MODIFY FIGURE:

Fairfax County Comprehensive Plan, 2017 Edition, Area II, McLean Planning District, as amended through October 19, 2021, M6-Spring Hill Community Planning Sector, Figure 55, "Transportation Recommendations," page 141, to incorporate updates to the corridor recommendations within the figure as shown below.



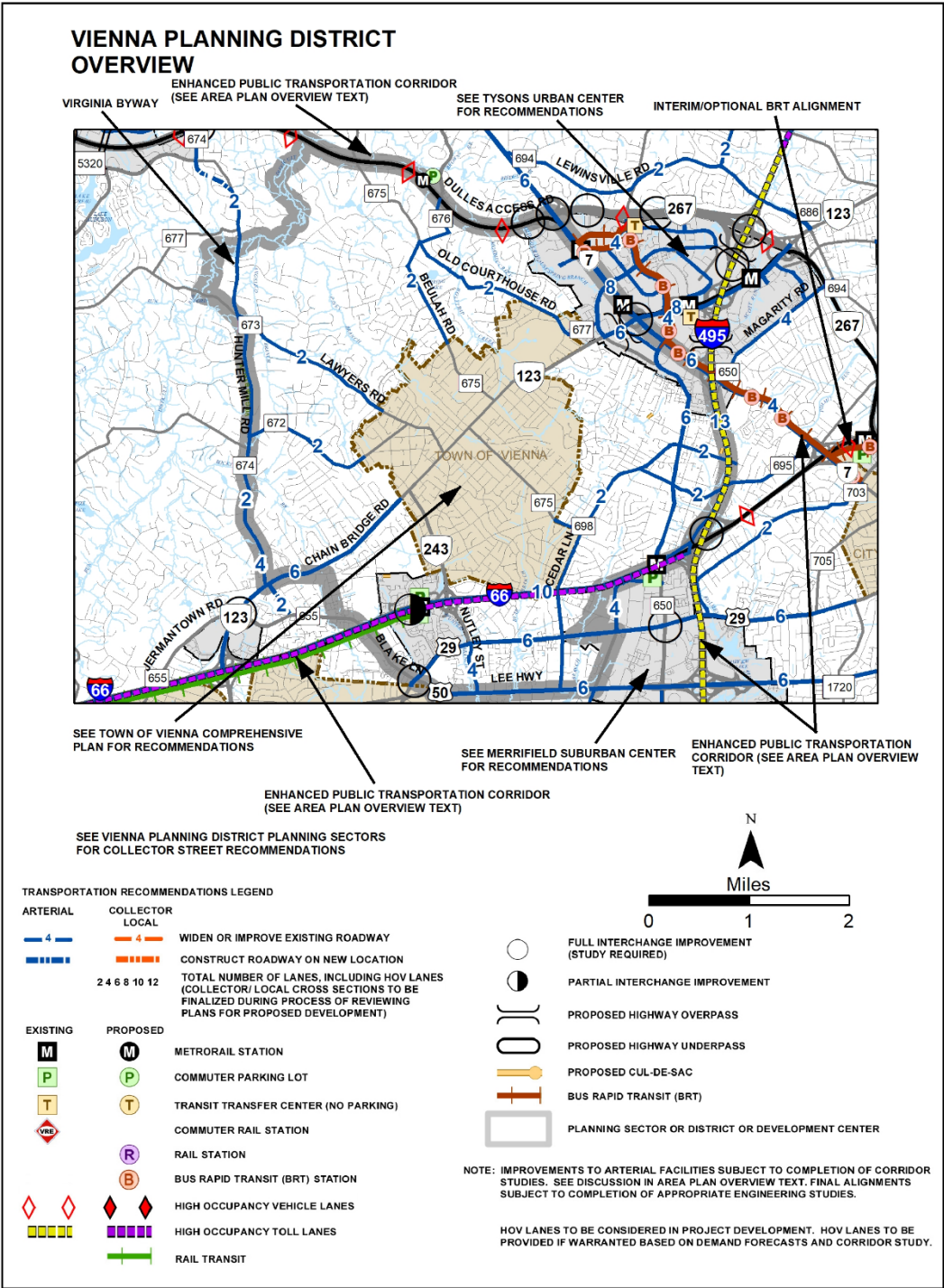
MODIFY FIGURE:

Fairfax County Comprehensive Plan, 2017 Edition, Area II, McLean Planning District, as amended through October 19, 2021, M7-Wolf Trap Community Planning Sector, Figure 58, “Transportation Recommendations,” page 147, to incorporate updates to the corridor recommendations within the figure as shown below.



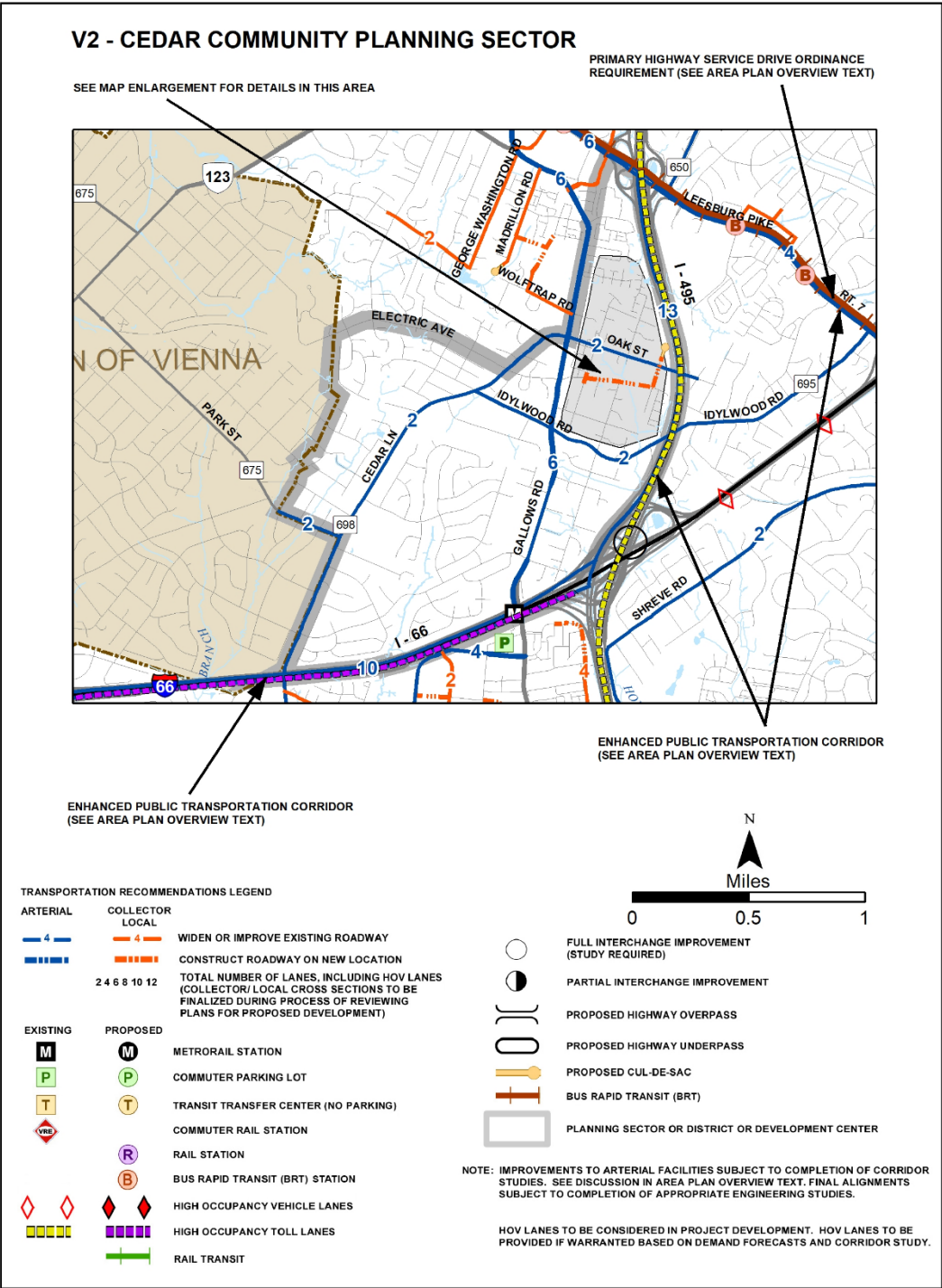
MODIFY FIGURE:

Fairfax County Comprehensive Plan, 2017 Edition, Area II, Vienna Planning District, as amended through February 23, 2021, Overview, Figure 2, "Countywide Transportation Recommendations, Vienna Planning District," page 4 to incorporate updates to the corridor recommendations within the figure as shown below.



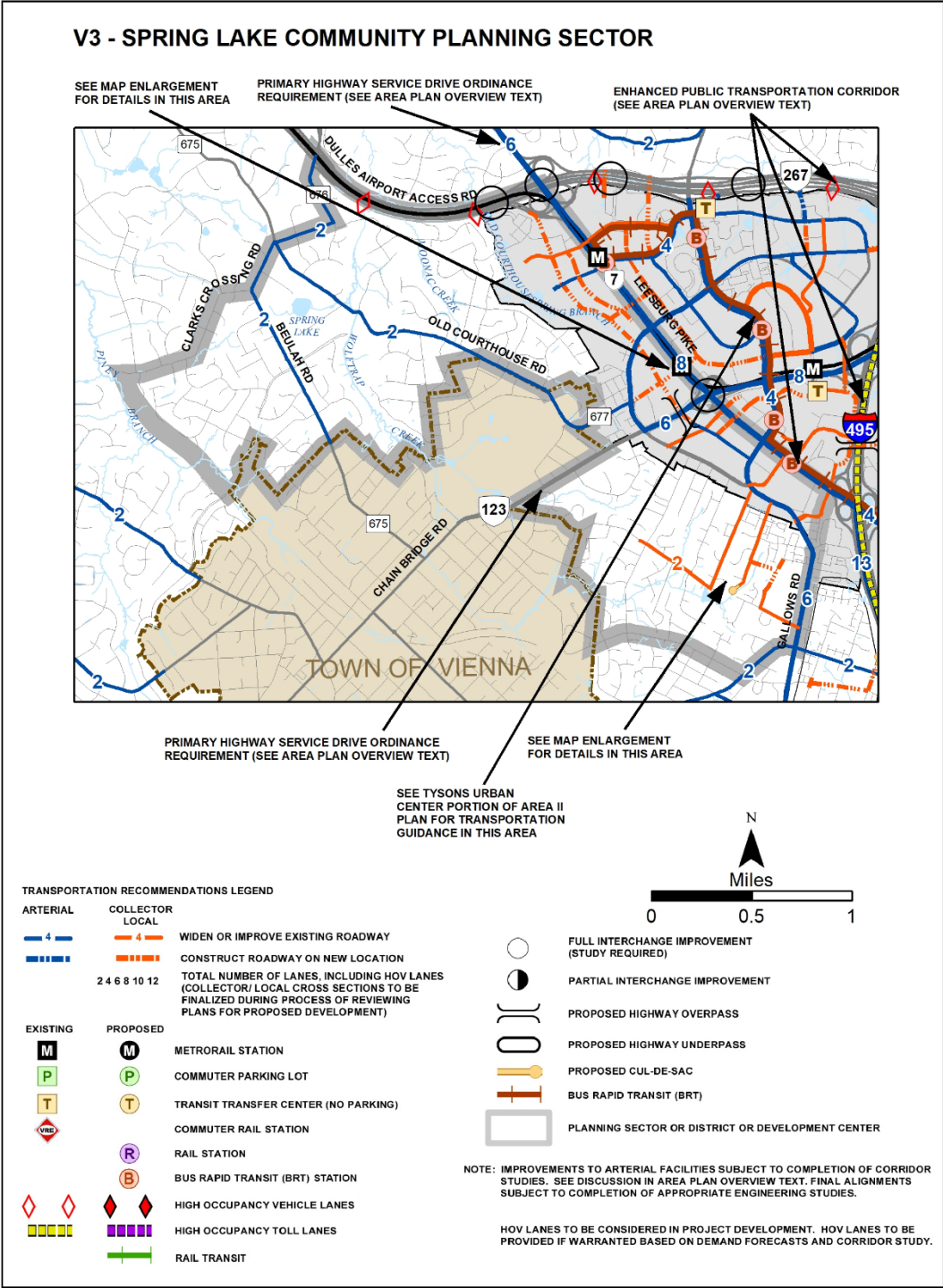
MODIFY FIGURE:

Fairfax County Comprehensive Plan, 2017 Edition, Area II, Vienna Planning District, as amended through February 23, 2021, V2-Cedar Community Planning Sector, Figure 20, "Transportation Recommendations," page 59, to incorporate updates to the corridor recommendations within the figure as shown below.



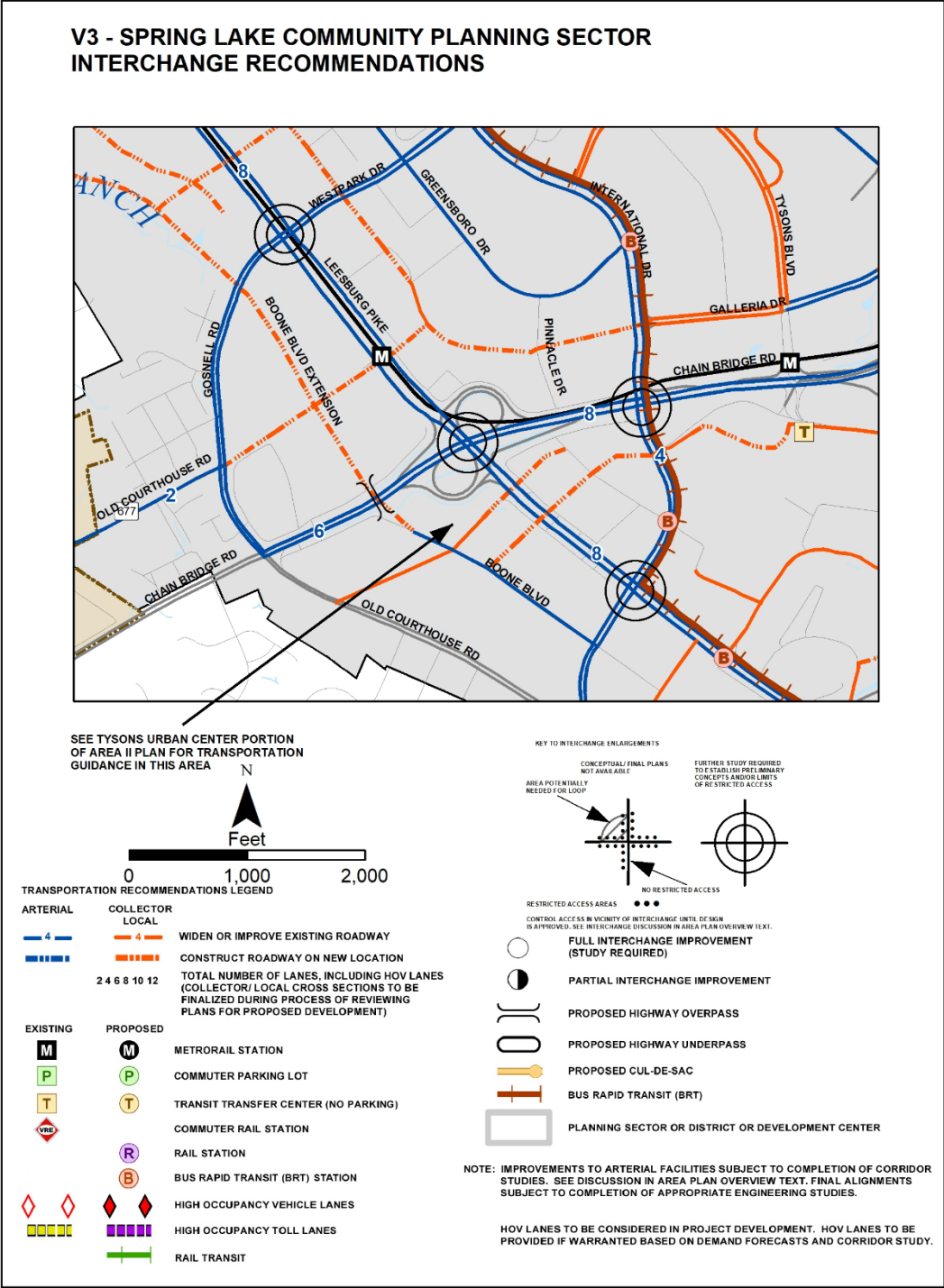
MODIFY FIGURE:

Fairfax County Comprehensive Plan, 2017 Edition, Area II, Vienna Planning District, as amended through February 23, 2021, V3-Spring Lake Community Planning Sector, Figure 24, "Transportation Recommendations," page 69, to incorporate updates to the corridor recommendations within the figure as shown below.



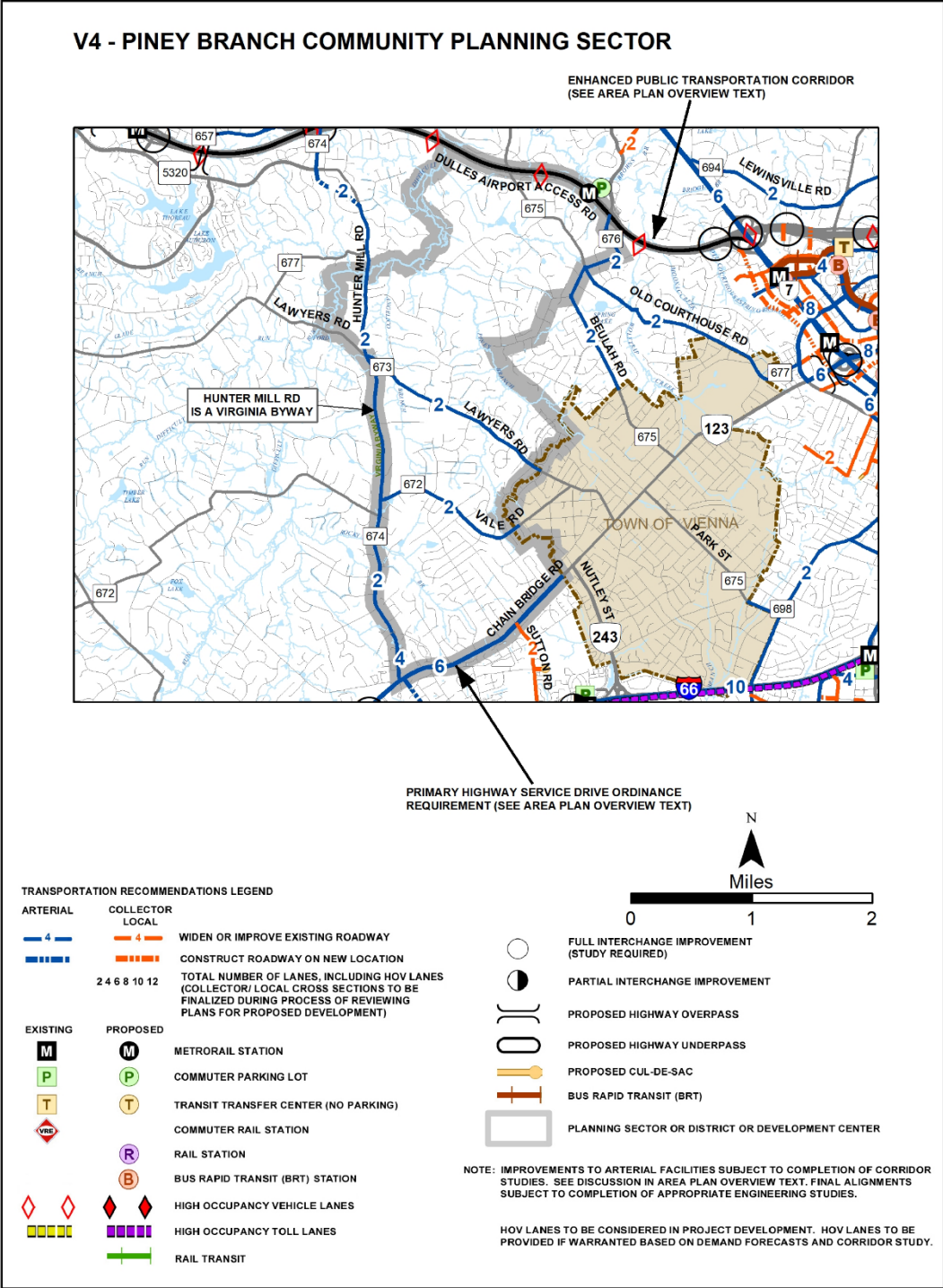
MODIFY FIGURE:

Fairfax County Comprehensive Plan, 2017 Edition, Area II, Vienna Planning District, as amended through February 23, 2021, V3-Spring Lake Community Planning Sector, Figure 26, “Interchange Recommendations,” page 71, to incorporate updates to the corridor recommendations within the figure as shown below.



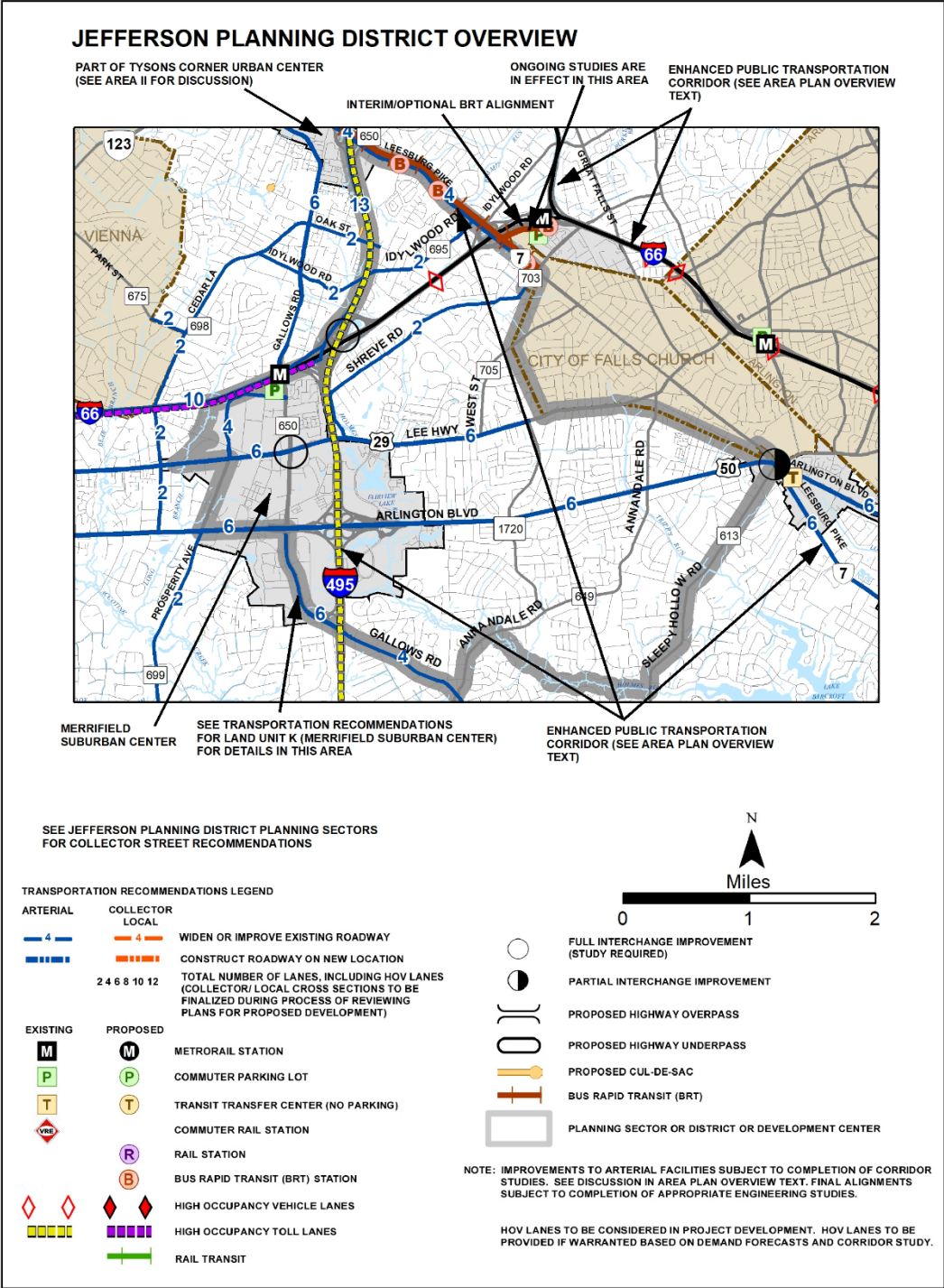
MODIFY FIGURE:

Fairfax County Comprehensive Plan, 2017 Edition, Area II, Vienna Planning District, as amended through February 23, 2021, V4-Piney Branch Community Planning Sector, Figure 29, "Transportation Recommendations," page 77, to incorporate updates to the corridor recommendations within the figure as shown below.



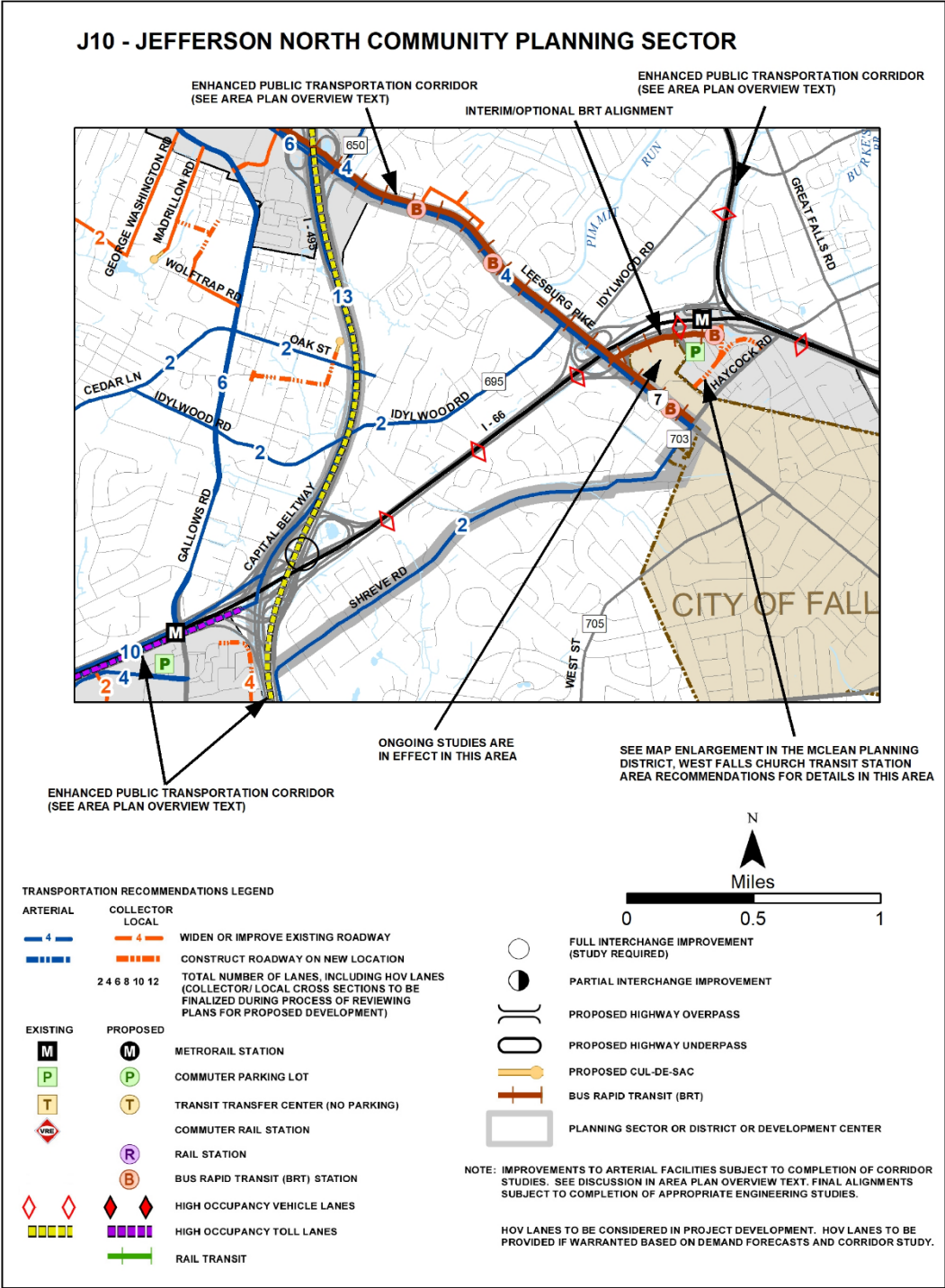
MODIFY FIGURE:

Fairfax County Comprehensive Plan, 2017 Edition, Area I, Jefferson Planning District, as amended through July 13, 2021, Overview, Figure 2, "Countywide Transportation Recommendations, Jefferson Planning District," page 4, to incorporate updates to the corridor recommendations within the figure as shown below.



MODIFY FIGURE:

Fairfax County Comprehensive Plan, 2017 Edition, Area I, Jefferson Planning District, as amended through July 13, 2021, J10-Jefferson North Community Planning Sector, Figure 33, "Transportation Recommendations," page 70, to incorporate updates to the corridor recommendations within the figure as shown below.



MODIFY FIGURE:

Fairfax County Comprehensive Plan, 2017 Edition, Area I, Jefferson Planning District, as amended through July 13, 2021, J10-Jefferson North Community Planning Sector, Figure 34, "Transportation Recommendations," page 71, to incorporate updates to the corridor recommendations within the figure as shown below.

