

Summary of Proposed Changes to Tysons Plan

November 29, 2016

Overall Changes

- All uses of “Corner,” as in “Tysons Corner,” have been removed unless used to refer to a proper name.
- Since Metrorail opened before this update was completed, all text referring to the timing of Metrorail opening has been changed to indicate that rail is open.
- Editorial revisions for clarity, consistency
- Tysons Corner to Tysons name change
- Editorial revisions for clarity, consistency

Phase 1 – Implementation, Land Use, and Urban Design sections

General Changes

- New Metro station names (District names will stay the same for now)

Vision for Tysons

- Revised Planning Horizon section to address 40+ year planning horizon

Implementation

- Updated references to Circulator Study (completed Feb. 2013)
- New paragraph on Tysons Partnership
- Revised section on Funding Strategies to reflect BOS recommendations
- Changes to development review processes: interdisciplinary Core Team and Steering Committee approach
- MOA with VDOT on Tysons Street Standards
- Tysons Urban Design Guidelines
- PFM Amendments

Land Use

- Initial Development Level
- Clarification of SE for office uses above 2.5 FAR and criteria for additional intensity for development proposals just outside ¼ mile Metro ring
- Delete references to additional intensity along future Circulator routes
- New section on Development Levels stressing importance of balancing growth with infrastructure and explicitly setting 113 million square feet as maximum development target for Tysons Plan
- Revision to Phasing to Transportation Improvements based on BOS funding plan
- Changes to Phasing to Public Facilities based on the ground experience with zoning cases

Urban Design

- Revisions to be consistent with Tysons Urban Design Guidelines
- Deletion of some recommendations deemed too specific for Comp Plan (but included in Urban Design Guidelines)
- Added guidance on fire access

Phase 2 – Transportation section

General Changes

- Reflect the completion of significant transportation projects including:
 - Silver Line Phase 1 (opened in 2014)
 - I-495 Express Lanes (opened in 2012)
- Reflect the completion of significant transportation studies and projects undertaken to help facilitate the implementation of the plan (more information on many of these studies is provided below):
 - Tysons Multimodal Transportation Hubs Analysis (completed in 2013)
 - Fairfax County Bicycle Master Plan (Complete on 2014)
 - Consolidated Traffic Impact Analyses (CTIAs) (completed in 2013)
 - Dulles Toll Road Ramps Study (completed in 2013)
 - Phasing Study (completed 2011)
 - Transportation Design Standards for Tysons (adopted by VDOT in 2011)
- Reflect the completion of follow-on motions directed by the BOS at plan adoption:
 - Tysons Circulator Study (completed in 2013)
 - Tysons Funding Plan (Endorsed by BOS 2013)

System of Circulators

- The Circulator section has been updated to reflect the completion of the Tysons Circulator Study which refined the conceptual routes in the 2010 plan. Study recommends three long-term route and identified bus service as the most appropriate transit mode.
- Map 6 “Conceptual Circulator Routes” is proposed to be replaced with Map 6 “Recommended Circulator Network”.

Multimodal Transportation Hubs

- The Multimodal Transportation Hubs section has been updated to reflect the completion of the Tysons Multimodal Hub Analysis Study. The study developed plans each of the four Tysons Corner Metrorail Stations including recommendations for services to be offer at each hub location, and how to implement service recommendation.
- Text has been updated to reflect that recommendations from the study should be considered for redevelopment adjacent to Metrorail station.

Grid of Streets

- The Grid of Streets Section has been updated to reflect the completion of the Tysons Consolidated Traffic Impact Analyses (CTIAs) which refined the grid of streets and

identified other necessary transportation improvements to facilitate the grid. Text has been added to describe transportation improvements including the Dulles Toll Road Collector-Distributor Lanes and Additional Lanes, the Modified Intersection Treatment Area on Route 123.

Map 7

- Map 7 “Conceptual Functional Classification for the Tysons Road Network” is proposed to be replaced with the “Planned Tysons Road Network and Functional Classification” map. The map depicts the functional classification of the planned roadway network in Tysons.
- The map has been updated with a grid of streets that reflects the results of the Tysons CTIAs and approved rezoning applications.
- The map has also been updated to show transportation improvements identified in the CTIAs including the Dulles Toll Road Collector-Distributor Lanes and Additional Lanes, the Modified Intersection Treatment Area on Rt. 123, Potential Ramp Improvements, and interchange improvements.

Street Types and Design Guidelines

- Street cross sections, previously showing a median-running light rail system, have been removed since the Tysons Circulator Study does not recommend light rail.
- Text reflecting VDOT’s adoption of the Transportation Design Standards for Tysons has been added.

Highway Connections and Beltway Crossings

- Five projects have been added under “Highway Connections and Beltway Crossings” as recommended by the Tysons CTIA. These improvements are also shown in Map 7, the Planned Tysons Road Network and Functional Classification Map.

Bicycle Network

- The Bicycle Network section, including Map 8, has been updated to describe on-road bicycle facilities as required in the Street Types and Design Guidelines. Text has been added to refer to the Tysons Bicycle Master Plan for more detailed recommendations at specific locations.

Bicycle Parking

- Bicycle parking requirements, shown in Table 4, have been updated to match requirements of the Guidelines for Bicycle Parking.

Transportation Demand Management

- Text has been added to better describe the role of the Transportation Management Association (TMA) and reflect the establishment of TyTran.
- Table 5, TDM Vehicle Trip Reduction Goals for Commercial and Residential Development has been replaced with a table that removes references to levels of

development and forecast year and further breaks down requirements into finer grained development levels in terms of square footage. This table was created and refined based on input from the development community.

Intelligent Transportation Systems

- The “Information and Communications Technology” section was renamed “Intelligent Transportation Systems” and updated to reflect the current technology.

Maintaining a Balance Between Land Use and Transportation

- Table 7, Transportation Infrastructure, Programs, and Services, has been updated to show completed projects.
- Forecast years were replaced with level of development (in million square feet).
- Table 7B has been added to include additional necessary transportation projects identified in the Tysons CTIA.

Funding for Transportation Improvements

- Section added to reflect the Board of Supervises endorsement of the Tysons Funding Plan in 2013. Key components of the Funding Plan include the Tysons Grid of Streets Transportation Fund, Tysons-wide Transportation Fund, Tysons Transportation Service District to fund Table 7 improvements.

Funding for Table 7B Improvements

- This section has been added to explain that projects in Table 7B will be funded from local, regional, state and federal funding, as well as additional contributions from developers as a part of the rezoning process.

Phase 3 – Environmental Stewardship, Parks and Recreation, Public Facilities sections

General Changes

- A separated updated Parks and Recreation section is proposed.
- The list of recommended public facilities is updated.
- Minor text changes are proposed.
- Maps in the Areawide and District Recommendations were updated.

Environmental Stewardship

- Minor updates are proposed for LEED requirements.
- Parks and Recreation language is proposed to be separated from the Environmental Stewardship section.

Parks and Recreation

- Introduction of the Concept Plan and refined Tysons Park System Map.

- Additional Trail Network language regarding a “Green Artery,” a “Tysons Community Circuit,” and recommendations for lighting on certain trails.
- Linear park typology is added to the Green Network Components section.
- Added language about the evaluation of the quality and acreage of urban parks with zoning applications.

Public Facilities

- Updated with minor text edits and any need or capacity changes. Public facility commitments from approved zoning applications were also included in the list.
- A new full police station is proposed instead of a satellite station.
- A new power substation is planned for 2030, preferably in the North Central District.
- Several new projects were identified by Fairfax Water.

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