

#	Existing Plan Text	Published Draft Text / Proposed Public Text *	Commenter	Comment	Staff Response
1	Map 3 - Conceptual Land Use (Pg 27)		Tysons Partnership	With regard to parks & public facilities, this map appears to be more a compilation of existing/approved facilities than a future plan. Including every proffered park and public facility is excessive. Given the fact that all development proposals are expected to meet the urban park standards - there is no need to show every proffered park. There is a concern that a proffered park has now become a "Comp Planned" park. This could be too restrictive. An applicant proposing a PCA could be told they are not in compliance with the Plan if they change a park from that shown on this map. This map should show the underlying recommended land uses instead of park. Example: the proffered athletic field on The Commons shows up green, when the underlying use is Residential Mixed Use (see old map 3 on page 28). We understand that this Comp Plan amendment would not be changing the specific land uses for individual properties, but this map shows differently. If you want to show proffered facilities and parks somewhere, label that map as "Proffered Facilities," but don't mix it with the basic land use map.	Maps 3, 10, 13, 14, 15, 16, 17, 18, 19, and 20 will be revised to include only existing County parkland on the land use maps. A footnote will be included to the effect that planned park spaces are shown conceptually on Map 9. Replace Map 9 with the Tysons Park System Concept Map that was endorsed by the Park Authority Board. Include a footnote that all spaces shown are conceptual and subject to change as implementation of the Plan occurs.
2	Initial Development Level (Pg 31)	<p>"To implement the first 20 year increment of the ultimate vision for Tysons, an Initial Development Level (IDL) of 45 million square feet the total amount of office uses built and approved in the entire urban center should not exceed an initial development level of 45 million square feet. was established in the Plan. This amount is the office component of the high forecast for the year 2030 prepared for Fairfax County in 2008 by George Mason University's Center for Regional Analysis..."</p> <p>"To implement the first 20 year increment of the ultimate vision for Tysons, an Initial Development Level (IDL) of 45 million square feet of office uses built and approved was established in the the Plan. This amount is <u>represented</u> the office component of the high forecast for the year 2030 prepared for Fairfax County in 2008 by George Mason University's (GMU) Center for Regional Analysis..."</p>	Tysons Partnership	Recommend that the entire section on IDL be deleted since it is no longer applicable. However, if it is not deleted, the following changes are suggested.	Will be addressed at a future committee workshop.

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3	Initial Development Level (Pg 31)	<p>"The Land Use and Transportation sections of the Areawide Recommendations provide guidance on monitoring activities that will be <u>are</u> necessary to track development performance. Monitoring will also be essential to future planning efforts. A particular- <u>An important</u> condition to be monitored is the achievement of transportation improvements needed to mitigate the impacts of new development. If a reliable mechanism for fundign theseimprovements needed beyond the year 2030 is established, then the Plan stated that the <u>initial development level IDL</u> of 45 million square feet of office uses may <u>could</u> be increased through a Tysons-wide or area-specific Plan amendment."</p> <p>"The Land Use and Transportation sections of the Areawide Recommendations provide guidance on monitoring activities that are necessary to track development performance. Monitoring will also be essential to future planning efforts. An important condition to be monitored is the achievement of transportation improvements needed to mitigate the impacts of new development. If a reliable mechanism for fundign theseimprovements needed beyond the year 2030 is established, then the Plan stated that the IDL of 45 million square feet of office uses could be increased through a Tysons wide or area specific Plan amendment."</p>	Tysons Partnership	Continue from above.	<i>Will be addressed at a future committee workshop.</i>

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4	Initial Development Level (Pg 32)	<p>"On October 16, 2012, the Board of Supervisors, based on a recommendation from the Planning Commission, endorsed a Transportation Funding Plan for Tysons, which was on January 8, 2013. This funding plan for Tysons is a comprehensive strategy for funding the set of infrastructure improvements identified in the Tysons Plan to support the 113 million square feet of development anticipated to occur by 2050. It allows for flexibility in funding options and sources, as well as for adjustments to be made based upon the pace of development and provides a reliable funding mechanism to implement the visionary plan for Tysons. Therefore, going forward, the IDL of 45 million square feet of office use is no longer applicable as it has been superseded by the 113 million total square feet of development associated with the 2050 GMU forecast that was used as a basis for the adopted Transportation Funding Plan. To this end, staff will continue to monitor the pace and location of residential and non-residential development in Tysons, as well as the construction schedule, funding status, and funding mechanisms for transportation improvements and the pace of residential and non-residential development are proceeding substantially in tandem, as set forth in the Plan."</p> <p>"On <u>January 8, 2013</u> October 16, 2012, the Board of Supervisors, based on a recommendation from the Planning Commission, endorsed a Transportation Funding Plan for Tysons, which was on January 8, 2013. This funding plan <u>sets forth for Tysons</u> is a comprehensive strategy for funding the set of infrastructure improvements <u>needed identified in the Tysons Plan</u> to support the 113 million square feet of development anticipated to occur by 2050. It allows for flexibility in funding options and sources, as well as for adjustments to be made based upon the pace of development, and provides a reliable funding mechanism to implement the visionary plan for Tysons Plan. Therefore, going forward, the <u>The</u> IDL of 45 million square feet of office use is no longer applicable as it has been superseded by the 113 million total square feet of development associated with the 2050 GMU forecast that was used as a basis for the adopted Transportation funding Plan. To this end, staff <u>The County</u> will continue to monitor the pace and location of..."</p>	Tysons Partnership	Continue from above.	Will be addressed at a future committee workshop.

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5	TOD District Intensity (Pg 35)	<p>"Trip generation criteria are specified in the Zoning Ordinance's PTC District Regulations and the Board of Supervisors' Guidelines for Trip Generation Analysis for Rezoning Applications to the Tysons PTC District, adopted June 22, 2010, or as may be amended, to to manage growth in Tysons effectively and encourage complete developments, a portion of the intensity proposed for a project 1/4 mile of a Metro station may be approved through a special exception (SE). The SE will apply mostly to office uses, which have generate a high degree volume of peak period vehicle trips. In areas within 1/4 mile of the Metro stations, non-office uses that generate similar or fewer peak period trips than hotels, such as housing and neighborhood serving retail, may be approved through a rezoning without an SE if they meet the aforementioned criteria. Offices and uses that generate more trips than hotels meet the trip generation criteria referenced above may be approved through a rezoning up to an intensity of 2.5 FAR..."</p> <p>"Trip generation criteria are specified in the Zoning Ordinance's PTC District Regulations and the Board of Supervisors' Guidelines for Trip Generation Analysis for Rezoning Applications to the Tysons PTC District, adopted June 22, 2010, or as may be amended, to To manage growth in Tysons effectively and encourage complete developments, a portion of the intensity proposed for a project within 1/4 mile of a Metro station may be approved through a special exception (SE). The SE will apply mostly to office uses, but may also include other uses which generate a high volume of peak period vehicle trips. In areas within 1/4 mile of the Metro stations, non-office uses may be approved through a rezoning without an SE if they meet the aforementioned criteria. Offices and other high trip generating uses that meet the trip generation criteria referenced above may be approved through a rezoning up to an intensity of 2.5 FAR..."</p>	Tysons Partnership	Reference to these criteria should be removed as they have always been problematic. Hopefully the Zoning Ordinance can also be amended to remove reference to "non-office uses that generate similar or fewer peak period trips than hotels."	Staff agrees.
6	Phasing Development to Transportation Infrastructure and Public Facilities (Pg 38)	<p>"Major infrastructure transportation improvements and public facilities can take many years to design, fund, and construct. The sequencing of such public improvements will require close monitoring of approved rezonings, building permits, commuting patterns, demographic trends, and population and employment growth. Actual performance in these areas and other market trends may result in the need to perform additional analyses and make adjustments to the timing of transportation improvements and/or public facilities."</p> <p>"Major transportation improvements and public facilities can take many years to design, fund, and construct. The sequencing of such public improvements will require close monitoring of approved rezonings, building permits, commuting patterns, demographic trends, and population and employment growth. Actual performance in these areas and other market trends may result in the need for the County to perform additional analyses and make adjustments to the timing of transportation improvements and/or public facilities."</p>	Tysons Partnership	Want to ensure this is a County function.	Staff agrees.

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7	Phasing Development to Transportation Infrastructure and Public Facilities (Pg 39)	<p>"The following <u>strategies</u> are general strategies approaches for phasing development plans to achieve a sustainable balance of <u>development</u> with infrastructure and public facilities throughout Tysons."</p> <p>"The following strategies <u>seek</u> are general approaches to achieve a sustainable balance of development with infrastructure and public facilities throughout Tysons."</p>	Tyson's Partnership	No comment.	Staff version will be retained.
8	Phasing Development to Transportation Infrastructure and Public Facilities (Pg 39)	<p>"Just as previous Plans <u>Previous plans</u> for Tysons phased growth to the provision of Metrorail, future redevelopment proposals should be phased to planned roadway and transit improvements and the demonstrated ability to significantly reduce single-occupancy vehicle trips. Tables 7 A and 7B in the Transportation section of the Plan prioritizes specific improvements needed to accommodate development as Tysons grows over time. Similarly, Table 5 in the Transportation section sets vehicle reduction objectives that increase with each decade."</p> <p>"Previous plans for Tysons phased growth to the provision of Metrorail, future redevelopment <u>Redevelopment</u> proposals should be phased to planned roadway and transit improvements and the demonstrated ability to significantly reduce single-occupancy vehicle trips. Tables 7A and 7B in the Transportation section of the Plan prioritizes specific improvements needed to accommodate development as Tysons grows over time. Similarly, Table 5 in the Transportation section sets vehicle trip reduction objectives that increase with each decade <u>development levels</u>."</p>	Tyson's Partnership	No comment.	Staff agrees.
9	Phasing Development to Transportation Infrastructure and Public Facilities (Pg 39)	<p>"Initial phases of developments <u>Development approved in the early years after Plan approval</u> should provide on-site improvements and the grid of streets; should significantly advance the provision of infrastructure; and should meet the applicable levels of trip reduction set forth in Table 5 in the Transportation section. Later phases- Development approved in later years should be triggered by achievement of trip reduction objectives and the provision of the infrastructure and other transportation improvements set forth in Tables 7A and 7B in the Transportation section."</p> <p>"Development Redevelopment proposals approved in the early years after Plan approval should provide on-site <u>grid of street</u> improvements and the grid of streets; should significantly advance the provision of infrastructure; and should meet the applicable levels of trip reduction set forth in Table 5 in the Transportation section. Development approved in later years should be triggered by <u>As Tysons grows,</u> achievement of trip reduction objectives and the provision of the infrastructure and other transportation improvements set forth in Tables 7A and 7B in the Transportation section <u>will be necessary</u>."</p>	Tyson's Partnership	No comment.	Staff agrees, with modifications: " Initial phases of developments <u>Redevelopment proposals</u> should provide on-site improvements and the grid of streets; should significantly advance the provision of infrastructure; and should meet the applicable levels of trip reduction set forth in Table 5 in the Transportation section. Later phases should be triggered by achievement <u>Achievement</u> of trip reduction objectives and the provision of the infrastructure and other transportation improvements set forth in Tables 7A and 7B in the Transportation section."

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10	Phasing to Public Facilities (Pg 40)	<p>"The levels of development set forth in the Plan are intended to enhance the ability of the private sector to provide the necessary public space for facilities. In addition, when building space is provided for a public facility, the floor area of the facility should not be counted toward a development's allowable FAR. <u>In Tysons it will be critical that land area or spaces for public uses be incorporated within private developments at no cost to the public sector.</u> In addition to facilitating public facility objectives through zoning actions, it may be necessary for landowners throughout Tysons to work collaboratively and creatively through private-private partnerships to meet public facility objectives."</p> <p>"The levels of development set forth in the Plan are intended to enhance the ability of the private sector to provide the necessary public space for facilities. In addition, when building space is provided for a public facility, the floor area of the facility should not be counted toward a development's allowable FAR. In Tysons it <u>is important</u> will be critical that land area or spaces for public uses be incorporated within private developments at <u>minimal</u> no cost to the public sector. In addition to facilitating <u>Facilitating</u> public facility objectives through zoning actions, it may be necessary for landowners throughout Tysons to work collaboratively and creatively through partnerships to meet public facility objectives."</p>	Tyson's Partnership	Not every application will be able (or should be required) to provide a requested facility at no cost - it is dependent on the scope of the application and the facility being requested. The County may also want to provide funding to achieve a higher level facility.	<i>Staff version to be retained.</i>
11	Phasing to Public Facilities (Pg 41)	<p>"<u>Substantial consolidation for rezoning proposals is essential</u> Because larger developments that contain a significant land area can better facilitate the achievement of one or more public facility objectives. objectives, substantial parcel or land area consolidation for rezoning proposals is critical.</p> <p>"Substantial consolidation for rezoning proposals is <u>one mechanism that helps essential</u> in part because larger developments can better facilitate the achievement of one or more public facility objectives."</p>	Tyson's Partnership	No comment.	<i>Staff version to be retained.</i>
12	Data Collection and Application (Pg 41)	<p>"Monitoring the progress of the Plan toward achieving the vision for Tysons is essential. Advances in information technology have and will continue to increase the County's capacity to maintain databases that may be shared among agencies and with the public. The data collected may be useful for future planning efforts in Tysons and other activity centers in the County and the region. Collecting and applying key information and data is essential for continued planning efforts in Tysons and in other activity centers in the County and the region. Information and performance data that should be monitored for Tysons include the following:"</p> <p>"Collecting and applying key information and data is essential for continued planning efforts in Tysons and in other activity centers in the County and the region. Information and performance data that should be monitored for Tysons include the following:"</p>	Tyson's Partnership	No comment.	<i>Staff version to be retained.</i>

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13	Affordable Housing (Pg 45)	<p>"A housing trust fund will be used to create affordable and workforce housing opportunities in Tysons. Non-residential development throughout Tysons should contribute a minimum of \$3.00 per nonresidential square foot (adjusted annually based on the Consumer Price Index) or at least 25 cents <u>\$0.25</u> per nonresidential square foot over a period of time to be determined at the time of rezoning to approval <u>a housing trust fund that will be used to create affordable and workforce housing opportunities in Tysons. These contributions should be adjusted annually based on the Consumer Price Index from a base of January 1, 2014...</u>"</p> <p>"A housing trust fund will be used to create affordable and workforce housing opportunities in Tysons. Non-residential development throughout Tysons should contribute a minimum of \$3.00 per nonresidential square foot or at least \$0.25 per nonresidential square foot over a period of time to be determined at the time of rezoning approval <u>to the housing trust fund</u>. These contributions should be adjusted annually based on the Consumer Price Index from a base of January 1, 2014<u>2017</u>..."</p>	Tyson's Partnership	Seems inappropriate to have a CPI factor in the Plan; but if it stays it should not be retroactive.	<i>Staff version to be retained.</i>
14	Coordinated Development and Parcel Consolidation (Pg 46)	<p>"In many cases, parcel <u>Parcel</u> consolidation will <u>may</u> be necessary to allow <u>achieve</u> planning objectives to be achieved. Proposed parcel consolidations should demonstrate how the project will function in a well-designed, efficient manner and should be sufficient in size to provide redevelopment in several phases. Each phase should be linked to the provision of public facilities and infrastructure and demonstrate the attainment of critical plan objectives, such as achieving a functioning grid of streets, trip reductions, shared parking, green buildings, and stormwater management facilities. Through parcel consolidation, a grid of streets can be planned in a way that enhances the value of the land and provides <u>achieves</u> greater connectivity and consistency with the Tysons Plan."</p> <p>"Parcel consolidation may be necessary to achieve planning objectives. Proposed parcel consolidations should demonstrate how the project will function in a well-designed, <u>and</u> efficient manner, <u>and</u> be sufficient in size to provide redevelopment in <u>several</u> phases. Each phase <u>Development</u> should be linked to the provision of public facilities and infrastructure and demonstrate the attainment of critical plan objectives, such as a functioning grid of streets, trip reductions, shared parking, green buildings, and stormwater management. Through parcel consolidation, a grid of streets can be planned in a way that enhances the value of the land and achieves greater connectivity and consistency with the Tysons Plan."</p>	Tyson's Partnership	Why does a project need to have several phases?	<i>Staff agrees, with modifications.</i> "In many cases, parcel <u>Parcel</u> consolidation will <u>may</u> be necessary to allow <u>achieve</u> planning objectives to be achieved . Proposed parcel consolidations should demonstrate how the project will function in a well-designed, <u>and</u> efficient manner <u>and</u> should be sufficient in size to provide redevelopment in <u>several</u> phases. Each phase <u>if any</u> should be linked to the provision of public facilities and infrastructure and demonstrate the attainment of critical plan objectives, such as achieving a functioning grid of streets, trip reductions, shared parking, green buildings, and stormwater management facilities . Through parcel consolidation, a grid of streets can be planned in a way that enhances the value of the land and provides <u>achieves</u> greater connectivity and consistency with the Tysons Plan."
15	Existing Development and Services (Pg 47)	<p>"In most instances, Most existing development in Tysons is not consistent with the long-term vision, which is the <u>for</u> eventual redevelopment of these properties."</p> <p>"Most existing development in Tysons is not consistent with the long-term vision for <u>Tyson's</u> eventual redevelopment..."</p>	Tyson's Partnership	No comment.	<i>Staff agrees.</i>

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16	Existing Development and Services (Pg 47)	"It is desirable to maintain many <u>Many</u> services, such as auto dealerships, service and repair shops, and storage facilities, even if their physical surroundings change."	Tysons Partnership	Original was better than revision.	Staff agrees to restore the adopted text.
		"It is desirable to maintain many <u>Many</u> services, such as auto dealerships, service and repair shops, and storage facilities, even if their physical surroundings change."			
17	Tysons Urban Development Area Designation (Pg 47)	"Tysons Corner Urban Center boundaries found on the Comprehensive Plan Map and related Tysons Corner land use maps reflect the boundaries of the UDA."	Tysons Partnership	No comment.	Staff agrees.
		"Fairfax County has designated the Tysons Urban Center as a UDA. The Tysons Urban Center boundaries found on the Comprehensive Plan Map and related Tysons land use maps reflect the boundaries of the UDA."			
18	Planning Horizon (Pg 10)	"The transformation of Tysons will occur incrementally over the next 40 or more years. <u>New buildings, streets, infrastructure, and public spaces will be completed over time. Development occurring in the early years of the Plan's implementation will significantly advance the street grid, parks, and public facilities, and provide the framework and infrastructure for growth occurring in later years.</u> Development, infrastructure, and public facilities should be monitored regularly and subsequent planning efforts should continue to more Tysons toward the ultimate vision. "	Greater Tysons Concerned Citizens	The sentence in the second paragraph that calls for regular monitoring of development should be restored. From a public perspective, it is a given that these factors should be regularly monitored and that the obligation should continue to be articulated in a public document. This commitment was a key factor in the public's acceptance of the Plan Amendment.	Staff agrees to restore the adopted text.
		"The transformation of Tysons will occur incrementally over the next 40 or more years. New buildings, streets, infrastructure, and public spaces will be completed over time. Development occurring in the early years of the Plan's implementation will significantly advance the street grid, parks, and public facilities, and provide the framework and infrastructure for growth occurring in later years. <u>Development, infrastructure, and public facilities should be monitored regularly and subsequent planning efforts should continue to more Tysons toward the ultimate vision.</u> "			
19	Major Elements of the Plan (Pg 11)	"Traffic impact analysis evaluating three time periods: first phase, interim phases <u>(as needed)</u> , and Plan build-out"	Greater Tysons Concerned Citizens	The analyses are essential, if the County modifies the IDL. With the qualifer in place, there are likely to be endless and needless arguments from the development community against such analyses. The Plan text must not invite disputes.	Staff agrees, with modifications. "Traffic impact analysis evaluating three time periods: first phase, interim phases <u>(if applicable)</u> , and Plan build-out."
		"Traffic impact analysis evaluating three periods: first phase, interim phases (as needed) , and Plan build-out"			
20	Major Elements of the Plan (Pg 11)	"A variety of building heights with the tallest buildings <u>generally</u> in the ranges specified by the building height map"	Greater Tysons Concerned Citizens	The qualifer "generally" leaves the door wide open for very high building along the periphery of Tysons, adjacent to the surrounding neighborhoods. In so doin, the GTCC sees it as a step back and inconsistent with both the vision and commitment to the surrounding neighborhoods. Those who want and can justify an exception can still do so; "generally" places the burden on the citizens to justify why the developer should not be able to have what it wants.	Staff agrees to restore the adopted text.
		"A variety of building heights with the tallest buildings <u>generally</u> in the ranges specified by the building height map"			

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21	Districts within Tysons - Map 2 (Pg 12)	<p><u>"Note: At the appropriate time, the county and community stakeholders should consider modifying the district names in light of the new metro station names and other factors."</u></p> <p>"Note: At the appropriate time, the county and community stakeholders should consider modifying the district names in light of the new metro station names and other factors."</p>	Greater Tysons Concerned Citizens	The Comprehensive Plan should not recommend changing the districts' names. Stakeholders will always find some reason to justify changing the district names, most of the time self-serving. These names are well established and have been recorded in the documents and legal records that already comprise many years of Tysons planning and zoning history. For the sake of continuity, we recommend they not be changed.	<i>Staff version to be retained.</i>
22	Implementation (Pg 16)	<p><u>"The Tysons of tomorrow will be characterized by housing located close to jobs, urban services, abundant transit, shopping, and public spaces. The new Tysons will create a living environment less dependent on the automobile. Green architecture and site design will encourage reduce the great places and lessen the impact of development on the environment. Density will be highest near Metro to support provide a more intense mix of housing, shopping, and employment. New types of housing will be designed to meet the needs of smaller households and people on fixed incomes. Streets will be transformed by implementing design standards that encourage walking, and biking, and transit, in balance with de-emphasize the single-occupancy automobile. Existing parks Parks and open spaces will be enlarged and restored, and new ones will be created. The needs of the greater community, the public sector and the private business sector will be balanced within Tysons in an open and transparent process to deliver the vision."</u></p> <p>"The Tysons of tomorrow will be characterized by housing located close to jobs, urban services, abundant transit, shopping, and public spaces. The new Tysons will create a living environment less dependent on the automobile. Green architecture and site design will reduce the impact of development on the environment. Density will be highest near Metro to provide a more intense mix of housing, shopping, and employment. New types of housing will be designed to meet the needs of smaller households and people on fixed incomes. Streets will be transformed by implementing design standards that encourage walking and biking, and de-emphasize the single-occupancy automobile. Existing parks and open spaces will be enlarged and restored, and new ones will be created. <u>The needs of the greater community, the public sector and the private business sector will be balanced within Tysons in an open and transparent process to deliver the vision.</u>"</p>	Greater Tysons Concerned Citizens	County staff/PCTC has deleted a major, important concept in deleting the last sentence in the third paragraph. Without its inclusion, it is hard to see in this document any acknowledgement of the need to balance the interests and needs of the various sectors. The deletion is not simply an edit, but a big change in meaning. It should be retained.	<i>Staff agrees to restore the adopted text.</i>
23	Implementation (Pg 16)	<p><u>"The Tysons of tomorrow will be characterized by housing located close to jobs, urban services, abundant transit, shopping, and public spaces..."</u></p> <p>"The Tysons of tomorrow will be characterized by housing located close to jobs, urban services, abundant transit, shopping, and public spaces..."</p>	Greater Tysons Concerned Citizens	The first sentence of this paragraph mentions "urban services." What are urban services and how do they differ from services found in non-urban areas?	<i>"Urban services" will be deleted.</i>

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24	Implementation Strategy (Pg 17)	<p>"Implementation of the Plan will be the most complex component of Tysons' future. The process must be transparent, focused and thorough. Priorities and responsibilities for implementation are outlined in this chapter. Successful implementation will require: commitment to the vision and Guiding Planning Principles; committed leadership; dedicated professional staff at the County and other agencies; loyal, hard-working citizen participants; and a private sector willing to work together to seize new opportunities and utilize new development and building techniques. Successful implementation will require a productive working relationship among County agencies.</p> <p>Implementation of the Plan will be the most complex component of Tysons' future. The process must be transparent, intentional, and thorough. The elements of the implementation strategy include:"</p> <p>"Implementation of the Plan will be the most complex component of Tysons' future. The process must be transparent, focused and thorough. Priorities and responsibilities for implementation are outlined in this chapter. Successful implementation will require a <u>productive working relationship among County agencies</u> <u>commitment to the vision and Guiding Planning Principles</u>; <u>committed leadership</u>; <u>dedicated professional staff at the County and other agencies</u>; <u>the involvement of citizen participants</u>; and <u>a private sector willing to work together and with County staff and the surrounding communities</u>. The elements of the implementation strategy include:"</p>	Greater Tysons Concerned Citizens	We have the same concern and make identical points regarding the deletion in the first paragraph with the original sentence. The replacement sentence that follows only speaks to county agencies working together. The GTCC requests inclusion of a sentence along the following lines as provided.	Staff agrees.
25	Circulator Alignments - Section title (Pg 18)	<p>"<u>Circulator Alignments</u>"</p> <p>"Circulator Alignment Tysons Circulator"</p>	Greater Tysons Concerned Citizens	This section no longer discusses the alignment of the circulator and the heading should be changed. Since the circulator is unique to Tysons and serves only Tysons proper, perhaps "Tysons Circulator" would be an appropriate heading.	Staff agrees.

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26	Implementation Entity (Pg 19)	<p>"In order for Tysons to reach its full potential, a "Keeper of the Vision" should be established to assist in achieving the overarching goals and objectives of the new Comprehensive Plan. The "Keeper of the Vision" should be an implementation entity, established by the Board of Supervisors and charged with working in conjunction with Fairfax County agencies, landowners, and other stakeholders. This entity should be focused on ensuring that the new Comprehensive Plan, and associated regulations and recommendations, are effective. The Tysons Partnerships, a nonprofit membership association, was established in 2011 as an umbrella organization for businesses, residents, land-owners, developers, civic groups, and professional consultants located in Tysons. The Partnership is organized around topic-focused committees such as marketing/branding and transportation. Fairfax County is a member of the Partnership and is represented on its Board. The Tysons Partnership provides a mechanism for the public and private sector to work together to implement the long range vision for Tysons."</p> <p>"The Tysons Partnership, a nonprofit membership association, was established in 2011 as an umbrella organization for businesses, residents, land-owners, developers, civic groups, and professional consultants located in Tysons. The Partnership is organized around topic-focused committees such as marketing/branding and transportation. Fairfax County is a <u>an ex-officio</u> member of the Partnership and is represented on its Board. The Tysons Partnership provides a mechanism for the public and private sector to work together to implement the long range vision for Tysons."</p>	Greater Tysons Concerned Citizens	The description of the role of the County on the Tysons Partnership needs to be modified, as provided. In all documents that we have seen, the County membership is designated as ex-officio.	Staff agrees.
27	Map 3: Conceptual Land Use - Tysons (Pg 27)	Rotate maps 90 degrees.	Greater Tysons Concerned Citizens	In this draft, all of the new maps have been changed from landscape to portrait orientation which reduces their size and readability. We much prefer the previous orientation which provides a larger, clearer view of the maps.	Staff agrees.

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28	Initial Development Level (Pgs 31-32)		Greater Tysons Concerned Citizens	The GTCC supports a modest 5 million sq ft increase in the IDL for commercial property, but only for new development south of Route 7. As a result, the amended IDL would be 50 million sq ft. The GTCC opposes eliminating the IDL altogether, with the following 4 reasons:	<i>Will be addressed at a future committee workshop.</i>
				1) The County should take a detailed assessment of the progress for purposes of evaluating the IDL no sooner than 2025 - 15 years after the revised Plan was adopted. Note our recommendation for a review comes five years earlier than the existing Plan contemplates.	<i>Will be addressed at a future committee workshop.</i>
				2) Vacancy rates in Tysons are significant, with approximately 4 million sq ft as of early fall 2015.	<i>Will be addressed at a future committee workshop.</i>
				3) There is no data showing "TDM performance that exceeds the targets outlined in Table 5." Also, the provision of much of the infrastructure identified for the year 2030 has yet to be accomplished, and the achievement of vehicle trip reduction levels ID for the year 2030 has yet to be demonstrated.	<i>Will be addressed at a future committee workshop.</i>
				4) It is too early to conclude "timely completion of improvements ID'd for the period beyond 2030 can confidently be expected."	<i>Will be addressed at a future committee workshop.</i>

Notes:

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29	TOD District Intensity (Pg 35)	<p>"Redevelopment proposals for TOD District areas that are located more than 1/4 mile from the stations may be allowed additional intensity if they are planned for the residential mixed use category; can demonstrate a convenient, safe, and pleasant walk to a Metro station; can demonstrate that they are unable to achieve the proposed intensity through bonuses for affordable housing or public facilities; and are in close proximity to or redeveloping in coordination with an area that is located within 1/4 mile of a Metro station. <u>Areas that achieve additional intensity density with this provision should be treated as if they are located within 1/4 mile of a station when evaluating conformance with Plan objectives and Zoning Ordinance requirements such as workforce housing and parking ratios. For example, office uses located between 1/8 and 1/4 mile of a station have a maximum parking ratio of 2.0 spaces per 1,000 square feet of office, while those located between 1/4 and 1/2 mile have a ratio of 2.2 per 1,000 square feet of office. Redevelopment proposal using this provision are expected to park at 2.0 spaces per 1,000 square feet.</u>"</p> <p>"Redevelopment proposals for TOD District areas located more than 1/4 mile from the stations may be allowed additional intensity if they are planned for the residential mixed use category; can demonstrate a convenient, safe, and pleasant walk to a Metro station; can demonstrate that they are unable to achieve the proposed intensity through bonuses for affordable housing or public facilities; and are in close proximity to or redeveloping in coordination with an area that is located within 1/4 mile of a Metro station. Areas that achieve additional density with this provision should be treated as if they are located within 1/4 mile of a station when evaluating conformance with Plan objectives and Zoning Ordinance requirements such as workforce housing and parking ratios. For example, office uses located between 1/8 and 1/4 mile of a station have a maximum parking ratio of 2.0 spaces per 1,000 square feet of office, while those located between 1/4 and 1/2 mile have a ratio of 2.2 per 1,000 square feet. Redevelopment proposal using this provision are expected to park at 2.0 spaces per 1,000 square feet."</p>	Greater Tysons Concerned Citizens	The new language in the fifth paragraph is confusing. This seems inconsistent with the letter of the Plan and spirit of the stakeholder compromises that enabled the Plan to be adopted in 2010 to the extent it would allow high density beyond 1/4 mile of the rail stations. It should be eliminated.	<p><i>Staff version to be retained with modifications:</i></p> <p>"Redevelopment proposals for TOD District areas that are located more than 1/4 mile from the stations may be allowed additional intensity if they are planned for the residential mixed use category; can demonstrate a convenient, safe, and pleasant walk to a Metro station; can demonstrate that they are unable to achieve the proposed intensity through bonuses for affordable housing or public facilities; and are in close proximity to or redeveloping in coordination with an area that is located within 1/4 mile of a Metro station. <u>These areas should be treated as if they are located within 1/4 mile of a station when evaluating conformance with Plan objectives and Zoning Ordinance requirements such as workforce housing and parking ratios. For example, residential uses with 0-1 bedroom located between 1/8 and 1/4 mile of a station have a maximum parking ratio of 1.3 spaces per unit, while those located between 1/4 and 1/2 mile have a ratio of 1.4 per unit. Redevelopment proposal using this provision are expected to park at 1.3 spaces per unit.</u>"</p>

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30	Circulator Intensity (Pg 36)	<p>"A detailed study of the circulator transit system proposed in the Transportation section should be completed to determine the appropriate routes and operational characteristics was undertaken in 2013. The routes and expected ridership will be were used to determine the degree to which additional intensity is warranted for areas located along the circulator routes. Once the study is complete, the Comprehensive Plan should be amended to reflect its recommendations on routes and intensity. Based on this analysis, it is premature to recommend additional intensity along the planned circulator routes. However, should future ridership and analysis support a more robust circulator system, then the concept of circulator related intensity can be <u>reconsidered.</u>"</p> <p>"A detailed study of the circulator transit system proposed in the Transportation section was undertaken in 2013. The routes and expected ridership were used to determine the degree to which additional intensity is warranted for areas located along the circulator routes. Based on this analysis, it is premature to recommend additional intensity along the planned circulator routes. However, should future ridership and analysis support a more robust circulator system, then the concept of circulator related intensity can <u>could</u> be reconsidered."</p>	Greater Tysons Concerned Citizens	The word "can" should be changed to "could," as "can" implies that future ridership and analysis are the only criteria for reconsidering, and it further implies that reconsideration would be an entitlement granted upon demand. The word "could" would be more appropriate given that any such analysis would be subject to interpretation and the Comprehensive Plan is silent on the specific criteria which would trigger reconsideration.	Staff agrees.
31	Phasing Development to Transportation Infrastructure and Public Facilities (Pg 38)	<p>"A longstanding planning concept in the Comprehensive Plan is linking to link development to the provision of the infrastructure and public facilities needed to support it. A dynamic and evolving phasing plan that links redevelopment to specific public improvements is critical to ensuring the transformation of Tysons. Growth will need to be supported by Metrorail and other transit options, an urban street grid, and additional transportation improvements that better connect Tysons internally and to the rest of the region. Similarly, redevelopment should be linked to the construction of the parks and open space network, enhanced stormwater management facilities, and other public facilities such that they are in operation when residential redevelopment in Tysons generates sufficient demand for them. Athletic fields, parks and open space, stormwater management, and other public facilities will need to be operational in time to meet the demands generated by new development."</p> <p>"A longstanding planning concept is to link development to the provision of infrastructure and public facilities. Growth will need to be supported by Metrorail and other transit options, an urban street grid, and additional transportation improvements that better connect Tysons internally and to the rest of the region. Athletic fields, parks and open space, stormwater managment, <u>schools</u>, and other public facilities will need to be operational in time to meet the demands generated by new development."</p>	Greater Tysons Concerned Citizens	In the last sentence, "schools" should be added to the list and not lumped into the category of "other public facilities." Schools are too important to not be specifically called out.	Staff agrees.

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32	Phasing Development to Transportation Infrastructure and Public Facilities (Pg 38)	<p>"Five years after the Silver Line is completed to Dulles International Airport and Loudoun County, the County should assess the following:..."</p> <p>"Five years after the Silver Line is completed to Dulles International Airport and Loudoun County, the County should assess the following:..."</p>	Greater Tysons Concerned Citizens	The assessment criteria listed at the bottom of page 38 should be an ongoing annual or biannual effort that is based on the results of the Tysons Annual Report, upon which trends can clearly be discerned. If Tysons is experiencing growth or implementation problems, they need to be corrected forthwith.	Retain staff version.
33	Incorporating Transportation Improvements and Programs (Pg 39)	<p>"Initial phases of development <u>Development approved in the early years after Plan approval</u> should provide on-site improvements and the grid of streets; should significantly advance the provision of infrastructure; and should meet the applicable levels of trip reduction set forth in Table 5 in the Transportation section. Later phases <u>Development approved in later years</u> should be triggered by achievement of trip reduction objectives and the provision of the infrastructure and other transportation improvements set forth in Tables <u>7A and 7B</u> in the Transportation section."</p> <p>"Development approved in the early years after Plan approval should provide on-site improvements and the grid of streets; should significantly advance the provision of infrastructure; and should meet the applicable levels of trip reduction set forth in Table 5 in the Transportation section. Development approved in later years should be triggered by achievement of trip reduction objectives and the provision of the infrastructure and other transportation improvements set forth in Tables 7A and 7B in the Transportation section."</p>	Greater Tysons Concerned Citizens	What is meant by later years? It replaces the words "later phases," but we, the public sector, should have some idea what is meant by the early years and later years. Six years after Plan approval and after approving many millions of square feet, are we already in the later years? Please clarify.	Retain staff version with modifications: "Initial phases of development <u>Development approved in the early phases after Plan approval</u> should provide on-site improvements and the grid of streets; should significantly advance the provision of infrastructure; and should meet the applicable levels of trip reduction set forth in Table 5 in the Transportation section. Later phases <u>Development approved in later phases</u> should be triggered by achievement of trip reduction objectives and the provision of the infrastructure and other transportation improvements set forth in Tables <u>7A and 7B</u> in the Transportation section."

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34	<p>Incorporating Transportation Improvements and Programs (Pg 39)</p>	<p>"The necessary transportation <u>Transportation</u> improvements and transit <u>capital and operating costs will</u> rely on both public and private sources of funding. Public sources <u>of funding may</u> come from state and federal sources, general fund allocations, tax increment financing, and/or other sources. The private sector's share is envisioned to be composed of <u>planned to include</u> on-site improvements, including the grid of streets, and contributions to the Tysons Road Fund, based on square feet or dwelling units, approved during the zoning process, <u>contributions to the Tysons-wide and Tysons Grid of Streets Transportation Funds, and taxes collected through the Tysons Transportation Service District. Private sector participation in funding transportation improvements is critical to the long term future of Tysons. However, preliminary estimates of the cost of the transportation improvements needed to accomodate 84 million square feet of development (the high forecast for the year 2030) versus anticipated revenue sources result in significant shortfalls."</u></p> <p>"Transportation improvements and transit capital and operating costs rely on both public and private sources of funding. Public funding comes from state and federal sources, general fund allocations, and/or other sources. The private sector's share is planned to <u>includes</u> on-site improvements, including the grid of streets, contributions to the Tysons-wide and Tysons Grid of Streets Transportation Funds, and taxes collected through the Tysons Transportation Service District. Private sector participation in funding transportation improvements is critical to the long term future of Tysons, <u>and other proffered contributions."</u></p>	<p>Greater Tysons Concerned Citizens</p>	<p>The sixth paragraph speaks to relying on public and private sources of funding for transportation improvements. It states that "public funding comes from..." but is not clearly as definitive on private funding, where it states "the private sector's share is planned to include..." Shouldn't "is planned to" be dropped, and "include" changed to "includes?" The parallelism is essential unless this is intended to leave the door open for a change on the private side. In addition to the private sector's share, please add "and other proffered contributions" bc there have been many ad-hoc contributions for road improvements such as the Rt. 123 Superstreet & the new Rt. 7/State Street intersection.</p>	<p><i>Staff agrees, with modifications:</i> "The necessary <u>Transportation</u> improvements and transit <u>capital and</u> operating costs will rely on both public and private sources of funding. Public sources <u>of funding may</u> come <u>comes</u> from state and federal sources, general fund allocations, tax increment financing, and/or other sources. The private sector's share is envisioned to be composed of <u>planned to include</u> on-site improvements, including the grid of streets, and contributions to the Tysons Road Fund, based on square feet or dwelling units, approved during the zoning process, <u>contributions to the Tysons-wide and Tysons Grid of Streets Transportation Funds, and taxes collected through the Tysons Transportation Funds, and taxes collected through the Tysons Transportation Service District. Private sector participation in funding transportation improvements and other proffered contributions are critical to the long term future of Tysons. However, preliminary estimates of the cost of the transportation improvements needed to accomodate 84 million square feet of development (the high forecast for the year 2030) versus anticipated revenue sources result in significant shortfalls."</u></p>

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35	Phasing to Public Facilities (Pg 40)	<p>"In addition to facilitating public facility objectives through zoning actions, it may be necessary for landowners throughout Tysons to work collaboratively and creatively through partnerships to meet public facility objectives. Detailed plans for the provisions of public facilities, including parks and athletic fields, for a district or subdistrict should be in place prior to or concurrent with the first rezoning approval in that district or subdistrict. Such plans should enumerate the public facilities needed in that district, the proposed locations for the facilities, their anticipated year of construction, and the private sector's commitments toward the provision of those facilities. The public facilities plans should be coordinated with the County and land owners within the district or subdistrict. The locations of proposed public facilities may be placed on an "official map" as described in the Transportation section."</p> <p>"In addition to facilitating public facility objectives through zoning actions, it may be necessary for landowners throughout Tysons to work collaboratively and creatively through partnerships to meet public facility objectives. <u>Detailed plans for the provisions of public facilities, including parks and athletic fields, for a district or subdistrict should be in place prior to or concurrent with the first rezoning approval in that district or subdistrict. Such plans should enumerate the public facilities needed in that district, the proposed locations for the facilities, their anticipated year of construction, and the private sector's commitments toward the provision of those facilities. The public facilities plans should be coordinated with the County and land owners within the district or subdistrict. The locations of proposed public facilities may be placed on an "official map" as described in the Transportation section."</u></p>	Greater Tysons Concerned Citizens	Concerned about deleting this text. Worried about the fallout in conjunction with the text in the Parks section that would let the developers use the land in Tysons for buildings and move rec facilities outside of Tysons. Plan text must be added to make it clear that each district needs to have developed plans and ID locations that will meet the requirements of those living & working in that district.	Retain staff version.
36	Data Collection and Application (Pg 42)	<p>[Bullet 12] "Utilization and capacity of public facilities, <u>especially including public schools</u>"</p> <p>[Bullet 12] "Utilization and capacity of public facilities, including public schools <u>both inside and outside of Tysons, that enroll students living in Tysons</u>"</p>	Greater Tysons Concerned Citizens	McLean and Vienna schools are going to get crushed. These schools, and their growing number of classroom trailers, will need to be monitored.	Staff agrees.
37	Data Collection and Application (Pg 42)	<p>[Bullet 15] "Number and location of parking spaces"</p> <p>[Bullet 15] "Number and location of parking spaces <u>and types of parking lots</u>"</p>	Greater Tysons Concerned Citizens	This is in order to track the reduction of surface & structured parking spaces & hopefully track the numbers of above & below grade parking as well.	Staff agrees, with modifications: [Bullet 15] "Number and location <u>and types</u> of parking spaces."
38	Performance Objectives for Coordinated Development & Parcel Consolidation (Pg 46)	<p>[Bullet 2] "Provision of parks open space, and recreational facilities as set forth in the Parks and Recreation section of the Areawide Recommendations, either on-site or within the subdistrict through a partnership;"</p> <p>[Bullet 2] "Provision of parks₂ open space, and recreational facilities as set forth in the Parks and Recreation section of the Areawide Recommendations, either on-site or within the subdistrict through a partnership;"</p>	Greater Tysons Concerned Citizens	Missing a comma after "parks."	Staff agrees.

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