

REPORT TO BOARD OF SUPERVISORS ON TYSONS

2013



BOARD OF SUPERVISORS

Sharon Bulova, Chairman, At-Large
Penelope A. Gross, Vice Chairman, Mason District

John C. Cook, Braddock District
John W. Foust, Dranesville District
Michael R. Frey, Sully District
Pat Herrity, Springfield District

Catherine M. Hudgins, Hunter Mill District
Gerald W. Hyland, Mount Vernon District
Jeff C. McKay, Lee District
Linda Q. Smyth, Providence District

Edward L. Long Jr., County Executive

PLANNING COMMISSION

Peter F. Murphy, Jr., Chairman, Springfield District
Frank A. de la Fe, Vice Chairman, Hunter Mill District

Jay Donahue, Dranesville District
Earl Flanagan, Mount Vernon District
Janet R. Hall, Secretary, Mason District
James R. Hart, Parliamentarian, At-Large
Janyce Hedetniemi, At-Large

Nell Hurley, Braddock District
Kenneth A. Lawrence, Providence District
John L. Litzenger, Jr., Sully District
James T. Migliaccio, Lee District
Tim Sargeant, At-Large

Jill G. Cooper, Executive Director

TABLE OF CONTENTS

Introduction	1
Land Use	7
Existing Land Uses	7
Conceptual Planned Land Uses	9
Rezoning Actions and Development Activity	10
Development Data: Approved Major Applications	13
Major Zoning Applications Pending and Indefinitely Deferred	14
Tysons Total Development Levels and Land Use Mix	16
Population	17
Land Use / Public Infrastructure Balance	17
Affordable Housing	19
Amendments to the Comprehensive Plan	20
Transportation	21
Transportation Infrastructure Improvements Funding	21
Transportation Studies and Infrastructure Improvements	23
Travel Monitoring	26
Transit Monitoring	35
Walking / Bicycling	39
Parking Management	41
Transportation Demand Management	42
Environmental Stewardship	45
Stormwater Design and Management	45
Green Building Design and Energy/Resource Conservation	47
Stream Restoration and Natural Resource Management	48
Evaluation of Noise Levels	49
Public Facilities & Parks	51
Public Facilities (Other than Parks and Recreational Facilities)	51
Parks and Recreation Facilities	54
Implementation Features	59
Process Modifications	59
Current Issues	61
Urban Design Features	63
Appendix A – Follow-On Motions	A-1
Appendix B – Development Within Tysons	B-1
Tysons West District	B-7
Tysons Central 7 District	B-33
Tysons Central 123 District	B-47
Tysons East District	B-67
West Side District	B-89
Old Courthouse District	B-91
North Central District	B-97
East District	B-109

LIST OF FIGURES

Figure 1: Existing Land Use Pattern in Tysons 7

Figure 2: Planned Conceptual Land Use 9

Figure 3: Development / Application Areas 11

Figure 4: Pending and Indefinitely Deferred Major Applications 15

Figure 5: Traffic Monitoring Analysis Locations 30

Figure 6: Level-of-Service Analysis – AM Peak (2012) 34

Figure 7: Level-of-Service Analysis – PM Peak (2012) 35

Figure 8: Existing Transit Transfer Centers 36

Figure 9: Planned Sidewalk and Trail Improvements in Tysons 41

Figure 10: Public Facilities, Existing (green) and Proffered (yellow) 52

Figure 11: Proffered Parks 56

LIST OF TABLES

Table 1: Existing Development Levels within Tysons as of January 1, 2013 8

Table 2: Comprehensive Plan Goals: Projected Population, Employment, and Building Space 10

Table 3: Current Activity on Approved Major Applications (by District) 11

Table 4: Total Maximum Development for Approved Major Applications 14

Table 5: Total Proposed Maximum Development for Pending Major Applications 16

Table 6: Tysons Development Levels: Existing, Under Construction, Approved & Proposed . 16

Table 7: Population Estimates; Maximum Non-Residential Development Options 17

Table 8: Population Estimates; Maximum Residential Development Options..... 17

Table 9: Total Person Travel Entering and Exiting Tysons 29

Table 10: Peak Hour Analysis for Tysons - 2012 32

Table 11: Peak Period Analysis for Tysons - 2012..... 33

Table 12: Transit Passengers Entering and Exiting Tysons in the Peak Hour - 2012 38

Table 13: Transit Passengers Entering and Exiting Tysons in the Peak Period - 2012..... 38

Table 14: Existing and Proposed Bicycle Facilities for Tysons 40

Table 15: Major Zoning Applications: Energy/Resource Conservation Proffers 48

Table 16: Existing Public Facilities 53

Table 17: Proffered Public Facilities..... 53

Table 18: Additional Public Facility Needs 54

Table 19: Public Park Space 56

INTRODUCTION

On June 22, 2010, the Fairfax County Board of Supervisors (Board) adopted a new Comprehensive Plan for the Tysons Corner Urban Center (Tysons). The Plan created a vision for the County's largest downtown, designed to take advantage of the four new Metrorail stations now expected to become operational early in 2014. It is anticipated that by 2050, Tysons will be transformed into a walkable, vibrant urban center, with over 100,000 residents and 200,000 jobs. Tysons will become a 24-hour place where people live, work and play. The Plan for Tysons is an essential element in the County's strategic efforts to effectively and efficiently manage future growth.

Much of what exists today will need to redevelop to support the new vision for Tysons. For example, the vehicle-based road network will need to transition into a multi-modal transportation system that provides transportation choices to residents, employees and visitors; and, a civic infrastructure comprised of new facilities and community activities will be an essential component of a vibrant Tysons.

Monitoring the progress of the Plan is critical to ensuring that the vision for Tysons is achieved. Many of the strategies and systems being developed for Tysons will mature over a long period of time; therefore, it is crucial to ensure that their progress is monitored and adjusted as necessary so that intended outcomes will in fact occur. The Plan calls for monitoring performance related to land use and demographics, transportation, environmental stewardship and sustainability, public facilities, and urban design. As part of the monitoring process, the Board charged County staff with preparing a periodic report on Tysons. This is the third Annual Report, covering the time period from October 2012 through September 2013.

In addition to the monitoring actions recommended in the Plan, the Board adopted 20 Follow-on Motions related to Plan implementation. A status update on the Follow-on Motions is contained in Appendix A of this report.

Executive Summary

In the 12 months since the last report was released, considerable work has been undertaken to implement the vision for Tysons, including completion of a number of transportation studies, Board adoption of a funding plan for transportation infrastructure improvements, progress towards achieving necessary public facilities, work on the Tysons Park System Master Plan, and approval of seven rezoning applications. Construction has also begun on several major development projects. A summary of the significant activities follows. Additional details and information are provided in subsequent sections of this report.

General Outreach and Implementation

Public outreach and a collaborative approach involving all stakeholders are critical to achieving the goals set forth in the Plan for Tysons. To this end, there have been multiple actions undertaken to strengthen these relationships.

The Tysons webpage www.fairfaxcounty.gov/tysons continues to serve as the primary point of entry for information about Tysons. The website contains information on the Comprehensive Plan, upcoming public meetings, general news of interest in Tysons, along with planning efforts and development applications submitted and approved within Tysons.

On June 11, 2013, the County held its fourth community open house to showcase activities occurring in Tysons, including both County-led efforts and private sector development proposals. The open house was attended by approximately 120 people and provided an opportunity for information sharing and continued engagement in the transformation of Tysons.

The Tysons Partnership, formed in 2011, continues to work with its members and staff on a variety of issues related to the development of Tysons. This year, the Partnership has worked on developing a Tysons-wide signage plan, offered input on the Tysons Park System Master Plan and on the comprehensive funding plan for transportation, and has focused on opportunities for transportation management, beautification, branding and quality of life. The Partnership's membership continues to grow, with 60 member organizations to date. The Partnership website can be found at www.tysonspartnership.org.

Land Use

Between October 2012 and September 2013, 19 applications proposing to rezone almost 240 acres within Tysons to the Planned Tysons Corner Urban District (PTC) zoning district were reviewed. Seven applications were approved during this time: **Arbor Row** (RZ 2011-PR-023, approved by the Board on November 20, 2012), **Spring Hill Station** (RZ 2010-PR-014D & 014E, approved by the Board on February 12, 2013), **Scotts Run South** (RZ 2011-PR-010 & 011 approved by the Board on April 9, 2013), **The Commons** (RZ 2011-PR-017, approved by the Board on June 3, 2013), and **Tysons West Promenade** (RZ 2011-HM-032, approved by the Board on September 24, 2013). Four applications were placed on indefinite deferral, which means those cases are not being actively reviewed. The remaining eight applications are currently under review.

Collectively, the seven applications approved this year cover 110 acres and allow for up to approximately 8 million square feet of non-residential development and 9 million square feet of residential development (up to 6,700 dwelling units). These approved developments are estimated to accommodate almost 12,000 new residents and 21,000 new employees. The remaining eight applications under review cover 90 acres and propose almost 14 million square feet of new development. Under their maximum residential options, they include approximately 6 million square feet of non-residential development and 8 million square feet of residential development (up to 8,760 dwelling units). These applications, if approved, are estimated to add an additional 15,000 new

residents and 17,000 new employees. It is anticipated that the pending applications will be acted upon by the Planning Commission and Board over the coming year. Economic forecasts conducted by the George Mason University Center for Regional Analysis indicate that the actual development associated with these applications will occur over a period of time that exceeds 20 years into the future. Additional details on each of the approved and pending applications can be found in the Land Use section and Appendix B of this report.

On March 5, 2013, the Board authorized consideration of amendments to the Tysons Plan. The Board authorized three separate Plan amendments, organized by topical areas, to take place over the next 12 to 18 months. The first Plan amendment, expected to be reviewed by the Board early in 2014, will address updates to implementation, land use (including the Initial Development Level) and urban design. This update will reflect status changes based on the Board endorsed Tysons Urban Design Guidelines, the new Metrorail station names, and other Tysons-related efforts that have occurred since the adoption of the Plan. The second amendment will modify transportation elements to reflect the results of a number of transportation studies that have been completed since Plan adoption. The third amendment will cover parks, public facilities, and other updates as needed.

Transportation

Proposed land uses, intensity levels, and recommended transportation improvements were established when the Plan was adopted. However, there were a number of transportation studies and activities that had not been completed at that time. Since the 2012, Tysons Annual Report, a number of significant transportation related activities and studies have continued or have been completed. These include:

- Mobility Hub for Tysons Corner Metrorail Stations – Conceptual Design Plans completed in February 2013
- Consolidated Traffic Impact Study (CTIA) for Tysons East – approved by VDOT in April 2013
- CTIAs for Tysons Central and Tysons West – under review by VDOT
- Dulles Toll Road Ramp Study – recommendations expected to be presented in Fall 2013
- Jones Branch Connector Preliminary design review – completed in March 2013
Final design consultant – selected in June 2013
- Jones Branch Connector Interchange Modification Report – scheduled to be completed in March 2014
- Final report on the Tysons Circulator Study – published Spring 2013
- Tysons Metrorail Station Access Management Study – Project agreement with VDOT approved by Board in May 2013
- Tysons Neighborhood Traffic Study Phase II – initiated 2012; scheduled to be completed in Fall 2013
- Countywide Transit Network Study – initiated 2012; scheduled to be completed in Summer 2014

On October 16, 2012, the Board endorsed the Planning Commission's transportation funding plan for Tysons. Key components of the transportation funding plan include establishment of the Tysons Grid of

Streets and Tysons-wide Transportation Funds, establishment of the Tysons Transportation Service District (TTSD), and creation of the Tysons Transportation Service District Advisory Board (TTSDAB). Additionally, staff was directed to continue to proactively seek federal, state, and other funding opportunities.

The transportation system continues to be monitored to determine if acceptable levels of service and accessibility in and around Tysons are being maintained and sustained as development occurs. These efforts will create critical baseline data upon which to gauge the effects on travel patterns from the investments in new multi-modal options for Tysons.

Environmental Stewardship & Sustainability

Significant progress has been made on implementing the Plan goal of retaining and/or reusing the first inch of rainfall onsite to the extent possible. The majority of applications satisfactorily address this Plan recommendation. County staff continues to work with private sector design teams to identify strategies for meeting this goal and to allow for flexibility to address unique situations, such as the inclusion of existing buildings into a new development. In addition, three recently approved applications commit to restoring stream channels along two different tributaries of Scotts Run within Tysons.

On April 30, 2013, the Board approved an amendment to the Public Facilities Manual (PFM) to allow the Director of DPWES to approve alternative designs for features such as stormwater, streetlights and utilities in circumstances where strict application of the PFM standards are not reflective of the urbanization of Tysons, cannot be met for a particular site, and where new or creative urban design solutions are proposed. The amendment allows alternative designs, which may differ from the requirements set forth in the PFM based on the unique characteristics of the urban environment, to be considered at the time of site construction plan or building plan review.

Public Facilities, Parks and Active Recreation

Staff has continued securing public facilities, parks, and active recreation fields in Tysons, as recommended in the Plan.

Significant progress toward meeting future public facility needs has been made through the recent rezoning application approvals. The **Spring Hill Station** (RZ 2010-PR-014D/014E) applications proffered to participate in provision of the new Fire Station #29 proffered under an earlier phase of the **Spring Hill Station** development (RZ 2010-PR-014B), as well as to provide funding for an off-site athletic field. The **Scotts Run South** (RZ 2011-PR-010/011) applications proffered a second new Fire Station and a co-located athletic field. **The Commons** (RZ 2011-PR-017) proffered a full-sized, synthetic turf athletic field on-site, as well as a four-acre public park with active and passive recreation opportunities. **Tysons West Promenade** (RZ 2011-HM-032) proffered 3,500 square feet of office space for the Arts Council (or other public uses) as well as funds for a Master Plan for the Arts. **Arbor Row** (RZ 2011-PR-023) proffered to dedicate 8 acres for future school and park uses, and will construct two synthetic-turf athletic fields (one full size and one smaller) to be open for public use in 2015.

Parks and associated recreational amenities are of critical importance to future residents and employees within Tysons. An interagency staff team, in collaboration with the Tysons Parks Advisory Group, continues work on the Tysons Park System Master Plan, which is expected to be completed in 2014. The third scheduled authorized Tysons Plan amendment will integrate those updates into the Plan.

Implementation Features

Fairfax County's Core Team approach to evaluating development applications within Tysons has continued. The Core Team consists of experienced staff from a number of agencies including the Departments of Planning and Zoning, Transportation, and Public Works and Environmental Services, the Office of Community Revitalization, the Park Authority, the Fire Marshal, and Virginia Department of Transportation (VDOT). The Core Team ensures that each development application is dealt with in a fair and equitable manner and promotes cooperative solutions to address issues of mutual concern.

As developments in Tysons proceed from the planning stages to implementation, a number of buildings approved through rezoning applications are moving into site plan review, building plan review and construction phases. County agencies continue to work collaboratively with each other and with the development community to develop new processes that address emerging issues. The Implementation Features section of this report identifies these new processes and emerging issues related to the urban form of development in Tysons. The County continues to evaluate staff resources to ensure that the development review process is adequately staffed and to adjust the process as needed.

The *Tysons Corner Urban Design Guidelines* were endorsed by the Board on January 24, 2012. Staff has been working successfully with applicants to implement the concepts contained within the guidelines and to ensure that design proposals are consistent with the urban environment envisioned in the Plan. This report will also highlight some urban design features that have been constructed that reflect the tenets of the Plan.

Remainder of Report

The following sections of this report address each of these areas in more detail. Those sections are followed by a status update on the Board's Follow-on Motions, Appendix A. Details on development activity, including rezoning applications and site construction plans for all major applications, are included in Appendix B.

LAND USE

The Comprehensive Plan’s Areawide Recommendations for Land Use provide guidance for the transformation of Tysons into a vibrant urban place, with much of the area proposed to develop as compact, mixed-use transit-oriented developments (TODs) and neighborhoods. This transformed land use pattern focuses growth near the Metrorail stations by allocating higher intensity development in the areas closest to the stations. Monitoring the progress of land use change in Tysons will primarily consist of tracking existing, proposed, approved, and constructed developments.

Existing Land Uses

Figure 1: Existing Land Use Pattern in Tysons

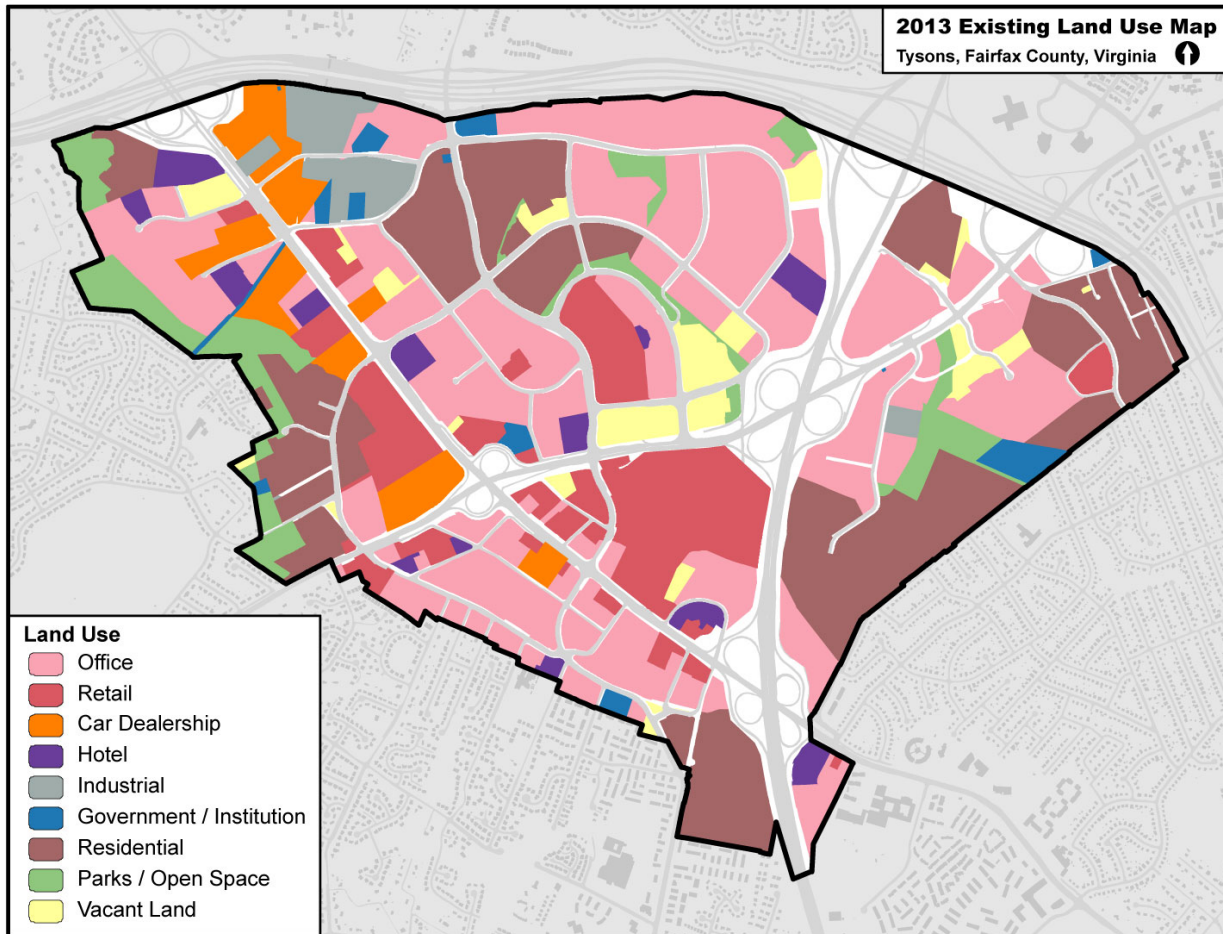


Table 1: Existing Development Levels within Tysons as of January 1, 2013

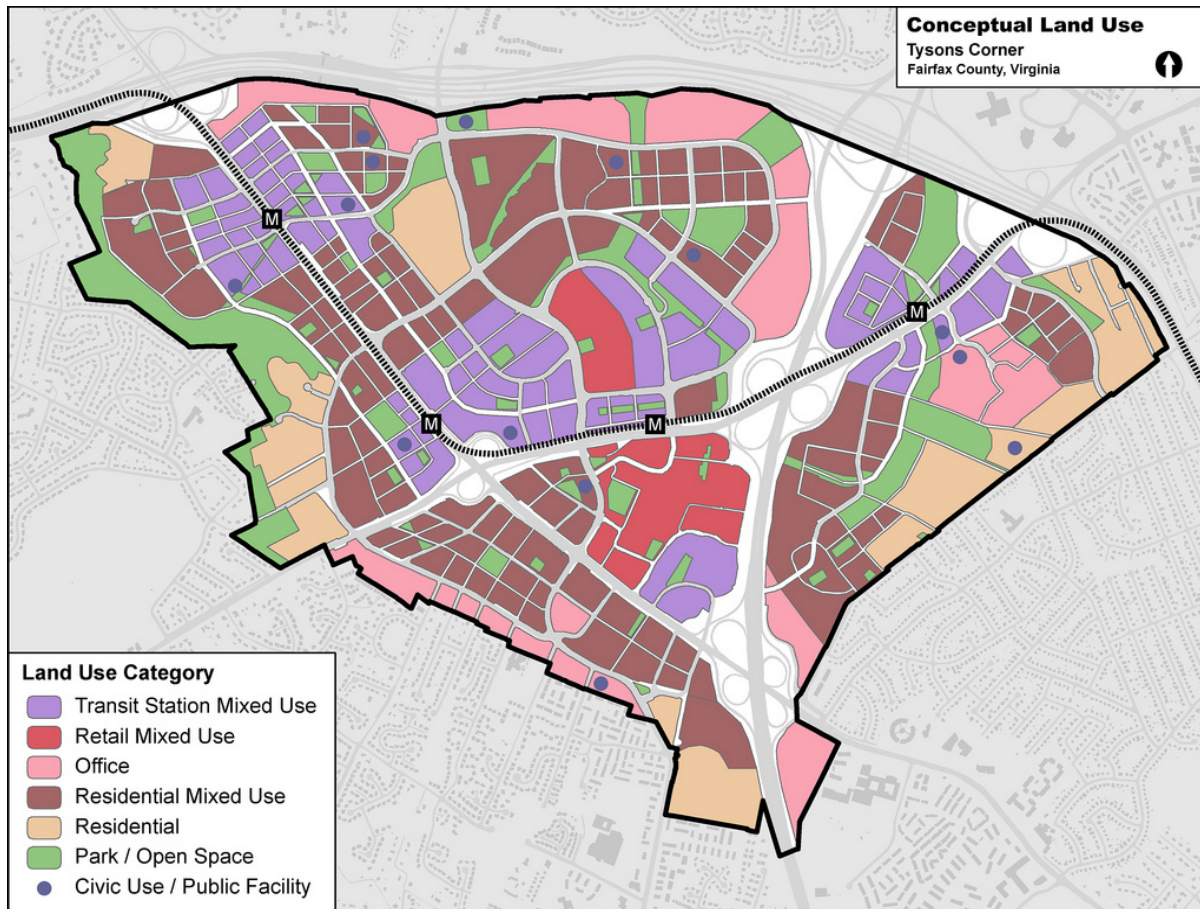
Land Use	Gross Floor Area (square feet) ¹
Office	26,758,000
Retail	4,945,000
Car Dealership	730,000
Hotel	2,578,000
Industrial	986,000
Government/Institutional	80,000
Residential (sq. ft.)	11,210,000
Residential (units)	9,297
Total All Uses	47,287,000

¹ Square foot totals rounded to nearest 1,000

Figure 1 and *Table 1* illustrate the land use patterns and existing development levels within Tysons as of 2013. The existing pattern of development continues to be characterized by segregated land uses and low levels of residential development relative to office uses, although that is beginning to change with the new development under construction. The existing development supports approximately 17,000 residents and up to 105,000 employees. The majority of development within Tysons today remains office use, which, by square feet, is approximately 57% of the total developed land use and is located in over 500 structures. The residential component of Tysons is almost a quarter of all uses by gross floor area (24%), with 89% of all dwelling units in multi-family structures.

Conceptual Planned Land Uses

Figure 2: Planned Conceptual Land Use



Up to 100,000 residents and 200,000 employees are expected in Tysons by 2050. Future land uses are planned to be mixed, either vertically (in the same building) or horizontally (within a distance of two or three blocks). This mixing of uses will reduce the separation among residents, workers, and services, thus encouraging walking and transit usage. The Plan envisions that the proportion of residential development will increase as development occurs, with a goal of achieving a jobs/housing balance of four jobs per household. The job/household ratio within Tysons decreased from 11.7/1 in 2010 to 11.3/1 in 2013.

The Plan contains specific guidance on land use mix and location in both the Areawide and District Recommendations. These recommendations are implemented through the development review process as individual rezoning proposals are submitted for review.

Changes to the land use pattern since publication of the 2012 Annual Report include completion of Phase 1 of the Tysons West Promenade development which contains an urban-style Walmart store and a fitness center. Additionally, some older office buildings have been demolished in preparation for redevelopment. A summary of development activity is included later in this section.

Table 2: Comprehensive Plan Goals: Projected Population, Employment, and Building Space

Year	Population	Employment	Gross Floor Area (square feet)
2010	17,000	105,000	47 million
2030	44,000	167,000	84 million
2050	100,000	200,000	113 million

Rezoning Actions and Development Activity

Sixteen major rezoning applications, which are defined as those applications with rail-related intensities or densities, have been approved in Tysons. Six of these were approved by the Board prior to 2010 (Plan adoption), with an additional ten PTC applications approved since that time. Of the ten PTC applications, seven were approved since the last annual report (October 2012 – September 2013).

Table 3 provides updates on these 16 major applications, focusing on current activity that has occurred this year. *Figure 3* depicts the general location of the rezoning and development activity. Appendix B includes more detailed information on each of the major applications. Although there have been 16 zoning applications, *Table 3* and *Figure 3* treat concurrent applications by the same applicant as a single application (for example, Scotts Run Station South is technically two zoning applications, RZ 2011-PR-010 and RZ 2011-PR-011 but is shown graphically as one).

Figure 3: Development / Application Areas

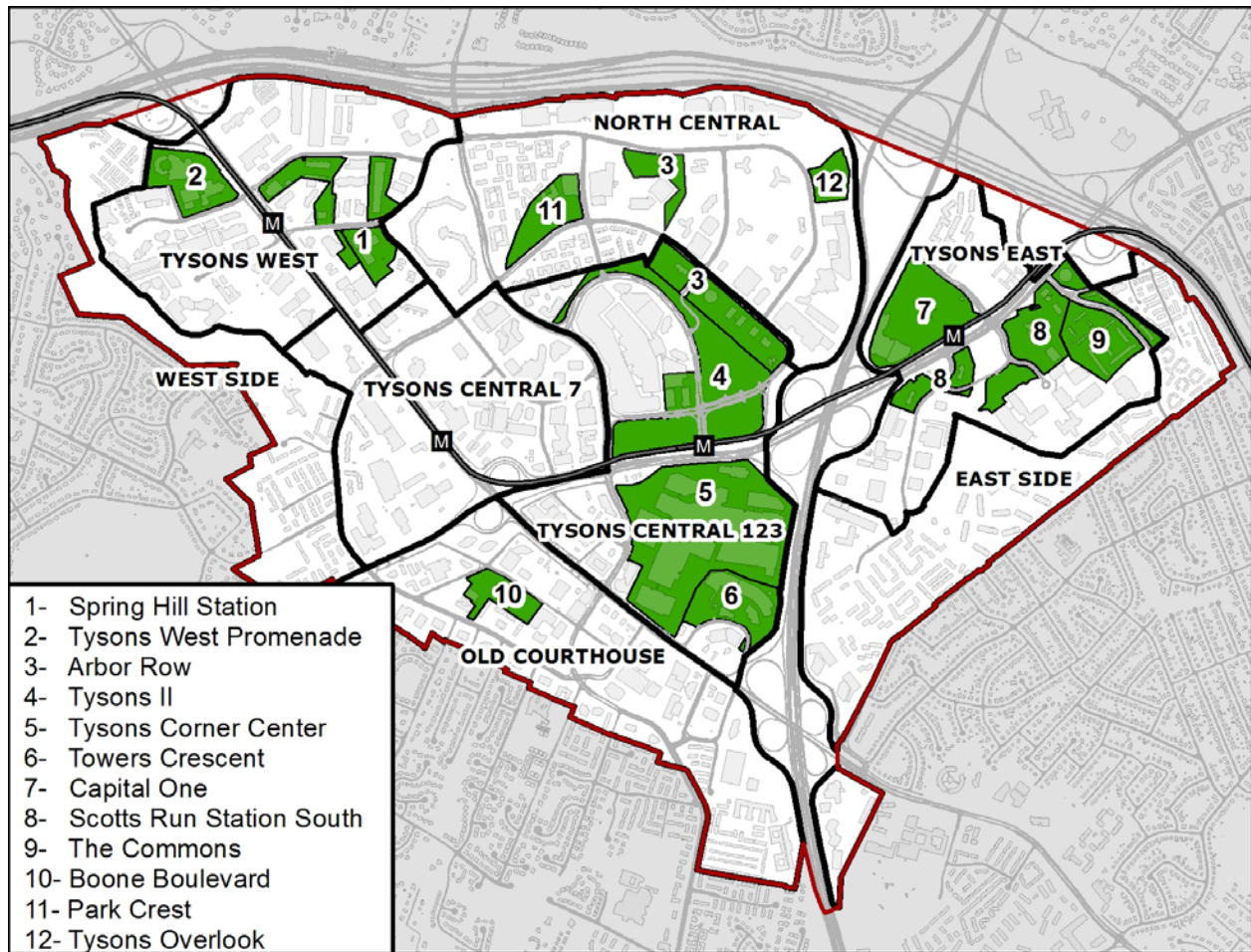


Table 3: Current Activity on Approved Major Applications (by District)

Development / Application(s) (Board Approval Date)	Current Activity (October 2012 – September 2013)
Tysons West District	
1 - Spring Hill Station: RZ 2010-PR-014A/014B (9/27/2011) RZ 2010-PR-014D/014E (2/12/2013)	<ul style="list-style-type: none"> Construction underway on a 26-story high-rise residential building (The Residences at Spring Hill Station) associated with RZ 2010-PR-014A, pursuant to Site Plan 8158-SP-003
2 - Tysons West Promenade: RZ 2011-HM-032 (9/24/2013)	<ul style="list-style-type: none"> Phase 1, an urban-style Walmart store and a fitness center, opened in August 2013 (originally approved as a by-right use under the previous C-7 zoning)
Tysons Central 7 District	
<i>No Approved Major Applications</i>	

Development / Application(s) (Board Approval Date)	Current Activity (October 2012 – September 2013)
Tysons Central 123 District	
3 - Arbor Row: RZ 2011-PR-023 (11/20/2012)	<ul style="list-style-type: none"> • Two vacant office buildings removed, approximately 30,000 sq.ft. combined • Two Site Plans based on approved zoning submitted for review; Block E (25530-SP-001) and Block F (25530-SP-002) • Public Improvement Plan for infrastructure improvements based on approved zoning submitted for review (25530-PI-001) • Two site plans submitted related to proffered public improvements at the Hanover site including athletic fields (25530-SP-003) and stream restoration (25530-PI-002)
4 - Tysons II: PCA 84-D-049-5 (6/16/2003)	<ul style="list-style-type: none"> • Site work for an 18-story office building (1775 Tysons Boulevard) approved pursuant to Site Plan 6028-SP-018 • Construction currently on hold
5 - Tysons Corner Center: RZ 2004-PR-044 (1/22/2007)	<ul style="list-style-type: none"> • Construction underway on Phase I (22-story office building, a 28-story residential building, a hotel, and a retail structure) pursuant to Site Plan 6399-SP-018
6 - Towers Crescent : RZ 2006-PR-028 (10/15/2007)	<ul style="list-style-type: none"> • No current activity
Tysons East District	
7 - Capital One: RZ 2010-PR-021 (9/25/2012)	<ul style="list-style-type: none"> • Site Plan submitted related to proffered road and recreation improvements (6835-SP-005) • PCA 2010-PR-021 to revise the approved application pending
8 - Scotts Run Station South: RZ 2011-PR-010/011 (4/9/2013)	<ul style="list-style-type: none"> • Site Plan submitted for residential structure on the Garfield block (1217-SP-002) • 340,000 square foot office building on the MITRE 4 site currently under development pursuant to Site Plan 3538-SP-003
9 - The Commons: RZ 2011-PR-017 (6/3/2013)	<ul style="list-style-type: none"> • No current activity
West District	
<i>No Approved Major Applications</i>	
Old Courthouse District	
10 - Boone Boulevard (Tycon): PCA C-597-4 (7/21/2008)	<ul style="list-style-type: none"> • No current activity

Development / Application(s) (Board Approval Date)	Current Activity (October 2012 – September 2013)
Tysons North Central District	
11 - Park Crest: RZ 2002-PR-016 (5/11/2001)	<ul style="list-style-type: none"> Construction underway on Ovation at Park Crest, a nineteen-story high-rise residential building, pursuant to Site Plan 5166-SP-003
12 - Tysons Overlook (MRP): SEA 94-P-040 (5/18/2011)	<ul style="list-style-type: none"> Construction underway on an 11-story, 307,000 sq. ft. building, primarily office, at 7940 Jones Branch Drive pursuant to Site Plan 24989-SP-002
East District	
<i>No Approved Major Applications</i>	

In addition to the development activities highlighted in the map and text above, additional site plans have been approved that do not permit significant new development on their sites but are primarily for improvement of existing use or supporting infrastructure. Appendix B includes additional information on these site plans.

Development Data: Approved Major Applications

As noted, sixteen major rezoning applications have been approved in Tysons, each with a Conceptual Development Plan (CDP) that sets the maximum development level for the project, although optional development scenarios may be approved for some or all of the buildings. As such, different maximum development levels for residential and non-residential uses may be approved based on options that maximize residential or non-residential development. Following or concurrent with the approval of the CDP is a Final Development Plan (FDP), approved by the Planning Commission. An FDP may include all or a portion of the site area covered by the CDP, and may propose a lesser intensity than what was approved on the CDP. Following approval of the FDP are the approvals of site and building plans under which construction is authorized. While the CDP shows the maximum approval, it is a long range plan that may not be implemented fully for decades. Development pursuant to an approved FDP might be reasonably expected to occur within a shorter timeframe than developments on sites with CDP approval only, and development approved by site plans might be expected to occur within the near term.

Table 4 aggregates the total of the development levels for all of the approved major applications in Tysons. Additional information by application can be found in Appendix B. As noted, many of the approved applications propose use-options for various buildings, resulting in different maximum development levels depending on whether residential or non-residential development is programmed.

Table 4: Total Maximum Development for Approved Major Applications

	# of Buildings	Office	Retail	Residential	Hotel	Totals ¹
Under Construction						
	8	1,183,228	35,978	1,262,444 (1,099 du)	252,213	2,748,163
Approved by Site Plan, Not Under Construction						
	1	456,576	0	0	0	456,576
Approved by FDP (Approved Applications)						
	58	9,101,471	3,944,143	7,991,993 (6,860 du)	1,221,926	22,223,833
Approved by CDP (Approved Applications)						
Options that Maximize Non-Residential	115	18,380,153	4,544,867	17,095,437 (15,890 du)	2,261,624	42,304,881
Options that Maximize Residential	116	17,945,153	4,528,867	17,795,937 (16,809 du)	1,937,624	42,230,381

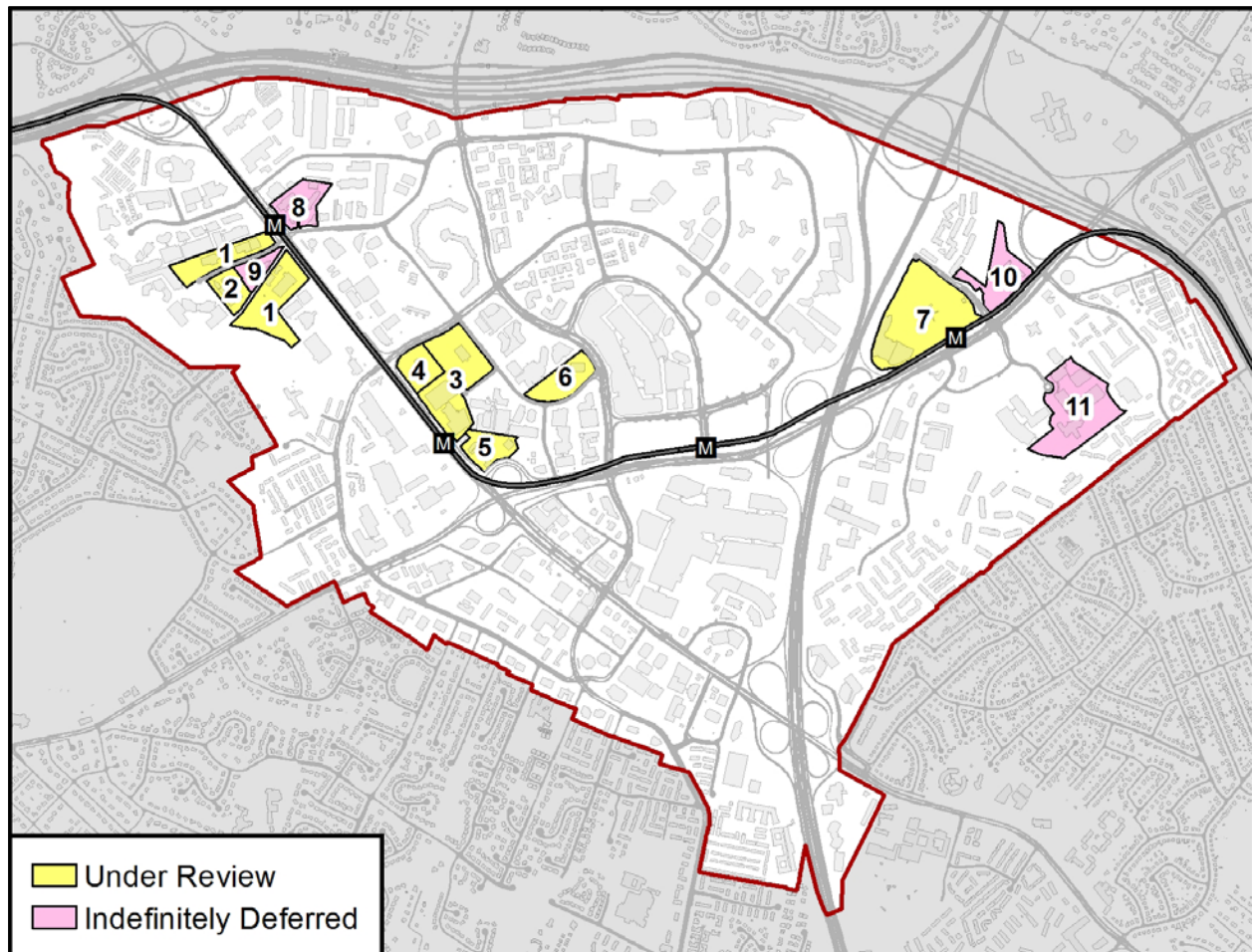
1 Total may not equal sum of land uses shown because total includes public facility uses and because some applications include an additional development cap that is less than the sum of individual land uses

Major Zoning Applications Pending and Indefinitely Deferred

As of October 2013, there are eight pending major rezoning applications. Collectively, these eight applications cover approximately 87 acres of land. In addition, four major rezoning applications previously under review have been deferred indefinitely. Appendix B contains information on each of the pending and indefinitely deferred major applications. *Figure 4* illustrates the location of these applications. As in the approved application section, *Figure 4* treats concurrent applications by the same applicant as a single application (in this case, Dominion Square is technically two zoning applications, RZ 2011-HM-012 and RZ 2011-HM-013 but is shown graphically as one). One application, Capital One, is shown as both an approved application and a pending application. The original zoning to the PTC District was approved in 2012; the applicant has submitted a proffered condition amendment (PCA) which is reflected in the pending applications.

Table 5 provides a summary of the combined total of the proposed CDP and FDP development levels for the pending major applications. Indefinitely deferred applications are not included in *Table 5*. Many of the pending applications propose use-options for various buildings which results in different maximums based on the final use. *Table 5* depicts the maximum potential development under the pending CDP options that maximize either residential or non-residential development.

Figure 4: Pending and Indefinitely Deferred Major Applications



Pending Applications

- 1 - Dominion Square / CARS (RZ 2011-HM-012, RZ 2011-HM-013)
- 2 - Sunburst at Spring Hill Metro (RZ 2011-HM-027)
- 3 - Solutions Plaza / SAIC (RZ 2010-PR-022)
- 4 - Westpark Plaza / Dittmar (RZ 2013-PR-009)
- 5 - Tysons Central / NV Commercial (RZ 2011-PR-005)
- 6 - Greensboro Park Place (RZ 2012-PR-002)
- 7 - Capital One (PCA 2010-PR-021)

Indefinitely Deferred Applications

- 8 - Spring Hill Station / Cherner (RZ 2010-PR-014C)
- 9 - Perseus (RZ 2011-HM-026)
- 10 - Scotts Run Station North (RZ 2011-PR-009)
- 11 - MITRE 5 (RZ 2010-PR-023)

Table 5: Total Proposed Maximum Development for Pending Major Applications

	# of Buildings	Office	Retail	Residential	Hotel	Totals ¹
Proposed by FDP (Pending Applications)						
	9	1,366,074	62,774	1,271,438 (1,384 du)	325,374	3,058,660
Proposed by CDP (Pending Applications)						
Options that Maximize Non-Residential	40	5,680,532	628,029	6,642,438 (7,006 du)	844,876	13,747,875
Options that Maximize Residential	39	4,411,532	623,029	8,365,438 (8,760 du)	844,876	14,136,875

1 Total may not equal sum of land uses shown because total includes public facility uses and because some applications include an additional development cap that is less than the sum of individual land uses

Tyson's Total Development Levels and Land Use Mix

Staff is monitoring progress towards the planned mix of uses and planned intensity within Tysons. Table 6 provides the current existing development level and land use mix, amount of development under construction, amount of approved but unbuilt development, and amount of development proposed with pending rezoning applications (using the option that maximizes non-residential development). The specific development levels and land use mixes are subject to change during the rezoning process for pending applications or subsequent to rezoning approval but prior to construction. Any such changes will be monitored and reflected in future Annual Reports. Indefinitely deferred applications are not reflected in this table.

Table 6: Tysons Development Levels: Existing, Under Construction, Approved and Proposed

	Existing Development	Under Construction	Approved Development ¹	Proposed Development ¹	Total
Office ²	27,744,000	1,183,228	12,510,182	4,532,628	45,970,038
Retail ³	5,675,000	35,978	655,614	394,156	6,760,748
Hotel	2,578,000	252,213	1,221,779	606,096	4,658,088
Total Non-Residential:	35,997,000	1,485,719	14,386,507	5,484,680	57,353,906
Residential:					
Residential:	11,210,000	1,262,444	14,475,229	6,642,438	33,590,111
Residential Units:	9,297	1,099	13,640	7,006	31,042
Total Development:					
Total Development:	47,207,000	2,748,163	28,861,236	12,127,118	90,945,517

1 Net increase over existing level, less amount under construction for all rezoning entitled development

2 Includes industrial uses

3 Includes car dealerships

Population

Staff is monitoring the number of dwelling units proposed, approved and constructed, which along with other data, is used to develop population estimates. Staff is also monitoring non-residential land use, which will be used to develop employment population estimates. *Tables 7 and 8* summarize the current estimates for existing residential and employment populations, as well as estimates based upon the approved major applications through September 2013, and pending major applications. Indefinitely deferred applications are not reflected in these tables.

Many of the approved and pending applications propose use-options for various buildings. The highest number of residents that could be generated would be under options that maximize residential development, while the highest number of employees that could be generated would be under the options that maximize non-residential development. *Table 7* depicts the estimated population changes under the maximum non-residential development. *Table 8* depicts the estimated population changes under the maximum residential development.

Table 7: Population Estimates; Maximum Non-Residential Development Options

	Existing	Under Construction	Approved Development	Proposed Development	Total
Residential Population	17,000	1,925	23,870	12,260	55,055
Residential Units	9,297	1,099	13,640	7,006	31,040
Employment Population	105,000	4,225	44,150	16,470	169,845

Table 8: Population Estimates; Maximum Residential Development Options

	Existing	Under Construction	Approved Development	Proposed Development	Total
Residential Population	17,000	1,925	25,450	15,330	59,730
Residential Units	9,297	1,099	14,560	8,760	33,715
Employment Population	105,000	4,225	42,400	12,230	163,850

Land Use / Public Infrastructure Balance

The Comprehensive Plan links development with the timely provision of public infrastructure and facilities. The land use changes that will transform Tysons from a suburban activity center into a vibrant urban center need to be supported by concurrent improvements to the existing transportation infrastructure and to public facilities to support residents and employees within Tysons. Balance should be considered both in the context of the overall build out, which is expected to occur over 40 years in Tysons, and within a shorter planning horizon, based on actual construction of new development and actual construction of new infrastructure.

Land Use

Since 2010, only a limited amount of approved redevelopment has been constructed. Significant new development delivered in Tysons since 2010 includes:

- The Avalon Park Crest six-story residential building (354 units) associated with Park Crest (RZ 2002-PR-016);
- An urban-style Walmart store and a fitness center, associated with Tysons West Promenade (RZ 2011-HM-032) but originally approved as a by-right use under the previous zoning; and,
- Removal of over 80,000 square feet of office development, primarily related to construction projects currently underway.

Both of the new construction projects were originally approved prior to adoption of the new Plan. A number of site plans and construction projects related to zonings approved since adoption of the Plan are underway (as detailed in *Table 3* and Appendix B), but none have been completed at this time.

Transportation

While land use development has been limited, there are a number of regional transportation improvements that have been completed, are under construction, or have been funded and programmed. These include:

- The I-495 Express Lanes (opened November, 2012) created four new high occupancy toll lanes (HOT lanes) on I-495 and new access points from I-495 into Tysons.
- Three Express Bus Service routes to Tysons (started operation in 2013) utilizing the HOT lanes.
- The Metrorail Silver Line Extension (expected to open early in 2014) is the critical transit infrastructure project underpinning the transformation of Tysons and will provide four new Metrorail stations in Tysons.
- The Jones Branch Connector (funded and programmed) will provide a major east-west connection within Tysons, connecting Rt. 123 with Jones Branch Drive via a new I-495 crossing designed to accommodate bicycle, pedestrian and transit uses as well as cars.
- The Tysons Area Metrorail Station Access Improvement Projects (funded and programmed, various timeframes) include 37 pedestrian and bicycle improvement projects intended to increase access in the near-term to the new Metrorail stations. Information on individual projects may be found at: <http://www.fairfaxcounty.gov/fcdot/silverline/tysonsimp.htm>

In addition to these efforts, multiple transportation studies for Tysons are underway as detailed in the transportation section of this report. Each of these studies is critical to ensuring that adequate public planning is being done for future implementation of services or infrastructure in support of proposed development.

As expected, the transportation infrastructure investments represented by the Silver Line and HOT lanes in and of themselves far out-weigh the additional traffic generated by new development that has been delivered in Tysons since the adoption of the Plan. At this time, staff believes that the transportation investments, as currently completed, under construction, or funded and programmed, are more than

adequate to balance delivered development. Given that rail-related development has just begun, staff will continue to assess this balance in the Annual Reports, and to conduct major studies at appropriate intervals. As noted in the Transportation section, monitoring of traffic congestion in and around Tysons (pre and post Metrorail opening) will provide additional metrics for this assessment in the coming years.

Public Facilities

Although a number of new public facilities have been proffered by the approved zoning applications, as detailed in the Public Facilities section of this report, none have been constructed at this time. Given the minimal amount of new development since adoption of the Plan, the new development is not expected to negatively impact service levels in the Tysons area.

Affordable Housing

In addition to providing sufficient housing to balance the jobs/housing ratio, a critical aspect of the residential land use mix is the provision of housing choices so that a population with a variety of income levels has the ability to live in Tysons. To that end, the Plan encourages affordable and workforce housing in Tysons, and recommends that all projects with a residential component provide 20% of their units as affordable and/or workforce dwelling units (ADUs/WDUs). All PTC rezoning applications approved to date have committed to provide 20% affordable/workforce units; based on the total number of units provided, development under residential maximums could result in the creation of as many as 2,522 workforce housing units in Tysons.

In addition, new non-residential development within Tysons is expected to contribute towards housing choice by providing a cash or in-kind contribution towards a housing trust fund to be used to create affordable and workforce housing in Tysons. In addition to a commitment to provide WDUs, as described above, all approved PTC applications with non-residential development have proffered a cash contribution to implement this Plan objective. Most approved applications have included the option to provide this as either a one-time contribution of \$3.00 per square foot of non-residential development, or as an annual payment of \$0.25 per square foot of non-residential development for a term of 16 years.

Amendments to the Comprehensive Plan

On March 5, 2013, the Board authorized consideration of amendments to the Tysons Plan. The Board authorized three separate Plan amendments, organized by topical areas, to occur over the next 12 to 18 months. Consideration of these amendments was requested as many of the recommended studies and implementation efforts identified in the Plan have been completed.

The first Plan amendment will address updates to implementation, land use (including the Initial Development Level), and urban design. This update will reflect status changes with the Tysons Urban Design Guidelines, the new Metrorail station names, and other Tysons-related implementation efforts that have occurred since the adoption of the Plan. Public outreach and review of the draft amendment is expected in Fall 2013, with consideration by the Board in early 2014.

The second authorized amendment will modify transportation elements to reconcile the Plan text and maps with the results of a number of transportation studies and Board actions that have been completed since Plan adoption. The third authorized amendment will cover parks, public facilities, and other updates as needed. These amendments are expected to be considered by the Board in late 2014.

TRANSPORTATION

The Comprehensive Plan's Areawide Recommendations for Transportation provide guidance for implementation of a transportation system that supports the recommended land use and development pattern within Tysons as future development takes place. The Plan recommends that the increase in development over time be phased and coordinated with the provision of additional transportation infrastructure and capacity, and that such developments incorporate programs to reduce vehicular trips. Monitoring the performance of the transportation system as Tysons develops is critical to this strategy.

Monitoring overall transportation performance in Tysons will rely upon tracking the critical components of the transportation system. This includes elements that support the use of private automobiles, transit, walking and bicycling. In addition to these modal activities, progress towards parking management and transportation demand management goals will be monitored and assessed.

Transportation Infrastructure Improvements Funding

The Plan recommends that increases in development should be coordinated with the provision of transportation infrastructure and programs to reduce vehicular trips. This includes new components of the infrastructure, such as an internal grid of streets, new transit routes, and roadway and transit connections into and out of Tysons. The needed improvements, and their associated general timeframe, can be found in the Comprehensive Plan *Transportation Infrastructure, Programs, and Services, As They Relate to the Level of Development in Tysons* (Table 7).

The transportation improvements identified in Table 7 of the Plan require significant capital investment, as well as on-going operating investment for increased transit services. At the direction of the Board, the Planning Commission engaged in an inclusive process to address funding of the Table 7 items and provided 31 recommendations to the Board on these issues on September 20, 2012.

On October 16, 2012, the Board heard public comment on the Planning Commission's funding recommendations. Following the public comment, the Board endorsed the Planning Commission's transportation funding plan and approved a series of motions directing staff to implement elements of the funding plan for Tysons.

The Board's directions are summarized below along with subsequent actions. The full text of the Board's endorsement and follow-on motions to implement the funding plan recommendations can be found at:

http://www.fairfaxcounty.gov/tysons/implementation/trans_funding_followonmotions_fall2012.htm

The recommendations endorsed by the Board were based upon a goal of developing a comprehensive solution for funding the set of infrastructure improvements identified in the Plan to support the 113 million square feet of development anticipated to occur by 2050. In addition, the funding plan allows for flexibility in funding options and sources, and for adjustments to be made based upon the actual pace of development.

One key component of the funding plan is for redevelopment to provide or fund the local grid of streets. The grid will serve as an urban street network that will provide convenient connections within Tysons, distribute multi-modal traffic efficiently, and enhance the quality of the network through the use of complete streets. To this end, the Board directed staff to transition the Tysons Road Fund into the Tysons Grid of Streets Transportation Fund.

On January 8, 2013, the Board established the Tysons Grid of Streets Transportation Fund (Tysons Grid Fund) and set guidelines for how to implement the fund. The 2013 contribution rates were established at \$6.44 per gross square foot of building structure for new non-residential space and \$1,000 per unit for new residential uses.

Another key component of the funding plan is to identify multiple sources of revenue to fund the Table 7 Tysons-wide transportation improvements. These include improvements to the existing roadway and transportation infrastructure that are necessary to improve access to, and within, Tysons such, as new access points from the Dulles Toll Road to Tysons, expanded capacity on select primary and minor arterial roads, and the creation of new minor arterial roads to support the local grid of streets. Table 7 improvements are intended to be funded by a variety of private and public sources, including state and federal funds.

The Board directed staff to create a new transportation fund to collect revenue from redevelopment applications to fund a portion of the Table 7 projects. The funds collected will supplement other funding sources for the Table 7 improvements.

On January 8, 2013, the Board also established the Tysons-wide Transportation Fund (Tysons-wide Fund) and set guidelines for implementation. The 2013 contribution rates were established at \$5.63 per gross square foot of building structure of new non-residential space and \$1,000 per unit of new residential uses.

To provide additional revenue for the Table 7 Tysons-wide projects, the Board established the Tysons Transportation Service District on January 8, 2013. The Tysons Transportation Service District is a special tax assessment district which collects revenue based upon the assessed value of all properties within the district. Revenue generated by the district may only be used for transportation improvements within the service district.

In tandem with creating the Tysons Transportation Service District, the Board also created the Tysons Transportation Service District Advisory Board (TTSDAB). The purpose of the TTSDAB is to work with Fairfax County staff and provide input to the Board on the annual tax rate for the Tysons Transportation Service District; transportation project priorities for projects funded all or in part by the Tysons Transportation Service District; issues related to the newly established Tysons road funds; and, potential new and alternative sources of revenue for transportation improvements.

The TTSDAB is comprised of 17 members representing a spectrum of property owners within the Tysons Transportation Service District. The TTSDAB met three times between February and April 2013. The TTSDAB recommended a Tysons Transportation Tax Rate of \$0.04 per \$1,000 of assessed value for FY2014, which was subsequently approved by the Board as part of the FY2014 Budget.

The Board directed staff to continue to proactively seek federal, state, and other funding opportunities and to maximize revenue from state and federal funding partners, so as to minimize the impacts of funding the transportation infrastructure on County taxpayers. The overall Tysons funding plan includes approximately \$200 million in “unidentified state and federal transportation revenues”. During its 2013 Session, the Virginia General Assembly approved HB 2313 which provides additional statewide and regional transportation funding. HB 2313, therefore, provides a funding source to address the “unidentified state and federal transportation revenue” included in the plan adopted by the Board. In June 2013, the Commonwealth Transportation Board approved \$10 million in Revenue Sharing funding for the Jones Branch Connector project; these funds are over and above what was previously programmed in the Tysons funding plan and help to offset the cost increases associated with this project. Staff continues to program and seek funding for projects from a variety of regional, state and federal sources as opportunities evolve.

The Board approved a Four-Year Transportation Plan (FY2013-2016) on July 10, 2012. This plan programmed current and projected revenues toward implementing transportation improvements within Fairfax, including projects within Tysons.

Nearly \$188,000,000 in funding has been identified from FY2013-FY2018 for the Tysons Transit, Tysons-wide Road Improvement, and Neighborhood Improvement projects. The funding has been identified to come from local, federal, state, and private sources.

Approximately \$825,000 has been expended through FY2013 on the Jones Branch Connector project for work associated with preliminary engineering. In FY2014, approximately \$5.5 million will be spent to take the project through final design. The FY2013 budget included \$7,600,000 for capital expenses associated with the acquisition of new buses for use in the short-term Tysons Circulator transit service, and \$2.1 million has been appropriated in the FY2014 budget for half-year operations of the Tysons Circulator service. County staff, in conjunction with VDOT, has secured an agreement for scoping, design and construction phases in the amount of \$21.7 million for the Tysons Metrorail Station Access Management Study (TMSAMS) projects through FY2019.

Transportation Studies and Infrastructure Improvements

Throughout the past year, the Fairfax County Department of Transportation (FCDOT) has advanced a number of transportation studies necessary for implementing the Tysons Plan. Brief highlights of key studies are below.

Tysons Multimodal Transportation Hub Analysis – The Transportation Section of the Plan includes a goal of establishing multimodal transportation hubs “strategically placed close to Metrorail and circulator stations and/or other retail, employment and residential centers to allow flexibility in trip making within Tysons”. At a minimum, the hubs permit alternative modes for transit users to reach a final destinations that are beyond walking distances from transit stations, and for Tysons residents and workers to travel within Tysons and beyond without the need for a private vehicle. The Tysons Multimodal

Transportation Hub Analysis was begun in November 2011, and completed in 2013. The project provided multiple plans for each station, including recommendations for service implementation and for locations for car share programs, bike share programs, bike racks and lockers, taxi stands, kiss and ride lots, commuter kiosks and civic greens, from the day Metrorail service begins through the redevelopment of the properties surrounding the stations.

Consolidated Traffic Impact Analyses (CTIAs) – Three CTIAs were conducted (Tysons East, Tysons Central and Tysons West) to determine, at a high level of detail, current and future traffic conditions projected to arise from the implementation of planned densities and new developments in Tysons; to evaluate and optimize the grid of streets; and, to determine associated right-of-way needs. These studies used a sophisticated modeling tool to analyze growth in Tysons, determine the best possible traffic flow through the area, and analyze the most cost effective solutions while minimizing property and environmental impacts. The model is also being used to help determine the phasing of elements of the grid of streets and road requirements. In addition to existing conditions, land use scenarios were tested for 2030 and 2050. The three CTIAs have collectively examined how Tysons can be transformed into a walkable urban center through redevelopment of land and development of a corresponding grid of streets that would offer alternative paths for travel within Tysons. These alternative paths are designed to disperse traffic that would otherwise use primary roadways, such as Rt. 7 and Rt. 123. The Tysons East CTIA was submitted to VDOT as a Chapter 870 Small Area Plan Submission and approved in April 2013. The other two CTIAs have also been submitted to VDOT and are currently under review.

Dulles Toll Road Ramp Study – This study includes an operational analysis of and conceptual designs for new ramps from the Dulles Toll Road to Tysons. Options were presented at public meetings in May 2012, and May 2013. A study report is being finalized and recommendations will be presented to the Board in December 2013. More information is available at:

<http://www.fairfaxcounty.gov/tysons/transportation/tollroadramps.htm>

It is not anticipated that actual design and formal environmental work on the ramps will begin for some time. The ramps will require a National Environmental Policy Act (NEPA) determination before they can be constructed.

Jones Branch Connector – Preliminary design has been initiated to provide a connection between Route 123 and the I-495 Express Lanes (HOV/HOT lanes) ramps. The project will ultimately connect Route 123 to Jones Branch Drive via the extended Scotts Crossing Road; the segment between the I-495 Express Lane ramps and Jones Branch Drive opened as part of the I-495 Express Lanes (HOV/HOT lanes) project. Preliminary design (30% level) plans for the remainder of the project have been developed and were distributed to VDOT and Fairfax County for review in January 2013, and the review comments were received in March 2013. The Interchange Modification Report and National Environmental Policy Act (NEPA) reevaluation preparations are underway. The final design consultant was selected in June 2013, and scope and fee negotiations are underway. Project agreement between VDOT and FCDOT was executed in June 2013; this agreement specifies the roles of FCDOT and VDOT in the completion of this project. FCDOT will administer the Preliminary Engineering and Right-of-Way phases, while VDOT will administer the Construction Phase of the project.

Tysons Circulator Study – The Tysons Circulator Study is a planning study to support the redevelopment of Tysons over the next 40 years. The Tysons Corner Circulator Study focused on the development of a long term Circulator System intended to support the Tysons Corner Area by 2050, when the residential population is anticipated to be close to 100,000 and the employment population is anticipated to be close to 200,000. The purpose of the study is to design a circulator system that will support the County's overall goal of maximizing transit trips and minimizing vehicular trips to, from, and within Tysons. Key recommendations from the study are provision of a three route network; use of buses, which can provide sufficient capacity for future demand; and, provision of strategically placed exclusive lanes and queue jumps with shared right-of-way travel for the remainder of the routes. The first phase of the Circulator System, serving the Metrorail stations in Tysons immediately after Dulles Rail service begins, will be bus service operating in mixed-traffic, on existing rights-of-way. Five routes are planned for this initial service and are described as "Tysons Circulator" routes in the Fairfax County Transit Development Plan. The final report was published in Spring 2013 and is posted at:

<http://www.fairfaxcounty.gov/tysons/transportation/tysonscirculator.htm>

Tysons Metrorail Station Access Management Study (TMSAMS) – The purpose of this study was to prioritize access improvements to the Metrorail stations in Tysons. The study was completed in late 2011. Staff recommendations were approved by the Board in May 2012, and many are funded in the Board's Four-Year Transportation Plan. In May 2013, the Board approved a project agreement with VDOT to spend up to \$22.4 million of federal Regional Surface Transportation Program (RSTP) and Congestion Mitigation and Air Quality (CMAQ) funds for preliminary engineering, right-of-way and utilities, and construction expenses for TMSAMS transportation improvements. FCDOT staff is working to design and construct those projects. As of September 2013, seven of the 39 projects have been completed. Additional information on TMSAMS, including the status of the projects, is available at <http://www.fairfaxcounty.gov/fcdot/tmsams/> and more information about TMSAMS project funding is available at <http://www.fairfaxcounty.gov/fcdot/dullesmetro/tysonsimp.htm>.

Tysons Neighborhood Traffic Study – Phase I of this study analyzed 19 intersections outside of Tysons to determine the impact of the adopted Tysons Comprehensive Plan on these intersections. This analysis was completed in 2010. Phase II of the Neighborhood Traffic Study was initiated in 2012, and will include the following:

- An additional 10 intersections, for a total of 29 intersections
- The latest land use information based on rezoning approvals and applications
- The use of the detailed CTIA analysis model to analyze intersections and identify mitigation measures
- Public and stakeholder meetings are anticipated in Fall 2013, and the study is expected to be completed in Spring 2014.

Phase II of the Neighborhood study will follow closely after the Fall 2013 meetings.

Countywide Transit Network Study – The Countywide Transit Network Study began in 2012. Three public meetings have been held: July 2012 (goals and objectives); November 2012 (transit corridor

functions); and July 2013 (proposed high quality transit network concept). In addition, an online survey and crowdsourcing website have been employed to collect additional community and stakeholder input, feedback and comments. A recommendation on a high quality transit network concept is expected to be presented to the Board in Summer 2014. The study includes recommendations on where Metrorail should be extended; where light rail, bus rapid transit and/or streetcar systems are appropriate; and, where dedicated lanes for bus transit could be located and associated right-of-way requirements will be established. Land use recommendations (not within Tysons, but along Route 1 and Route 28), system cost estimates, recommendations on phasing and potential funding options will also be included. Comprehensive Plan amendments will follow, as appropriate. While the Countywide Transit Network Study is not specific to Tysons, the resulting recommendations will impact the transit network within Tysons.

State Street Study – A new roadway, State Street, is being considered and evaluated. State Street will connect a future section of Boone Boulevard with Greensboro Drive. State Street will have an at-grade intersection with Leesburg Pike (Route 7) and traverse under the Dulles Rail superstructure. Multiple alignments are being evaluated and stakeholders, primarily adjacent property owners, are involved in the selection of a recommended final alignment. The proposed alignments are expected to be evaluated by stakeholders in October 2013.

Route 7/123 Intersection Study – This study of the intersection of Routes 7 and 123 is intended to evaluate two options: an at-grade intersection and an interchange. Both options will be examined with respect to their ability to accommodate projected traffic demands as well as to facilitate all road users (cars, transit, pedestrians and bicycles) in the context of the urban character Tysons is expected to achieve in the future. A recommendation regarding the final configuration will be reviewed by stakeholders and VDOT. This study is expected to be completed by Spring 2014.

Route 7 Widening Study (Route 123 to the Capital Beltway) – A study is being conducted to widen this critical segment of Route 7 between Route 123 and the Capital Beltway. The design will add an additional lane in each direction to accommodate projected traffic demands and will be integrated with the grid of streets and the intersection configuration recommended by the CTIA Study. The widening study is being conducted in conjunction with the Route 7/123 Intersection Study (discussed in preceding paragraph) and is expected to be completed by Spring 2014.

Travel Monitoring

Travel monitoring is a critical element of assessing the performance of the transportation system serving Tysons. Changes in current travel patterns to, from, through and around Tysons are important in the transformation of Tysons. Primary and secondary cordons have been established to better analyze locally generated traffic (trips with either an origin or destination within Tysons) from through traffic (trips with both an origin and destination located outside the boundaries).

The advent of Metrorail to the Tysons and the implementation of additional bus routes are expected to have a significant impact on the transit mode split. Improved pedestrian and bicycle accessibility to/from Metrorail stations will further encourage transit usage and discourage single occupant vehicle use.

Metrics designed to monitor and assess travel characteristics and traffic patterns into and out of the Tysons area include measures of person trip making, vehicular travel and non-motorized use during peak weekday travel periods.

Early identification of travel changes provides an opportunity to make timely transportation programming and funding decisions, and allows necessary adjustments to be made to the system. The three primary monitoring metrics are person travel, vehicle travel, and level-of-service analysis (LOS).

Since the Annual Report to the Board in October 2012, the FCDOT has monitored the following metrics in Tysons:

Person Travel

Changes in person trips entering and exiting Tysons will continue to be assessed annually. Person trips are assessed by an examination of trip-making by transit, motor vehicle and non-motorized travel entering and exiting Tysons (i.e., crossing into and out of the boundaries of Tysons) during the AM and PM weekday peak hours of travel, as well as the AM and PM peak periods.

Table 9 below provides a summary of total person movement entering and exiting Tysons during the AM and PM peak hours, and during peak periods of travel on a typical weekday. The monitoring of person movement by mode was initiated in 2011. Person trips entering and exiting Tysons are identified through traffic volume counts and transit passenger counts conducted at the boundaries of Tysons. The AM and PM peak periods of travel were counted from 6:30–9:30 a.m. and 3:30–6:30 p.m. From these counts, AM and PM peak hour data was tabulated for 8-9 a.m. and 5-6 p.m., which represent the busiest hours of travel into and out of the Tysons on a typical weekday. Counts were taken in October – November 2012, a representative time period that is at the seasonal annual average for travel in the given year. The next set of annual counts will be conducted in October – November 2013. However, subsequent counts will be taken earlier in the calendar year starting in April 2014.

Table 9 demonstrates that the peak directions of travel during both the AM and PM peak hours and peak periods are AM inbound and PM outbound, reflecting Tysons' status as a major employment center attracting trips in the morning and dispersing them in the evening hours. Approximately 32,000 person trips entered Tysons in the AM peak hour, with approximately the same number exiting in the PM peak hour. In assessing peak period travel, the AM inbound and PM outbound directions continue to be the predominant movements for person travel into and out of Tysons. The table shows approximately 80,000 person trips enter Tysons during the AM peak period, with over 88,000 exiting in the PM period. The peak period data reveals a greater influence of non-work travel to/from Tysons, particularly evident during the PM time period. Unlike travel during the peak hours when entering and

exiting person movement during the AM and PM is almost identical, the peak period data show PM exiting travel exceeding AM entering travel by close to 8,000 trips.

The table also shows that the predominant mode of travel to/from Tysons continues to be the automobile, with vehicle (or auto driver) trips accounting for approximately 86% of all trips in the AM hours and 82% in the PM hours of travel. In both the peak hour and peak period data, auto passenger trips account for about 13% of all travel in the AM and 16% in the PM. The bus passengers percentage (or transit mode split) for all trips to/from Tysons is in the range of 1-2%, with the AM inbound direction of travel (reflecting a preponderance of work trips) representing the highest mode splits - 1.8 %. Pedestrian volumes are low, accounting for less than one percent of all travel into and out of Tysons during these critical travel periods. There was no significant shift in mode split between 2011 and 2012.

Total two-way person travel entering and exiting Tysons in 2012 is approximately 49,100 in the AM peak hour, and 53,400 in the PM peak hour. Assessing the peak periods, total person travel is 129,900 in the AM time period and 147,200 in the PM period. It is expected that, as improvements to transit service and pedestrian access/walkability/bicycling are made over the coming years, and as high density development near Metrorail stations takes place, the percentages of person trips made by transit, walking and/or biking will increase to the target levels identified in the Comprehensive Plan. Surveys and counts to determine mode split and transit and automobile usage are planned to be conducted in October 2013, at employment, residential and retail sites in Tysons prior to the opening of the four new Metrorail stations. These surveys will be conducted on a five-year basis thereafter. The first surveys will serve as a baseline of measurement; subsequent surveys will include the impact of the Metrorail service and will analyze mode share differences in the TOD and non-TOD areas of Tysons.

Table 9: Total Person Travel Entering and Exiting Tysons

Peak hour	AM				PM			
	Enter		Exit		Enter		Exit	
Auto drivers/vehicles	27,173	85.3%	14,806	86.0%	16,933	82.1%	26,819	81.8%
Auto passengers	4,076	12.8%	2,221	12.9%	3,387	16.4%	5,364	16.4%
Bus passengers	573	1.8%	132	0.8%	202	1.0%	532	1.6%
Pedestrians	51	0.1%	62	0.3%	94	0.5%	69	0.2%
Total:	31,873		17,221		20,616		32,784	

Peak Period	AM				PM			
	Enter		Exit		Enter		Exit	
Auto drivers/vehicles	68,041	85.2%	43,046	86.0%	48,770	82.3%	71,899	81.8%
Auto passengers	10,206	12.8%	6,457	12.9%	9,754	16.5%	14,380	16.4%
Bus passengers	1,419	1.8%	387	0.8%	540	0.9%	1,425	1.6%
Pedestrians	166	0.2%	152	0.3%	216	0.3%	211	0.2%
Total:	79,832		50,042		59,280		87,915	

Notes:

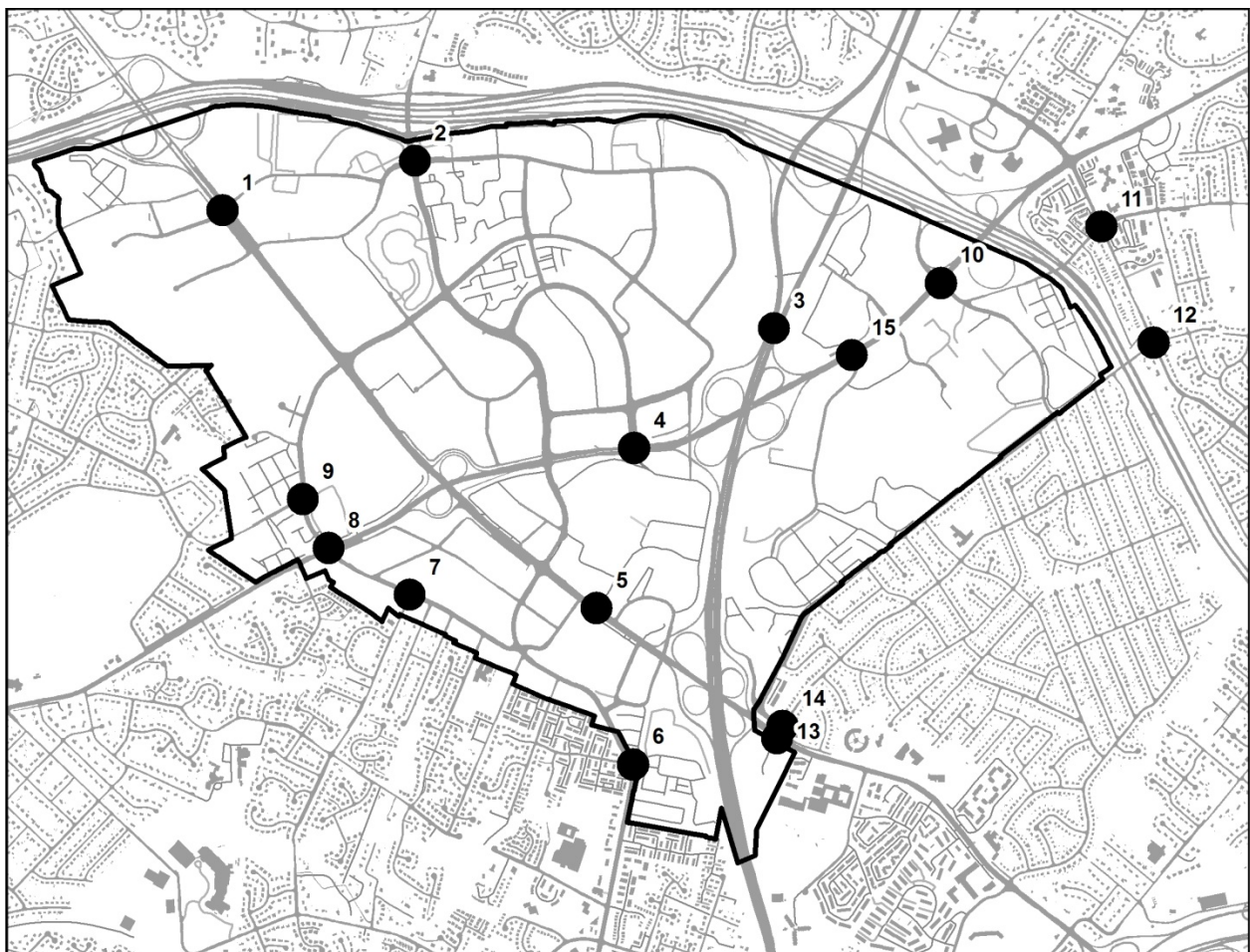
1. Person travel totals are derived from counts of traffic and transit passengers taken by the FCDOT in October - November, 2012 and from ridership counts of Express Service by Prince William and Loudoun Counties. Peak periods of travel are 6:30-9:30 a.m. and 3:30-6:30 p.m. Peak hours of travel are 8-9 a.m. and 5-6 p.m.
2. Auto drivers = vehicle volumes. 'Auto passengers' excludes drivers and is derived from application of typical auto occupancy rates based on regional data. Future estimates will be revised and reflect auto occupancy counts to be conducted in October 2013.
3. Pedestrian volumes derived from intersection counts.
4. Bicycle person travel crossing the cordon was not explicitly counted as a mode. Bicycle trips are subsumed in the vehicle volume totals. Future estimates will reflect bicycle counts to be conducted in October 2013.

Vehicle Travel

Growth in vehicle trips entering and exiting Tysons will be assessed annually. The monitoring program counts the volumes of vehicles entering and exiting Tysons (i.e., crossing into and out of the boundaries of Tysons) during the AM and PM weekday peak hours of travel, as well as the AM and PM peak periods.

Counts of vehicles were conducted at locations where traffic enters and exits Tysons and tabulated for the critical AM and PM peak hours and peak periods of travel. Fourteen intersections were counted in late October and early November 2012, around the boundaries of Tysons, as depicted on *Figure 5*. These intersections were chosen as they best capture traffic the major and minor arterials and collector roadways that provide the primary access to Tysons. Primary and secondary cordons were established to better differentiate locally generated traffic (trips with either an origin or destination within Tysons) from through traffic (trips with both an origin and destination located outside the boundaries).

Figure 5: Traffic Monitoring Analysis Locations



As *Table 10* illustrates, peak hour travel is currently much greater west of the Capital Beltway and directionally skewed (inbound versus outbound). The predominant movements are AM inbound to Tysons and PM outbound from Tysons. The area of Tysons located east of the Capital Beltway exhibits lower traffic levels but a more balanced flow of traffic entering and exiting during the peak hours.

Traffic volumes in the PM peak hour are greater than in the AM peak hour, due to the more diverse trip purposes including retail and other non-work trips in addition to the commuting traffic flows.

Compared to the peak hour traffic data, AM and PM peak period data provide a more complete picture of demand into and out of Tysons. Peak period traffic at the Tysons' cordon crossing locations was counted from 6:30–9:30 a.m. and 3:30–6:30 p.m. These time periods coincide with the busiest periods of travel into and out of Tysons during a typical weekday. *Table 11* provides the AM and PM peak period traffic data for Tysons and shows peak period traffic volumes that are significantly greater than that occurring during the peak hour. Traffic into and out of Tysons is more directionally skewed around the core area west of the Beltway than it is east of the Beltway. Traffic volumes are greater in the PM period than the AM, indicating greater increases in non-work travel than in the peak hour assessment. During the peak periods, the greatest traffic volumes are shown in the PM outbound direction exiting Tysons.

Some count locations presently experience saturated conditions. Under this condition, growth in traffic can be expected to take place before and after the peak hour. Peak period traffic, rather than specific peak hour traffic, will therefore exhibit growth. Future traffic growth will therefore lead to more peak spreading. Both peak hour and peak period traffic data will continue to be collected in the Tysons traffic monitoring program.

It should be noted that traffic volumes at several of the locations counted in October and November 2012 were likely affected by construction associated with the Dulles Metrorail and I-495 Express Lanes projects during the counting period. Since the Express Lanes opened in November 2012, intersection turning movements do not reflect the impact of the new lanes. Volumes at these locations may change as these major transportation improvements are completed and new transit and highway access into Tysons is provided.

Future vehicle and transit counting will be changed to each April (from October) at these intersections, to continue to provide for an annual assessment of traffic and transportation utilization trends, and changes to the underlying traffic patterns in the Tysons area.

Table 10: Peak Hour Analysis for Tysons – 2012

Traffic Entering and Exiting Tysons in the Peak Hour (motorized vehicles)					
		AM		PM	
<i>West of the Capital Beltway</i>		<i>Enter</i>	<i>Exit</i>	<i>Enter</i>	<i>Exit</i>
1	Rt. 7 N of Tyco Road	3,077	1,608	1,582	3,631
2	Spring Hill Road N of Int'l Drive	2,840	379	927	2,410
3	I-495 / Express Lane Access (future)	-	-	-	-
4	Rt. 123 E of Tysons Blvd.	4,792	2624	3082	4921
5	Rt. 7 E of Tysons Corner SC Entrance	3,491	1,648	2,175	2,901
6	Gallows Road S of Science App Ct.	2,011	747	1,246	1,972
7	Woodford Rd. S of Old Courthouse Rd	510	192	253	644
8	Rt. 123 W of Old Courthouse Road	1,734	514	817	1,511
9	Old Courthouse Rd W of Gosnell Road	1,214	165	184	996
Totals:		19,669	7,877	10,266	18,986
<i>East of Capital Beltway</i>					
10	Rt. 123 E of Anderson Road	2,335	1,479	2,108	2,033
11	Chain Bridge Road W of Great Falls St.	364	445	466	435
12	Magarity Road W of Great Falls St.	450	587	661	457
13	Ramada Road S of Rt. 7	494	305	226	664
14	Lisle St./Magarity Road N of Rt. 7	578	761	545	610
15	Rt. 123 W of Old Meadow Road	3,283	3,352	2,661	3,634
Totals:		7,504	6,929	6,667	7,833

Notes: Traffic counts were taken by FCDOT between October 23 and November 8, 2012. The AM peak hour is 8-9 a.m. and the PM peak hour is 5-6 p.m. .

Table 11: Peak Period Analysis for Tysons – 2012

Traffic Entering and Exiting Tysons in the Peak Period (motorized vehicles)					
		<i>AM</i>		<i>PM</i>	
<i>West of Capital Beltway</i>		<i>Enter</i>	<i>Exit</i>	<i>Enter</i>	<i>Exit</i>
1	Rt. 7 N of Tyco Road	8,811	4,474	4,566	10,149
2	Spring Hill Road N of Int'l Drive	6,184	992	2,561	6,032
3	I-495 / Express Lane Access (future)	-	-	-	-
4	Rt. 123 E of Tysons Blvd.	11,439	7,604	9,018	14,847
5	Rt. 7 E of Tysons Corner SC Entrance	8,912	7,436	6,513	6,370
6	Gallows Road S of Science App Ct.	4,667	2,218	3,715	5,285
7	Woodford Rd. S of Old Courthouse Rd	1,097	506	737	1,384
8	Rt 123 W of Old Courthouse Road	4,883	1,542	2,449	4,553
9	Old Courthouse Rd W of Gosnell Road	2,759	420	548	2,366
Totals:		48,752	25,192	30,107	50,986
<i>East of Capital Beltway</i>					
10	Rt. 123 E of Anderson Road	5,437	4,704	5,923	5,274
11	Chain Bridge Road W of Great Falls St.	749	1,277	1,129	1,074
12	Magarity Road W of Great Falls St.	980	1,420	1,621	1,131
13	Ramada Road S of Rt. 7	1,212	671	592	1,416
14	Lisle St/Magarity Road N of Rt. 7	1,456	1,771	1,467	1,875
15	Rt. 123 W of Old Meadow Road	9,455	8,011	7,931	10,143
Totals:		19,289	17,854	18,663	20,913

Notes: Traffic counts were taken by FCDOT between October 23 and November 8, 2012. The AM peak period is 6:30-9:30 a.m. and the PM peak period is 3:30-6:30 p.m. .

Traffic Level-of-Service Analysis

Traffic level-of-service (LOS) is an additional metric used to determine transportation system performance. Annual LOS analysis of key intersections will provide a representative sample of the level of traffic delay in Tysons on an annual basis; will serve as a barometer indicating to what degree a balance is maintained between the growth of Tysons and transportation improvements; will provide an indication of the adequacy of the roadway system; and, will allow for comparative analysis.

Figures 6 and 7 depict the most recent level-of-service analyses for the Tysons intersections in the AM and PM peak hours. These intersections were assessed using Synchro analysis software. The analysis reveals a 50 to 55 second average vehicle delay during the peak hours. More recent LOS analysis awaits completion of major transportation construction projects that are affecting conditions in the area. As the analyses show, several of the intersections are currently at or below the LOS E goal stated in the Plan. Without timely improvements at these intersections, LOS could degrade in one or both peak hours, depending on the pace and location of new development, the implementation of TDM measures and transit usage, among other things. There have been some slight shifts in level-of-service between 2011 and 2012, but that may only be due to variation in up-stream traffic conditions or day of week differences.

Figure 6: Level-of-Service Analysis – AM Peak (2012)

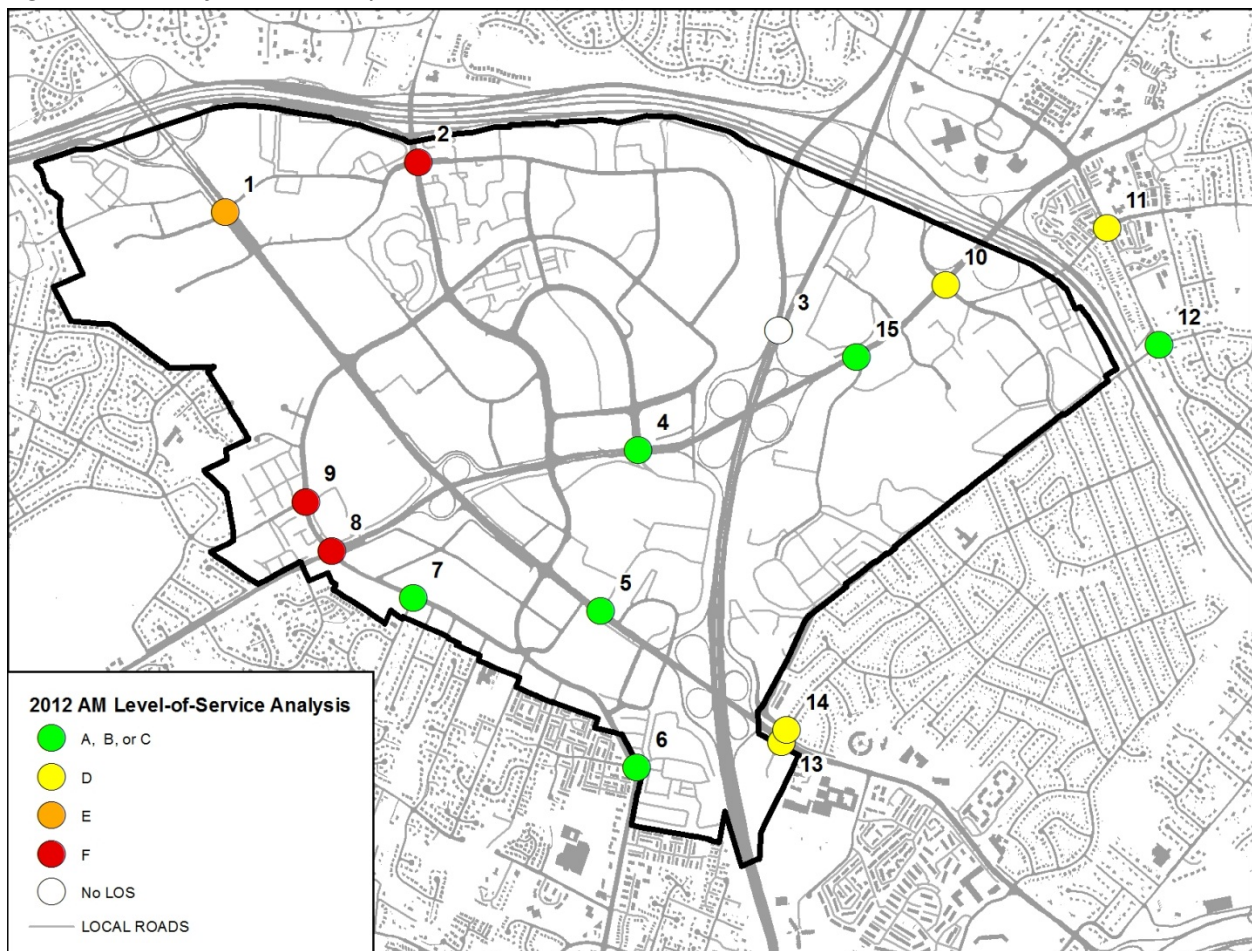
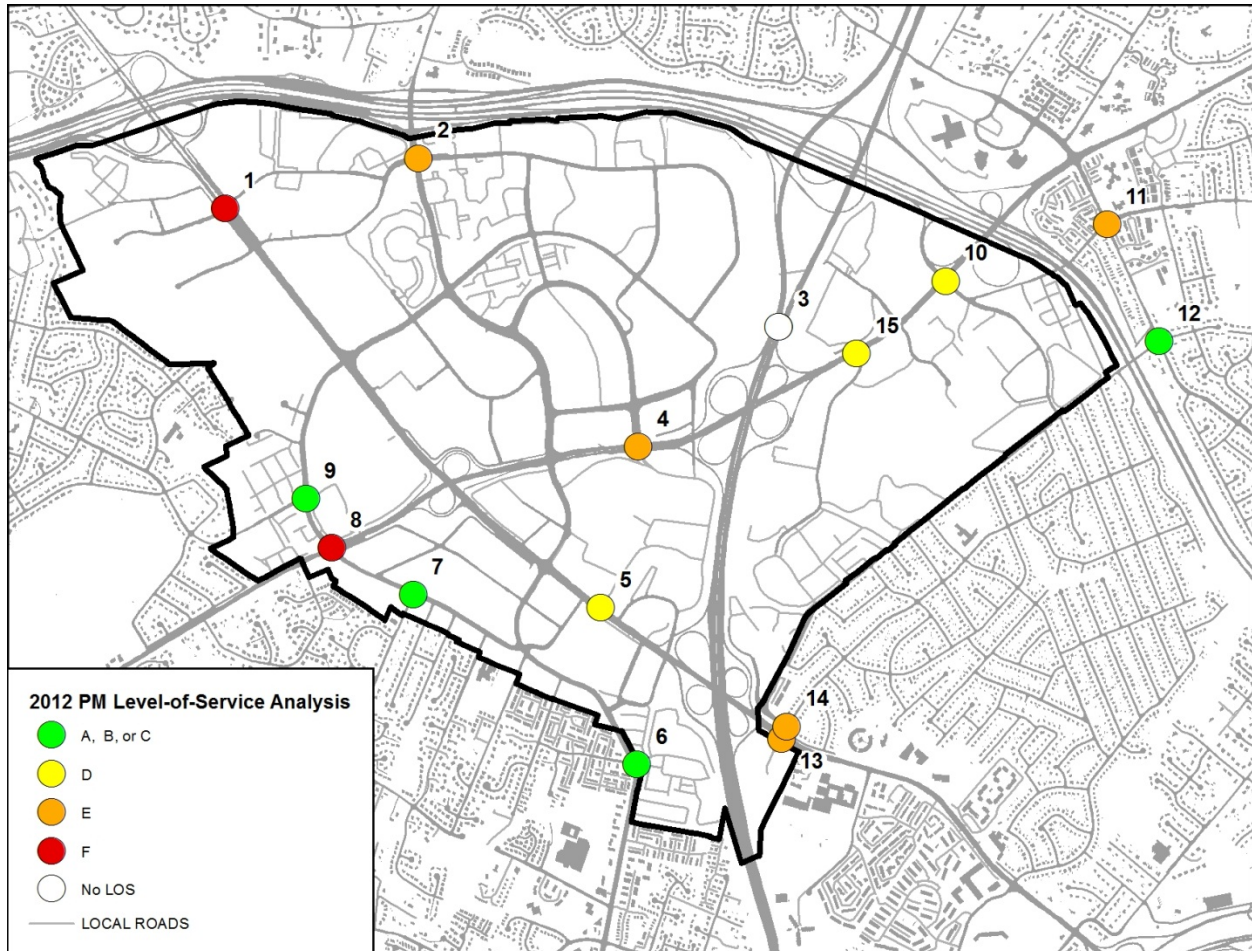


Figure 7: Level-of-Service Analysis – PM Peak (2012)



Transit Monitoring

Increased transit utilization and improved transit service levels are Plan recommendations that are critical to the future success of Tysons. Monitoring of transit will begin prior to the addition of the four new Metrorail stations. Metrics to be used include counts of transit use, such as bus passenger counts, and rail boardings and alightings by station once Metrorail operations begin. Transit usage levels will also be determined through surveys of residential, retail and employment sites. These measures may be supplemented by data derived from other sources and transit operators, such as the Washington Metropolitan Area Transit Authority and the Fairfax Connector.

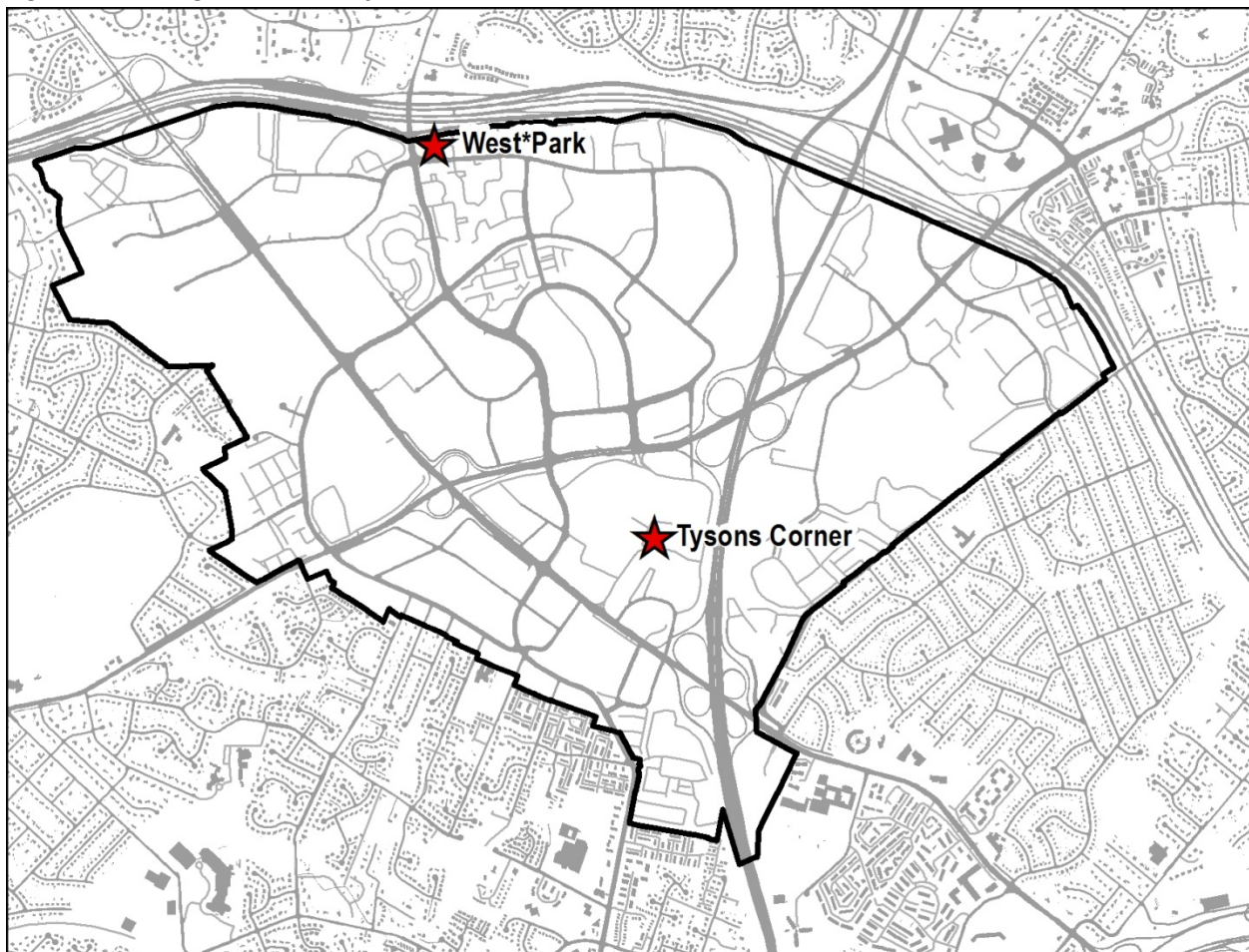
To fulfill the primary Plan recommendations to monitor expanded transit services, usage levels, and mode splits over time, implementation of the following actions has begun:

Transit Service Enhancement

The Plan calls for expanded transit services accessing Tysons to increase transit availability and use over time. Currently, the only public transit options serving Tysons are buses, with 14 bus routes serving the area. The number of bus routes and area covered by those routes are expected to increase over time. New neighborhood feeder and circulator services are planned to be implemented when operation of the Metrorail service begins. A circulator service has been planned that will provide enhanced service throughout Tysons with a series of interconnected routes running on short headways.

These service changes will shift the major transit transfer points from bus transfer locations to multi-modal transfer points. Currently, bus routes use one of the two existing major bus transfer locations: Tysons West*Park Transit Station and the Tysons Corner Center bus transfer center, see *Figure 8*.

Figure 8: Existing Transit Transfer Centers



The new transit network will move the primary transit transfer points to the new Metrorail stations. Providing multi-modal transportation hubs at the Metrorail stations that will provide greatly enhanced services designed to increase transit usage and mode splits is being studied.

Between January and May 2013, a significant public outreach effort to gather input on the Silver Line Bus Service Plan was conducted. The revised bus service plan to support the opening of Phase I of the

Silver Line was approved by the Board in June 2013. The service changes are expected to take place concurrently with the opening of the Silver Line. A substantial part of the plan is the implementation of a circulator bus system within Tysons, called the Tysons Circulator (routes 422, 423 and 424), which will provide frequent bus connections from the new Silver Line stations in Tysons to the employment centers. These circulator routes will connect to the new stations in Tysons, as well as to the feeder bus service from McLean, Vienna and the Route 7 corridor. Another major component of the Silver Line bus service plan is the redesign, modification and addition of new routes in the Dulles Corridor, feeding the Wiehle-Reston East Metrorail Station. In total, approximately 40 percent of all Fairfax Connector bus service will change in FY2014.

Another transit system enhancement is Express Bus Service. Fairfax County has developed express bus service that utilizes the enhanced access and route reliability within the Beltway High Occupancy Toll (HOT) Express Lanes. In 2013, the three new Express bus routes to Tysons were implemented, beginning with Burke Centre-Tysons Route 495. The remaining two Express routes, Route 493 from Lorton and Route 494 from Springfield, launched in March 2013. Accompanying the launch of all three routes was an aggressive marketing campaign designed to target employees who work in Tysons and live in Burke, Lorton and Springfield, as well as to target local homeowners' associations and community groups. A temporary reduction of the fares on the routes from the Express fare of \$3.65 to the base fare of \$1.60 was made effective July 1, 2013. The circulation patterns in Tysons will be redesigned to accompany the Dulles Rail opening, and ridership and performance data will be monitored. (In addition to the Fairfax Connector Express Service, Loudoun County and the Potomac Rappahannock Transportation Commission also offer express bus services to Tysons.)

Transit Use

Transit utilization is measured by counts of passenger ridership. Passengers on buses entering and exiting Tysons during peak travel periods were counted between October 26 and November 9, 2012, to coincide with the counts of vehicle traffic entering and exiting Tysons. As with the traffic volume counts, bus passenger counts will be conducted on an annual basis. Beginning in 2014, after Metrorail service begins, these bus passenger counts will be augmented by Metrorail boarding and alighting data.

Table 12 shows AM and PM peak hour data for bus passengers entering and exiting Tysons. Counts of bus passengers were taken at stops located closest to the traffic monitoring locations identified in *Figure 5*. As with the traffic data, the AM peak hour transit usage was tabulated for 8-9 a.m., and the PM peak hour for 5-6 p.m. Transit passengers have increased from 2011 to 2012 primarily due to the new express bus service from Prince William and Loudoun Counties.

Total transit passengers entering and exiting Tysons exceeds 600 in each of the peak hours, as shown in *Table 12*. The PM peak hour is more directionally balanced than the AM peak hour of travel.

Table 12: Transit Passengers Entering and Exiting Tysons in the Peak Hour – 2012

	Location	AM		PM	
		Enter	Exit	Enter	Exit
1	Rt. 7 N of Tyco Rd.	8	7	7	6
2	Spring Hill Rd. N of Int'l Dr. (Tysons Westpark TC)	142	33	32	168
5	Rt. 7 E of Tysons Corner SC Entrance	109	26	55	97
6	Gallows Rd. S of Merry Oaks La.	74	14	46	80
8	Rt. 123 W of Old Courthouse Rd.	27	5	16	15
11	Chain Bridge Rd. W of Great Falls St.	43	26	22	37
14	Lisle St/Magarity Rd. N of Rt. 7	10	21	24	19
	Tysons Express Bus – Loudoun	66	-	-	67
	Tysons Express Bus – OmniRide	34	-	-	43
	Total:	513	132	202	532

Note: Counts of bus passengers were conducted by the FCDOT between October 26 – November 9, 2012. The AM peak hour is 8-9 a.m. and the PM peak hour is 5-6 p.m. Express Service is derived from monthly ridership in October 2012. The Fairfax Tysons Express Service began in 2013.

Table 13 shows bus passengers counted for the AM and PM peak periods of travel. As with the traffic counts, these correspond to 6:30-9:30 a.m. and 3:30-6:30 p.m. counting periods. These hours represent the busiest periods of travel into and out of Tysons during the typical weekday. These are also the periods with the most transit service and coverage available. As shown in Table 13, approximately 1,800 bus passengers enter and exit the urban center in the AM peak period, and approximately 1,950 passengers in the PM peak period.

Table 13: Transit Passengers Entering and Exiting Tysons in the Peak Period – 2012

	Location	AM		PM	
		Enter	Exit	Enter	Exit
1	Rt. 7 N of Tyco Rd.	24	3	16	24
2	Spring Hill Rd. N of Int'l Dr. (Tysons Westpark TC)	247	66	70	359
5	Rt. 7 E of Tysons Corner SC Entrance	405	82	145	261
6	Gallows Rd. S of Merry Oaks La.	230	61	129	288
8	Rt. 123 W of Old Courthouse Rd.	86	29	44	60
11	Chain Bridge Rd. W of Great Falls St.	124	81	75	102
14	Lisle St/Magarity Rd. N of Rt. 7	43	58	61	77
	Tysons Express Bus – Loudoun	171	-	-	170
	Tysons Express Bus – OmniRide	89	-	-	84
	Total:	1,419	387	540	1,425

Note: Counts of bus passengers were conducted by FCDOT between October 26 – November 9, 2012. The AM peak period is represented by 6:30-9:30 a.m., and the PM peak period by 3:30-6:30 p.m. Express Bus Service is derived from monthly ridership in October 2012. The Fairfax Tysons Express Bus Service began in 2013.

Transit Mode Splits

Transit modal split refers to the share of persons traveling to or from an area who use public transportation (transit) as their primary mode of travel. Previous regional estimates of transit modal share for users traveling to Tysons for employment had been about 5%. The Plan sets an overall Tysons-wide goal of 22% transit mode split for the development anticipated to occur by 2030, with an eventual goal of 31% by the anticipated development in 2050.

Surveys and counts of transit and automobile usage are planned to be conducted in October 2013, at employment, residential and retail sites in Tysons prior to opening of the four new Metrorail stations. The monitoring program will include these surveys on a five-year basis thereafter. The first surveys will serve as a baseline of measurement; subsequent surveys will include the impact of the Metrorail service and will analyze the transit modal share differences in the TOD and non-TOD areas of Tysons.

Additional modal split data will be provided in future years by WMATA, the Fairfax Connector, other transit providers, the development community, and COG. These may include surveys of developments located near transit stations, as well as mode of access surveys conducted at Metrorail stations.

Walking/Bicycling

The Plan recommends that walking and bicycling within Tysons should be made more friendly and safe through sound planning; implementation of a network of interconnected sidewalks, trails, shared use paths and on-road bike routes, which create ample, safe, and convenient bicycle parking options; and, a robust wayfinding system aiding movement within Tysons. Progress toward creating safe pedestrian and bicycle networks has already been made through the rezoning applications approved to date.

The TMSAMS, conducted from 2010 to 2012 with substantial public input, developed a set of recommendations for improved access to the Metro stations. County staff, in conjunction with VDOT, has secured an agreement for scoping, design and construction phases in the amount of \$21.7 million through FY2019. More information on these projects can be found at:

<http://www.fairfaxcounty.gov/fcdot/silverline/tysonsimp.htm>

The Tysons Bicycle Master Plan, completed in 2011, provides a strategic approach for making bicycle travel a viable transportation alternative in and around Tysons, and includes detailed bicycle infrastructure recommendations to replace the conceptual bicycle network provided in the Comprehensive Plan. The Tysons Bicycle Master Plan also includes detailed recommendations for the bicycle wayfinding system and signage. Implementation of the Tysons Bicycle Master Plan, including shared use paths and on-road bike routes, is expected to occur as part of improvements to the network. The full text of the Tysons Corner Bicycle Master Plan can be found at:

http://www.fairfaxcounty.gov/fcdot/bike/tysonsbikeplan/tysons_final_bike_master_plan.htm

Table 14 shows the locations, types, and miles of bicycle facilities planned for the Tysons Corner Urban Center.

Table 14: Existing and Proposed Bicycle Facilities for Tysons

<i>Facility</i>	<i>Type</i>	<i>Miles</i>
Existing:	Gallows Road (W&OD to Old Courthouse Road)	On-Road Bike Lane 2.0
	Towers Crescent Drive / Shoptysons Blvd	On-Road Bike Lane 0.2
	Ashgrove Plantation Trail	Shared-Use Path 0.5
Proposed:	(Identified as part of Bicycle Master Plan)	On-Road Bike Lane 11.6
		Shared-Use Path 5.0
		Signed Bike Routes 41.1

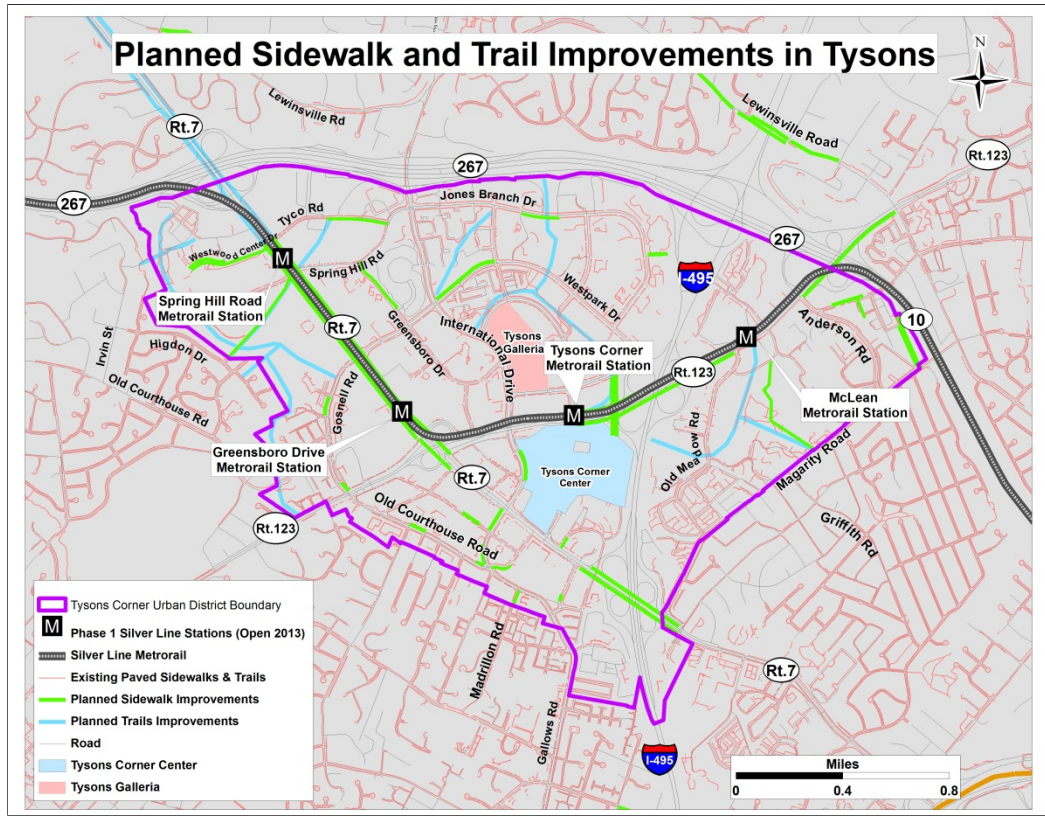
Note: Information provided from the Tysons Corner Bicycle Master Plan, encompassing the area within a 3-mile radius of the urban center

Increasing bicycle parking options, a goal identified in the Plan both in the short and long term, is being implemented through proffers secured with the rezoning of properties. In addition, in the TMSAMS category, the Board’s Four-Year Transportation Program includes seven projects from the Tysons Corner Bicycle Master Plan.

Figure 9, Planned Sidewalk and Trail Improvements in Tysons, shows existing and planned sidewalks and trails. Existing sidewalks comprise 47 miles; planned sidewalks comprise 7.5 miles; and, planned trail segments comprise 1.5 miles. These figures do not include sidewalks to be developed as part of the new Grid of Streets.

Achievement of walking and bicycling goals will be monitored on a five-year basis, beginning in 2012. The monitoring program will include compiling an inventory of sidewalks, trails and bike lanes within Tysons, as well as identification of connection points between Tysons and the surrounding communities. Additional studies to monitor pedestrian and bicycle use at selected locations will be undertaken as needed.

Figure 9: Planned Sidewalk and Trail Improvements in Tysons



Parking Management

Parking in Tysons serves the needs for office, retail, residential and all other land uses. A philosophy of limiting parking in the areas closest to rail stations is recommended in the Plan. The Plan and associated PTC zoning regulations generally eliminate minimum parking levels for office and hotel uses and set maximum parking requirements. Some parking capacity is expected to be created with on-street parking options. Off-street private parking is expected to be reduced commensurate with the Plan’s vision to reduce automobile dependency and create a more walkable, transit-oriented urban center. Rather than supplying parking for each individual use, parking should be shared and treated as a common resource for multiple uses.

Parking Monitoring

Staff will address the supply of parking within Tysons through implementing Plan guidance during the development review process. Each development applicant is expected to conform to the maximum parking ratios recommended in the Plan, to create shared parking solutions, and to use other recommended methods to minimize the amount of parking provided.

The monitoring program also calls for a Tysons-wide parking inventory and review to be undertaken on a five-year basis. The parking inventory will be geographically based and relate parking amounts to land uses. To determine the existing parking supply and parking utilization levels, a baseline Parking Supply/Demand Analysis is to be conducted in October 2013. An inventory will be conducted of existing on and off street parking spaces located within Tysons. Actual parking demand will be compared to the existing supply to determine parking utilization levels, as well as existing parking surpluses and deficits.

After the baseline inventory is completed, and as future studies become available, the results will be analyzed to determine which parking reduction strategies seem to be successful and if programs should be adjusted to improve effectiveness.

Interim Parking

Pursuant to one of the Board's Follow-On Motions (#14), staff was directed "to explore options for providing commuter parking at Metrorail station(s) in Tysons on an interim basis until Tysons development reaches a level where such commuter parking is not practical or desirable". In response to the Board's direction, a Tysons Interim Metrorail Parking Request for Interest (RFI) was released in November 2012. Cityline Partners responded to the RFI with a proposal to build a 711-space interim Metrorail parking lot immediately adjacent to the McLean Metrorail Station, to serve the McLean and Great Falls communities. The Board approved an agreement between Cityline Partners and the County on July 30, 2013. As the opening of Metrorail in Tysons nears, it is anticipated that additional property owners will express interest in executing interim Metrorail parking agreements. Additionally, a number of the rezoning applications that have been approved include options for commercial parking as an interim use on underutilized parcels.

Transportation Demand Management

Transportation Demand Management (TDM) programs are a key method to support the transit-oriented development proposed in the Plan. TDM refers to a variety of strategies and measures which have the end goal of reducing single occupant vehicle use during the peak hour. Successful TDM outcomes result in decreased peak-period congestion and more efficient use of the transportation system.

The TDM goals embrace the latest information technology techniques to encourage teleworking. They also provide information to commuters and other trip makers to aid in choosing travel modes and travel times. Funding is anticipated to be provided by developers to create a Transportation Management Association (TMA) to coordinate TDM outreach and assist in coordinating TDM programs occurring through development proffers. The TMA will capitalize on synergies among multiple developments that

alone could not be achieved. The Tysons Partnership has begun to discuss how a Tysons TMA could be initiated over the next couple of years. More information on the creation of a Tysons TMA will be available in future Annual Reports.

TDM plan implementation will be a critical element of the development review process. New developments are requested to provide detailed TDM plans to mitigate traffic impacts, with associated impacts tied to TDM performance measures.

Attainment of TDM vehicle trip reduction goals will be monitored annually beginning with occupancy of the first buildings. Some existing developments in Tysons currently implement TDM plans and submit annual reports. TDM program attainment will be monitored in terms of achieving trip-reduction targets through vehicle traffic counts. Surveys will also be conducted to determine travel behavior and mode split to help determine which TDM program elements should be improved or enhanced. Developers are expected to commit monetary contributions to a "Remedy Fund" that will be drawn upon to enhance TDM programs if they are not achieving their goals. The structure of the Remedy Fund also creates an incentive to achieve higher goals than those specified in the Plan. In combination with improvements to transit service and service levels, effectively administered TDM programs should result in significantly higher transit and non-single occupant vehicle shares among employees and residents in Tysons. To date, no developments have reached the milestones that require submission of a TDM annual report.

ENVIRONMENTAL STEWARDSHIP

The Comprehensive Plan's Areawide Recommendations set high environmental stewardship standards for developments in Tysons. The Plan provides environmental stewardship guidelines for stormwater design and management, green building design, and energy and resource conservation. A primary factor in protecting and improving both the man-made and natural environments will be the new land-use pattern and multi-modal transportation system. These items are discussed in more detail in their respective sections of this report.

Stormwater Design and Management

Developing a dense urban core in Tysons demands a fresh approach to stormwater management. The stormwater management goals for Tysons provide stringent standards for mitigating the impacts of development. The Plan and the Tysons Urban Design Guidelines encourage a progressive approach to stormwater management that recognizes evolving technologies and integrates innovative stormwater management measures and techniques into the design features of a site.

Stormwater Management within Proposed Developments

All new development proposals within Tysons are expected to retain and/or reuse the first inch of rainfall onsite to the extent possible, in order to mimic the runoff characteristics of a good forested condition. In addition, development proposals are expected to provide green building measures including retention and/or reuse of water onsite – measures that support the goal of obtaining Leadership in Energy and Environmental Design (LEED) credits for Sustainable Sites and Water Efficiency. To be successful in meeting these goals, the preferred stormwater management practices in Tysons must be fully integrated into the design of buildings and landscapes, including within streetscapes. This requires greater and earlier coordination with the entire multi-disciplinary design team.

Urban stormwater practices include controls that can efficiently manage the large volume of runoff, fit within the urban streetscape, and function unobtrusively in the built environment. In an urbanized setting, smaller scale distributed stormwater practices are more suitable than a 'pipe to pond' approach. Rather than centralizing stormwater runoff in a wet pond or detention basin, stormwater management design must be creative within the context of a pedestrian-oriented environment. Tree pits and planters collect and treat runoff from the hardscape while supporting street trees and other vegetation. Courtyards, alleys, and parking areas can use permeable paving to infiltrate or store runoff. Green roofs can be used as collection points for the harvesting and reuse of rainwater that can be used for irrigating landscaped areas, cooling mechanical systems, and/or flushing toilets within buildings.

To aid design teams and plan reviewers, County staff developed the "Tysons Corner Stormwater Toolkit" (Toolkit) in 2012. The Toolkit consists of three elements: a Compliance Flowchart, a Conformance Checklist, and a Compliance Spreadsheet. Each of these tools, along with a "How To" guide is available online at: <http://www.fairfaxcounty.gov/tysons/stormwater/>.

Achieving the goals and objectives may require the use of alternative standards which might not be entirely consistent with, or even addressed in, the current PFM due to the unique characteristics of the urban environment. Recognizing that such alternatives standards may differ from the current requirements, on April 30, 2013, the Board amended the PFM to add § 2-1200, that allows alternatives to be approved by the Director of DPWES in circumstances where strict application of the PFM standards cannot be met for a particular site and where new or creative urban designs are proposed, subject to certain criteria. This amendment is discussed further in the Implementation Features Section of this report.

In reviewing rezoning applications, staff is evaluating development plans and proffers to ensure applicants meet the plan's stormwater goals "to the extent possible". To that end, the applicants and their design teams coordinate with the Department of Planning and Zoning, the Department of Public Works and Environmental Services, and other County agencies. Staff is also addressing comments from industry about the stormwater toolkit and will update the Toolkit accordingly.

To date, applicants have committed to innovative stormwater management solutions such as harvesting rooftop rainwater to supply makeup water for building air conditioning and site irrigation; vegetated (green) roofs; infiltration practices that return runoff to the soil and groundwater; bioretention facilities; and, urban stormwater planters within the streetscape. Detention vaults are also included in most designs as a source of harvested rainwater and as backup storage where excess runoff that cannot be treated by other methods so that storm runoff can be slowly released without damaging downstream channels. Design engineers are using the stormwater toolkit to assist in design and as the basis for discussion in collaborative meetings between applicants and county staff.

Other Stormwater Initiatives

Fairfax County is continuing to work with the Virginia Department of Transportation (VDOT) on allowing private, innovative storm water management facilities within the public street right-of-way. On September 12, 2011, Fairfax County and VDOT signed a Memorandum of Agreement (MOA) on design and maintenance standards for the public streets in Tysons. The MOA allows for certain non-standard facilities to be installed within the right-of-way; included among these are "special drainage feature, underground storage and mechanical vault structures, and innovative drainage features such as rain gardens." In June 2013, DPWES staff coordinated with VDOT to confirm that stormwater facilities proposed in the right-of-way that are not addressed in existing VDOT standards will be permitted with a third-party certification by a professional engineer prior to the street's acceptance into the VDOT system.

DPWES staff is also updating the stormwater regulations for Fairfax County with a state imposed mandate for adoption by July 1, 2014. In general, revised regulations will require greater reduction of runoff volume from developments countywide, and staff will compare existing Tysons plan policy expectations for stormwater management with the new regulations.

Green Building Design and Energy/Resource Conservation

The Plan for Tysons includes guidance for energy and water conservation measures. It recommends that development within Tysons reduce greenhouse gas emissions to help achieve 80% greenhouse gas reductions within the region by 2050 in accordance with the Cool Counties Climate Stabilization Initiative adopted by the Board. Innovative energy efficiency and conservation strategies are expected to be incorporated into all redevelopment projects.

Green Building Design

A Countywide policy for green building adopted December 2007 created an expectation for green building in development centers such as Tysons. The amended Plan for Tysons built on the County policy to reflect the significantly increased development potential in Tysons created by the Plan. The Plan recommends that, in Tysons, a commitment be made to LEED Silver or its equivalent for new commercial buildings and LEED certified or its equivalent for new residential buildings. Existing buildings and sites that are proposed to be retained as part of new development are encouraged to incorporate green building features to the extent possible.

According to the U.S. Green Building Council's database, thirteen buildings in Tysons have some category of LEED certification. Of those, one building has been certified as LEED for Core and Shell Gold, four buildings have spaces certified as LEED for Commercial Interiors, and eight buildings have been certified under the LEED for Existing Buildings program. A number of additional buildings have registered for various LEED certifications, including LEED for New Construction. At this time no buildings have been certified as LEED for New Construction.

New Construction and Core and Shell are rating systems which certify the entire building during the initial construction. Existing Buildings and Commercial Interiors ratings are granted for buildings that may not have been constructed to green specifications during initial construction.

All of the major zoning applications approved since the Plan was adopted have provided for LEED certification or its equivalent, consistent with the Plan. In addition to applications approved since 2010, there are five applications that were approved prior to the current Tysons Plan that have some green building commitment included in their proffers.

Energy/Resource Conservation

While the Plan recommends that new development be designed in a manner consistent with the LEED program, certification could be achieved by focusing on non-energy features (such as stormwater or site design). New development provides the opportunity to pursue a variety of alternative energy and/or water management system measures outside of the LEED program as a means of achieving the energy efficiency and water management goals of the Plan.

All applications approved since the Plan was adopted provide a commitment to promote efficient, renewable and sustainable energy practices. These have included: commitments to explore the

potential for shared energy systems, including but not limited to combined heat and power, micro cooling, heating and power, distributed energy resources and district heating and cooling; commitments to provide electric vehicle charging stations or assess the feasibility and costs associated with electric vehicle charging stations; and/or provision of utility data to the County to allow for the monitoring of energy efficiency. As mentioned in the Stormwater Design and Management section, reuse of portions of the stormwater runoff for building cooling systems where applicable is being explored. *Table 15* illustrates which applications have provided which types of proffers.

Table 15: Major Zoning Applications: Energy / Resource Conservation Proffers

	Spring Hill Station RZ 2010-PR-014A/014B	Spring Hill Station RZ 2010-PR-014D/014E	Tyson West Promenade RZ 2011-HM-032	Arbor Row RZ 2011-PR-023	Capital One RZ 2010-PR-021	Scotts Run Station South RZ 2011-PR-010/011	The Commons RZ 2011-PR-017
Explore shared energy systems	X	X		X	X	X	X
Explore electrical vehicle charging	X				X		
Provide electrical vehicle charging stations		X	X	X		X	X
Provide utility data to the County	X	X	X	X		X	X

Stream Restoration and Natural Resource Management

The protection, enhancement and management of existing stream valley parks in Tysons is critical to ensure the long term viability of these important urban habitat areas. The Plan recommends that, where appropriate, developments contribute towards stream restoration and stabilization of adjacent stream valleys. To date, four approved developments have proffered to make improvement to these stream valley areas, through stream restoration, habitat improvement, trail construction, and/or enhanced amenity features, as set forth below.

Capital One (RZ 2010-PR-021) proffered to make stream bank restoration improvements using natural channel stream design concepts within the Scotts Run Stream Valley within the Capital One property.

Scotts Run Station South (RZ 2011-PR-010/011) proffered to a number of improvements to the Scotts Run Stream Valley. The applicant has prepared a stream restoration plan for a portion of Scotts Run which will be provided to the County and FCPA at no cost. In addition to providing the plan for restoration, the applicant has proffered to implement a portion of the plan proposed to occur adjacent to the development. Finally, the applicant will make improvements within the stream valley to enhance community use and enjoyment of the stream valley such as pedestrian paths, a new bridge crossing, public art, reflection points, resource interpretation features and new access points into the stream

valley from the surrounding pedestrian network. These improvements will be coordinated with the restoration efforts.

Arbor Row (RZ 2011-PR-023) proffered to dedicate a 7.9 acre park site, which contains a tributary to Scotts Run. The applicant will construct an 8' wide asphalt path within the stream valley area to enhance pedestrian connections, and will make up to \$500,000 in stream valley restoration improvements. These improvements, done in coordination with DPWES and FCPA, will help to stabilize the stream channel and enhance downstream water quality.

Tysons West Promenade (RZ 2011-HM-032) committed to \$10,000 to the County for the preparation of a restoration plan for the Old Courthouse Spring Branch stream valley or for actual improvements to the stream valley.

Evaluation of Noise Levels

The Policy Plan recommends against the location of new residential and other noise sensitive uses within areas impacted by transportation generated noise with a weighted average exceeding 75 decibels over a 24-hour period (dBA DNL). As part of the development of the Comprehensive Plan for Tysons, it was recognized that the effects of transportation-generated noise would need to be evaluated for residential and other noise sensitive uses within the mixed-use urban center. The Plan text for Tysons recommends an area-wide study of noise levels along the major transportation corridors for Tysons. To address this recommendation, staff contracted Phoenix Noise & Vibration to conduct a noise study to assist in determining the extent of transportation generated noise impacts for the Tysons. This study was completed in 2013. While this area-wide noise study does not eliminate the need for site-specific studies, staff believes that it serves as guide for looking at site-specific and area-wide transportation noise impacts in Tysons and potential mitigation measures.

PUBLIC FACILITIES & PARKS

Public facilities, such as fire and police stations, libraries, schools, and parks (including active recreation facilities) are part of the public infrastructure that must be provided to have a well-functioning community. In order to become an urban center that provides an environment in which people can live, work, and play, Tysons will need public infrastructure at levels sufficient to support the expected growth. The Plan's Areawide Recommendations for public facilities are based upon the growth projections included within the Plan (*Table 2*). As development applications are approved and constructed, the pace of development will be monitored to evaluate how the provision of such public facilities is keeping pace with projected development levels (as addressed in the Land Use section).

As commitments for public facilities are proffered through the development review process, or secured through other means, they will be identified in future inventories. Components of the public facility and park plans will be reviewed on a periodic basis and revised as necessary. Plan amendments authorized by the Board on March 5, 2013, include a review of the park and public facility recommendations of the Plan, expected to be heard by the Board in late 2014.

Public Facilities (Other than Parks and Recreational Facilities)

Public facilities are needed when the population of an area reaches certain threshold levels. While this means that the facility itself might not be needed for several years, in an area such as Tysons with very little open, undeveloped land, it is important that the locations for such facilities be secured early so that when they are needed there is a place for them. The Plan recommends that commitments to locate the public facilities needed by 2050 should generally be provided as development approvals occur during the first 10 to 20 years of Plan implementation. The actual construction and occupancy of such facilities can then occur in concert with the pace of growth.

The Comprehensive Plan contains a list of anticipated public facilities needed in Tysons. Since the approval of the Plan, an interdepartmental team has been working with public agencies and the development community to refine public facilities needs and identify locations for and commitments to such facilities. The team has worked to develop urban models for public facilities, including features such as multi-story construction, inclusion in mixed-use buildings, and shared features such as plazas and parking. This work is on-going.

Existing, Proffered and Needed Public Facilities

In addition to the public facilities existing in Tysons today, an additional five facilities have been proffered by major zoning cases but not yet delivered. *Figure 10* illustrates the existing and proffered major public facilities in Tysons. *Tables 16 and 17* list existing and proposed facilities, and provide additional information about the facilities, if applicable.

Figure 10: Public Facilities, Existing (green) and Proffered (yellow)

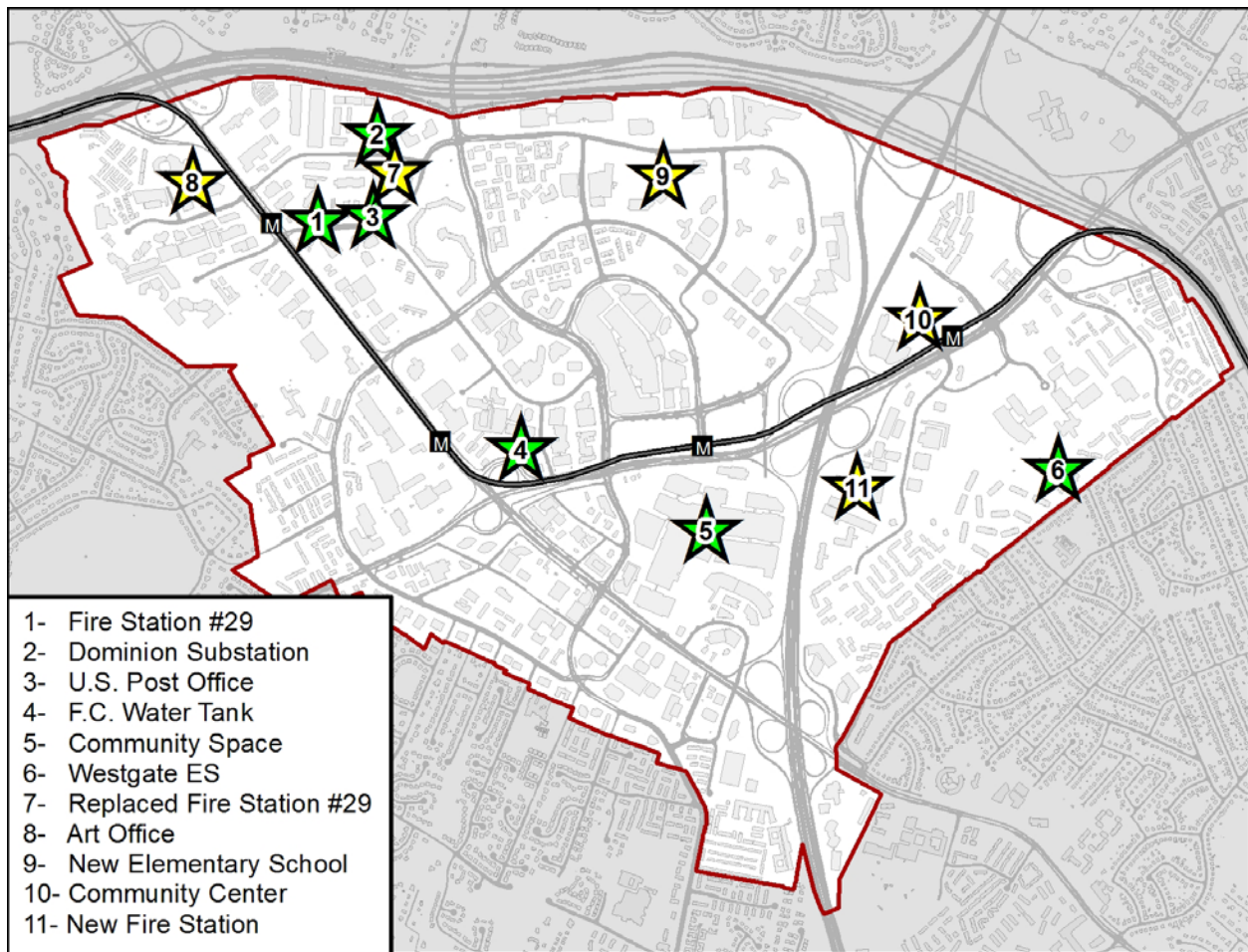


Table 16: Existing Public Facilities

Facility	
(1) Fire Station #29	To be replaced as noted in <i>Table 17</i>
(2) Dominion Power Electrical Substation	--
(3) U.S. Post Office	--
(4) Falls Church Water Tank	To be incorporated into Fairfax Water system
(5) Tysons Corner Center Community Space	1,700 sf for Fairfax County use, proffered with RZ 2004-PR-044
(6) Westgate Elementary School	To be expanded

Table 17: Proffered Public Facilities

Facility	Associated Application	Commitment
(7) Replace Fire Station #29	Spring Hill Station (RZ 2010-PR-014A, 014B, 014D, 014E)	Construct, fit out, and dedicate 25,000 sf station in a residential high-rise building (condominium ownership) by 2020, with options for stand-alone station
(8) Arts Office & Funding	Tysons West Promenade (RZ 2011-HM-032)	3,500 sf office for arts in mixed use building; 50 yr lease options; \$350,000 funding for arts master plan
(9) New Elementary School	Arbor Row (RZ 2011-PR-023)	Dedicate land for school (by June 30, 2015); \$600,000 for school design costs
(10) Community Center	Capital One (RZ 2010-PR-021) ¹	Construct and fit out 30,000 sf community center in office building, 70 yr lease option ²
(11) New Fire Station	Scotts Run Station South (RZ 2011-PR-010/11)	Construct, fit out, and dedicate 15,000 sf free-standing fire station by 2020

1 Capital One commitment proposed to be modified with the pending PCA 2010-PR-021 application

2 Provided in partnership with the Commons (RZ 2011-PR-017). Each application created a need for half of an athletic field and half of a public facility; the Commons provided a full-sized athletic field and Capital One provided a full public facility.

Table 18 lists additional facilities that are expected to be needed in Tysons. This list is intended to be a dynamic document, subject to change as additional public facilities or public partnerships are identified or facilities are removed through re-prioritization or other means. Those facilities that are currently under discussion to be provided by pending applications are noted; however, until the applications are approved by the Board the commitments are not final.

Table 18: Additional Public Facility Needs

Type of Facility	Threshold	Proposed District	Associated with Pending Zoning Application
Dominion VA Power Substation #2	Strained capacity at existing Tysons substation	Tysons West	Dominion Square (RZ 2011-HM-011/012) and Sunburst (RZ 2011-HM-027)
Expansion of Spring Hill Rec. Center	18,000 pop. increase	Northeast of Tysons	--
Three Indoor Recreation Spaces	1 per Metro station	Tysons West, Tysons Central 7 & Central 123	One at Greensboro Park Place (RZ 2012-PR-002)
Dominion VA Power Substation #3 (tentative)	Development in North Central & Central 123	In vicinity of North Central	--
Community Library	50,000 pop.	Tysons Central 7	Solutions Plaza (RZ 2010-PR-022) in coord. w/ Westpark Plaza (RZ 2013-PR-009)
Performing and Visual Arts Center (or multiple separate smaller theaters)	50,000 pop.	Tysons Central 7 or spread among several districts	--
Civic Commons	No set threshold	Tysons Central 7	--
Third Fire Station	64,000 pop. & 188,600 jobs	Tysons Central 7 or Tysons Central 123	--
Police Facility	Undetermined	Tysons Central 7 or Tysons Central 123	--
Elementary School	20,700 new households	East Side	--
Expansion of Middle School (Kilmer or Thoreau) & High School (Marshall)	33,600 new households	N/A (outside Tysons)	--
Higher education facilities	No set threshold	No requirement	Tysons Central (RZ 2011-PR-005)

Parks and Recreation Facilities

As recognized in the Comprehensive Plan, parks are essential to creating a high quality of life for residents and in achieving important environmental goals. The Plan calls for a “green network” of parks, a comprehensive system of parks and open spaces that connect all of the districts in Tysons and integrates large and small urban parks with existing environmentally sensitive areas. This green network should include publicly accessible parks in an amount consistent with the County’s adopted urban park service level standards and Plan recommendations. The Tysons park system is planned to include a mix

of small urban pocket parks, larger civic plazas and common greens, recreation-focused parks, and a centrally located signature park.

In addition to providing open space benefits and amenities, the park system serves as a location for active recreation opportunities. In determining athletic field needs for Tysons, the countywide recreation facility service level standard was used as a base and adjusted for expected urban demographics; urban athletic field patterns of use; optimal field design; and, longer scheduling periods. The result of this analysis is a recommendation for twenty new athletic fields to serve Tysons by 2050.

In 2012, the Park Authority in collaboration with the Department of Planning and Zoning and the Office of Community Revitalization, embarked upon an effort to develop a comprehensive park system master plan for Tysons. The Tysons Park System Master Plan will be used to refine and elaborate upon the Tysons Conceptual Park Network Map and text guidance found in the Comprehensive Plan. A Tysons Parks Advisory Group consisting of citizens, design professionals, urban park planners, and members of the Tysons Partnership met six times during Winter 2012/2013 to provide feedback and guidance on the evolving master plan. The Tysons Park System Master Plan will consist of a refined park network map with recommended park types and locations as well as recommended locations for athletic fields, other recreational facilities and trails. In addition, the Tysons Park System Master Plan is expected to include strategies for providing parks and recreational facilities in Tysons, guidance on the restoration and enhancement of the stream valleys, and recommendations on how to improve pedestrian and bicycle connectivity through and among park spaces. A draft plan is currently under review by staff and stakeholders; the Park Authority will seek general public input on the plan in Winter 2013/2014 with final review expected by the Park Authority Board expected in 2014. As previously noted, Phase 3 of the authorized Plan amendment for Tysons will include any necessary revisions to park recommendations. It is expected that the Tysons Park System Master Plan will inform the Plan amendment.

Existing, Proffered and Needed Park and Recreation Facilities

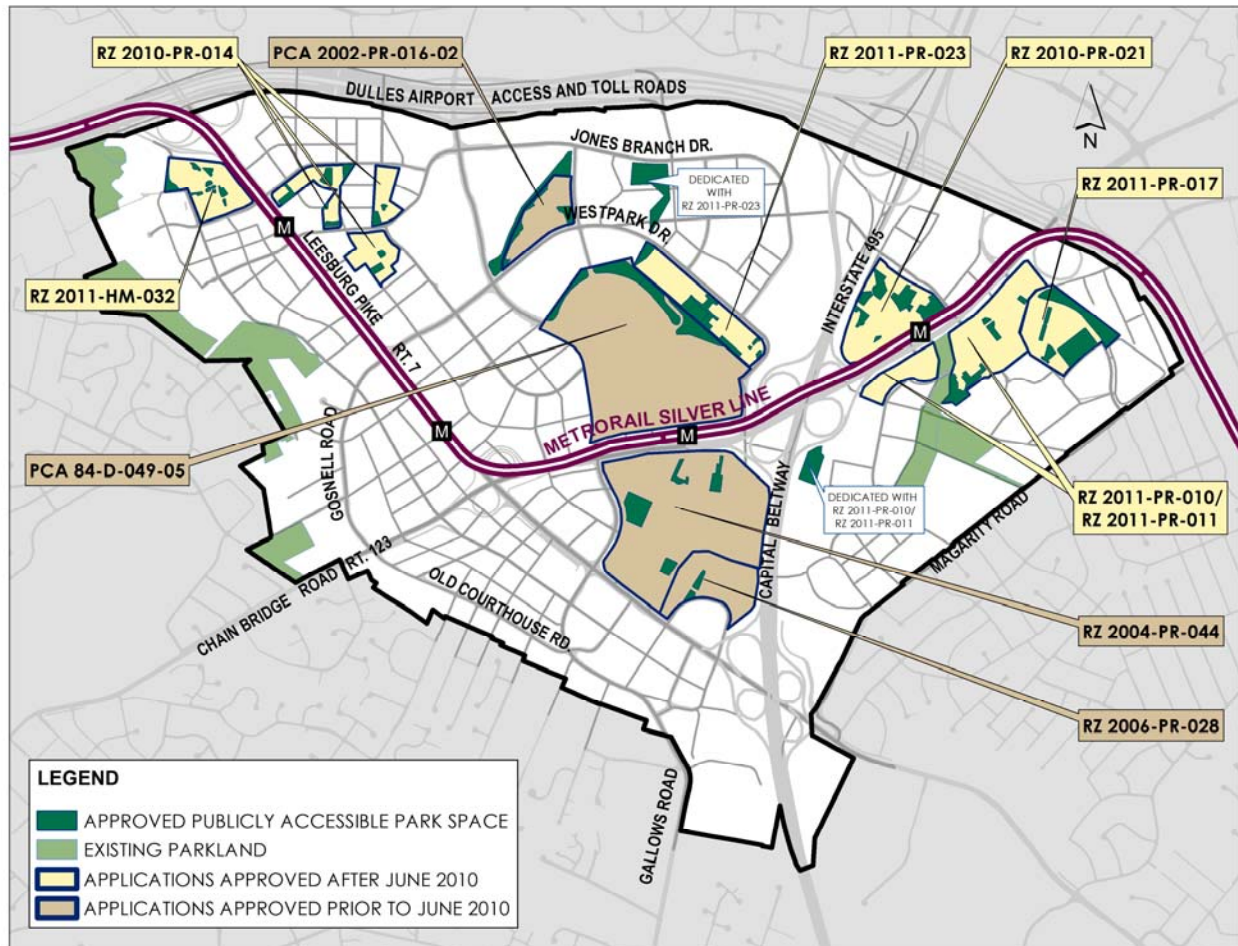
Prior to 2010, there were almost 90 acres of publicly owned park land in Tysons. In addition, approximately 8.5 acres of privately owned land that will either be dedicated to the Park Authority or accessible for public use was committed in major zoning applications approved prior to Plan adoption. Combined, the major applications approved since 2010 provide commitments to create an additional 38 acres of new publicly-accessible urban park space in Tysons. *Table 19* compares the distribution of existing and proffered public park acreage between public ownership and private ownership with access easements.

Table 19: Public Park Space

Existing Park Acreage		Proffered Park Acreage	
Publicly Owned	Privately Owned	Publicly Owned	Privately Owned
89	1	26	20.5

Figure 11, below illustrates approved applications and their approved park spaces (as well as existing parks). A majority of the new park spaces will be smaller pocket parks remaining in private ownership and private maintenance with public access easements. Approximately 21 acres of new parkland on seven parcels will be dedicated to Fairfax County.

Figure 11: Proffered Parks



Existing, Proffered and Needed Recreational Facilities

The current inventory of existing public recreational facilities in Tysons includes two little league baseball diamonds, two tennis courts, a playground, and multi-use trails.

Collectively, the major rezoning applications approved since 2010 generate a need for five new athletic fields in Tysons under their maximum development levels. Applicants have proffered to provide for this need through dedications of land, construction of facilities, and/or contribution of funds to Fairfax County to be used towards land acquisition and facility development.

The eight pending rezoning applications generate a combined need for three additional new athletic fields. Negotiations are underway for two new fields to be built within Tysons and for funding to be contributed by smaller rezonings to be applied towards potential synthetic turf field upgrades at Westgate Park and Westgate Elementary School.

Major Zoning Applications - Proffered Athletic Field Commitments

Spring Hill Station (RZ 2010-PR-014A, 014B, 014D, 014E) and **Tysons West Promenade** (RZ 2011-HM-032) have proffered to provide funding to Fairfax County to be used towards land acquisition and facility development of the equivalent of 1.5 athletic fields in Tysons.

Arbor Row (RZ 2011-PR-023) included a commitment to dedicate eight acres of offsite land along Jones Branch Drive for future school and park use. The proffer includes a commitment to construct and deliver for public use by June, 2015, a full-size, lit, synthetic turf rectangle field and a smaller interim rectangle field on the future school site (also with synthetic turf and lights). The application also committed to restoration in the adjacent stream valley park.

Capital One (RZ 2010-PR-021) committed to provide a small, lit synthetic turf rectangle field onsite for public use. This field will be built with the residential towers in Block C of the planned redevelopment. As noted, Capital One was also part of a partnership with the Commons (RZ 2011-PR-017). Each application created a need for half of an athletic field (in addition to the small on-site field on Capital One's site) and half of a public facility; the Commons provided a full-sized athletic field and Capital One provided a full public facility.

Scotts Run Station South (RZ 2011-PR-010/11) included a commitment to dedicate four acres of offsite land adjacent to the Beltway off of Old Meadow Road for a fire station and an athletic field. The proffer includes a commitment to construct and deliver for public use a lit synthetic turf rectangle field by the end of 2023. This field has been designed such that it could be expanded in the future if adjacent properties redevelop to increase its utility.

The Commons (RZ 2011-PR-017) application has committed to dedicate over nine acres of new urban parkland onsite, including a full-size, lit synthetic turf rectangle field to be delivered for public use by the year 2035, or sooner if redevelopment occurs more rapidly than expected.

Major Zoning Applications -- Proffered Stream Valley Improvements

As noted previously, one function of park space is to assist in the achievement of environmental goals. Stream valley parks, in particular, exemplify this concept. They have both a recreational component and an environmental purpose. Towards that end, the Plan recommends the restoration and enhancement of degraded stream valleys in Tysons. Four major applications have included commitments towards stream valley restoration

- **Capital One** (RZ 201-PR-021) committed to make stream bank restoration improvements using natural channel stream design concepts within the Scotts Run Stream Valley adjacent to the Capital One property.
- **Arbor Row** (RZ 2011-PR-023) committed to restoring a degraded stream valley in the Scotts Run Watershed adjacent to the Hanover site (the location of the proffered school site and athletic fields).
- **Scotts Run Station South** (RZ 2011-PR-010/011) committed to restoring a degraded stream valley in the Scotts Run Watershed in conjunction with construction of new park facilities. The stream valley is located between the two applications. In addition to this restoration work, the applicant proffered to provide the design plans to continue the restoration off-site.
- **Tysons West Promenade** (RZ 2011-HM-032) committed to contribute \$10,000 to the County for the preparation of a restoration plan for the Old Courthouse Spring Branch stream valley or for actual improvements to the stream valley.

IMPLEMENTATION FEATURES

The Comprehensive Plan for Tysons and the accompanying PTC Zoning District provide flexibility to accommodate a new model of development. The Plan and the PTC District envision and encourage development at densities that have not previously been implemented in Fairfax County, and it is understood that this new style of development will raise new issues. A number of the Board's Follow-on Motions adopted on June 22, 2010, expressly addressed this challenge by directing staff to be flexible in their review of developments and directing County agencies to allocate staff and resources to this effort. This section provides information on process modifications that have been made to facilitate the redevelopment of Tysons. A review of some of the urban design features currently being implemented is also included, providing examples of how the new community vision for Tysons is emerging.

Process Modifications

The Board directed staff to "be flexible" when reviewing plans in Tysons in a follow-on motion adopted with the Plan. This flexibility should allow for projects to include deviations from a strict interpretation of the Plan if such projects exhibit excellence in architecture and urban design; contribute significantly to the urban nature of Tysons; meet transportation and public facilities guidelines; and, on balance, meet the objectives of the Plan. The Board's direction also encourages new techniques and design features related to site and building construction while still adhering to federal, state and local code requirements. Finally, from a broader perspective, the direction to "be flexible" also indicates a desire for staff to think "outside the box" in terms of processes and procedures. Staff has adopted and is working on a variety of new procedures to support additional flexibility in these development processes, as further discussed below.

County Development Review Changes

To review the rezoning applications that were filed following the adoption of the Plan, the County created an interdepartmental Core Team. The Core Team is made up of staff from agencies responsible for development review. These include; Department of Planning and Zoning - Zoning Evaluation Division (DPZ-ZED), Department of Planning and Zoning - Planning Division (DPZ-PD), Office of Community Revitalization (OCR), Department of Transportation (DOT), Park Authority (FCPA), Department of Public Works and Environmental Services (DPWES), Fire Marshal, and the Virginia Department of Transportation (VDOT). A majority of staff on the Core Team are dedicated to reviewing Tysons applications full-time, with additional staff, including technical or subject area experts, participating on an as-needed basis.

The Core Team uses a model of open discussion among members, allowing for a comprehensive review of all the issues that need to be addressed in the urban-style of development proposed in Tysons. The Core Team review provides for consistency across applications, which is critical when new policies and procedures are being developed concurrent with review of the development applications. Collectively, the Core Team members are better able to understand how all of the issues fit together in an

application, rather than focusing exclusively or primarily on individual areas of emphasis. An additional benefit of the Core Team is the communication fostered among the various participating agencies and the culture of interaction that has been created. The Core Team has logistical support from DPZ and OCR, and is led by a Branch Chief from DPZ-ZED. The focus of the Core Team's deliberations is staff interaction and collaboration; any member of the Core Team has the opportunity and responsibility to raise issues of concern for the entire team to review and discuss.

While the majority of staff work associated with the review of Tysons development applications and issues takes place at the Core Team, an inter-departmental Tysons Steering Committee provides a regular point of contact for the Core Team with senior staff and the designated Tysons Coordinators. The Tyson Steering Committee allows issues to be quickly reviewed at the senior staff level when Tysons-wide or County-wide policy may be impacted. The Tysons Steering Committee meets twice weekly and has logistical support from OCR.

Public Facility Manual (PFM) Review Changes

To address the need for flexibility in plan review, DPWES is implementing Section 2-1200 of the PFM, Tysons Corner Urban Center, which was approved by the Board on April 30, 2013. This new section allows designers to submit "alternative" specifications for infrastructure and/or design features "where strict application of the PFM standard cannot be met for a particular site and where new or creative urban designs are proposed" (*PFM Section 2-1200*). The goal of the amendment is to provide designers (and the reviewing agency) the flexibility to comply with the Plan and the Tysons Urban Design Guidelines (TUDG), while providing sufficient surety about the performance of the proposed alternatives. Design alternatives will be listed in a site plan submittal, but will not require the submission of a stand-alone PFM waiver. If such alternatives are proposed, the site plan will include the final design, construction, operation and maintenance details, computations, supporting data, descriptions and rationale for the proposed alternative. The DPWES Director will consider the possible impacts on public safety, the environment, aesthetics and maintenance burden, and may also impose conditions on the approval. This approach is expected to streamline site plan submittals and prevent requirement of multiple waiver request submittals. Alternatives will still need to comply with requirements based on federal, state or county code from which variances cannot be granted by the locality.

Staff is currently creating guidance documents to provide review standards for those design elements that are currently not covered within the PFM. These guidance documents, which will result from discussions with the County and outside stakeholders, are intended to ensure that the outcome of a high standard in design for Tysons is maintained, while allowing the outcome to be achieved through a wide range of solutions that may evolve over time. They may also serve as the basis for specific PFM amendments in the future.

DPWES is also modifying the development review process to more promptly alert applicants to significant plan approval concerns. In 2013, staff began a 30-day on board review pilot process with six site plans, including several in Tysons. This effort will produce a checklist of critical issues for applicants. Staff believes that implementing this procedure will expedite Tysons site plan reviews by quickly

identifying plan approval concerns, allowing the applicant to address issues concurrently with the rest of the review. Staff can also apply “lessons learned” from these concerns to all applications, including those in the public process, thereby mitigating future site plan concerns.

Staffing Changes and Coordination

In addition to creating the Tysons teams and reassigning existing staff to work on Tysons, the Board created new positions to support the development review activities within Tysons. These new positions allowed a new branch to be created in DPZ-ZED and the creation of Tysons Coordinator positions within OCR, DPWES, and FCPA. In addition, VDOT, recognizing the volume of review and challenges of this new style of development, created a Tysons Coordinator within the Northern Virginia Region of VDOT. The creation of these positions responds to the volume of development applications received to date and addresses the need for a single point of contact within these agencies whose responsibility is to identify and address the issues raised by development in Tysons.

In addition to the Tysons Coordinator position, DPWES created two full-time Tysons plan reviewers to facilitate timely identification and resolution of issues during site plan review of Tysons cases and to build expertise and knowledge retention that will benefit the review of future cases. Furthermore, they will help ensure consistency during plan review. The primary Tysons plans reviewer is also a member of the Core Team, which allows for early identification of potential issues at the rezoning stage. In addition, the reviewer can use Core Team meetings as a forum for site plan review issues to be vetted quickly with staff from the various disciplines. Such discussions also inform the review of future applications and plans.

Tysons Training Opportunities

Training sessions have been developed by Tysons staff to increase knowledge within the County and the development community about the new and different features of the Tysons PTC District, and to discuss issues that have been identified through Tysons development applications. The intent of the training sessions is to expand knowledge of the issues associated with urban mixed-use development, which is applicable in Tysons and transferrable to other areas within Fairfax County.

Current Issues

What follows is an overview of some of the issues that have been identified and are being addressed during the rezoning and site plan review of Tysons applications under the new Plan. While these issues may have been raised first with development applications in Tysons, they are applicable to urban-style development in other parts of the County and their identification and resolution adds value to the review of development applications throughout Fairfax County.

Fire Code Compliance & Design Guidelines

Urban-style development, with buildings framing the street rather than set back from it has impacts on fire safety compliance. Specifically, developments often require the use of the street area to provide

adequate fire access. However, the streets and streetscape areas serve a variety of additional purposes: they are part of the transportation network (for cars, bicycles and pedestrians); they are gathering and social locations; and, they are the location for bio-retention facilities and street trees (a significant portion of the tree cover in an urban area). Designing streets that can serve all of these purposes creates challenges that need to be addressed on a site by site basis. Similarly, off-street pedestrian plazas may also need to provide fire access. Staff from DPZ, OCR, DPWES and the Fire Marshal's office are working collaboratively to refine existing design standards and clarify expectations so that the applicants' proposals, as presented in public forums and approved, will meet all applicable fire code standards and allow for construction in conformance with applicant's commitments.

Stormwater Management

As noted in the Environmental section of this report, implementing the guidance of the Plan will require an approach to stormwater management that recognizes evolving technologies and incorporates innovative stormwater management measures and techniques. Due to the unique characteristics of the urban environment, achieving the stormwater goals and objectives may require the use of alternative standards which might not be entirely consistent with, or even addressed in, the current PFM. This was specifically addressed by the new PFM section (§ 2-1200 - Tysons Corner Urban Center), discussed above. Further discussion about stormwater goals, requirements and practices is expected as the County and industry discuss the implementation of new State standards in the coming months.

FDPs / CDPs and Waivers of FDP for Public Improvements

The PTC zoning district, like certain other planned development districts in the Zoning Ordinance, requires the submission of a Conceptual Development Plan (CDP) followed by a Final Development Plan (FDP) prior to development. The FDP is a prerequisite for a site plan. In Tysons, the combination of market conditions and an existing environment that is already developed has resulted in applicants often proposing an FDP on only a portion of the CDP area, and even on a building by building basis. This approach allows the framework and character of a development to be provided via the CDP, while specific design elements and details of the individual building sites are left to be provided in the FDP. This allows the FDP to be more responsive to current market conditions, trends, and standards, as the FDP will be designed and reviewed closer to anticipated construction. The phasing of development (in terms of the order the buildings are constructed) is left to the developer to provide in response to the market and their desire.

There are features of the public realm, however, that the County has an interest in seeing advanced in a development's phasing schedule, even if they are not contiguous to an FDP site. These improvements may include pedestrian connections, street links and park areas. To encourage applicants to provide such public features sooner in a development's phasing, the Board can waive the FDP prerequisite as a way to streamline the development process for these public features. Staff has worked with applicants to provide sufficient details on the CDP to allow this process modification. The applicants may then limit the FDP area to their area of primary interest (the building and direct site), while providing the public with valuable amenities in a timely manner.

Streetlights

The Tysons Urban Design Guidelines (TUDG) and the Plan envision a comprehensive system of pedestrian and street lights that are energy efficient, provide adequate lighting levels for both pedestrian and vehicular safety, and are in keeping with the high-quality design expected in Tysons. Because the lighting fixture and pole types that are recommended in the TUDG are not yet recognized as standard by Dominion Virginia Power (DVP), staff continues to work with the applicants and the lighting industry to coordinate the implementation of Plan goals with the requirements of the Public Facilities Manual and DVP.

Another related streetlight issue is the coordination of existing streetlights (usually high pressure sodium fixtures) and proposed streetlights to meet the guidance of the Plan and the TUDG. Staff and applicants are carefully reviewing plans where these two different lighting systems might exist on opposite sides of a street or even within a single development. Issues include design considerations, provision of appropriate photometrics and phased replacement.

Comprehensive Wayfinding

The PTC Zoning District includes provisions to allow for off-site signage as part of a Tysons-wide wayfinding plan. Staff is currently working with the Tysons Partnership to explore how a Tysons-wide wayfinding plan can be implemented. The Tysons Partnership is currently developing a plan to encompass entry and identification signs and create pedestrian-scale wayfinding. It is expected that a wayfinding plan for Tysons may be submitted for review in 2014.

Urban Design Features

Design Guidelines

The Plan's Areawide Recommendations for Urban Design were developed to help guide the transition of Tysons from an auto-oriented suburban location into a cohesive, functional, pedestrian-oriented and memorable urban destination. The plan identifies six principles which provide guidance for development applications and supports the creation of more detailed urban design guidelines.

As noted in the 2012 Annual Report, Tysons Corner Urban Design Guidelines (TUDG) were developed as recommended by the Plan and directed by the Board's Follow on Motions of June 22, 2010. The TUDG provide additional detail from the principles included in the Plan, and address issues such as building materials, street furniture, signage, and built forms. The TUDG were endorsed by the Board on January 24, 2012, and are available on the Tysons website at <http://www.fairfaxcounty.gov/tysons/design/>.

The TUDG contains a dynamic set of recommendations that are intended to be updated over time so that the recommendations remain relevant, innovative and include current sustainable building methods and materials. During the development review process, staff continues to monitor commitments to design features and evaluate them against the Guidelines, as well as evaluate the Guidelines to identify possible updates.

The first authorized Plan amendment, currently under review, proposes edits to the Urban Design section of the Plan to align it with the TUDG and current practice. The proposed amendment will remove some details from the Plan that are more appropriately covered in the TUDG, now that the TUDG have been endorsed.

Pedestrian Lighting

The Plan and TUDG envision street and site lighting with a focus as much on lighting the pedestrian walkways as on lighting the roadways. Lighting that creates a safe, comfortable pedestrian experience at night is necessary to create the 24-hour environment envisioned for Tysons.

Photo A, on the left below, depicts a street with lights that meet the County's PFM requirements; however, the sidewalk is not well lit and does not provide a pleasant pedestrian experience after dark. Photo B, on the right, depicts a street that utilizes the new LED Selux lights which are specified in the TUDG. In addition to the Selux lights, the development has included lighting on the building façade. Together, these result in a pedestrian area that is well-lit and inviting after dark.

Both photos were taken on the site of the recently approved Tysons West Promenade (RZ 2011-HM-032) rezoning application, in close proximity to the new urban-style Walmart. The development was initially approved under by-right zoning but the applicant later modified certain site features to be in conformance with the new Plan and zoning application. Continued application of lighting systems that prioritize pedestrian traffic as much as vehicular traffic will be instrumental in creating a safe inviting night-time pedestrian experience.



Photo A: Sheraton Tysons Drive

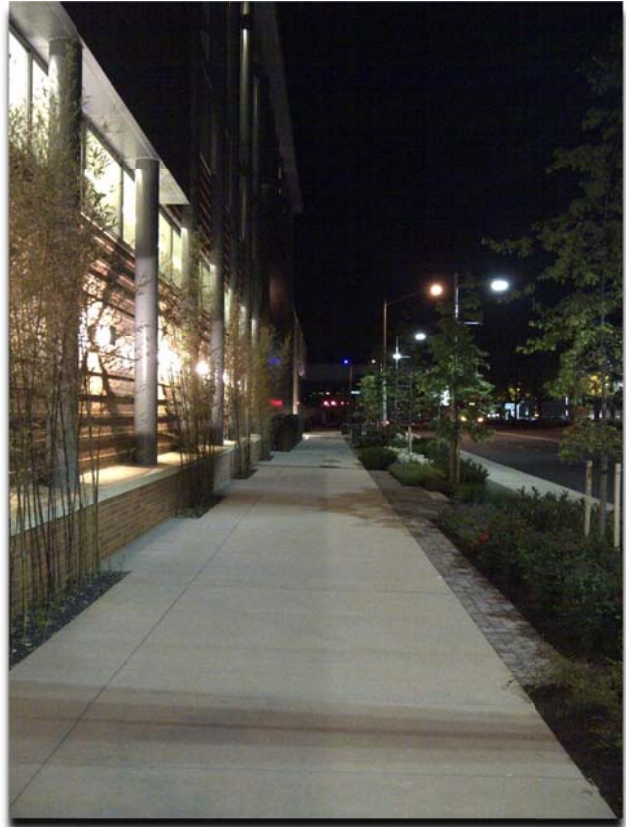


Photo B: Westwood Center Drive

Interim and Pop-Up Retail Uses

In areas such as Tysons, where redevelopment may occur over a relatively long period of time, developers across the country are looking for ways to utilize vacant or underdeveloped parcels, particularly in areas in close proximity to transit nodes. In many cases, developers are turning to short term, interim development, commonly referred to as 'pop-up' retail, to attract activity, add vitality, and provide income. Tysons, with new metro stations opening soon and many underutilized surface parking lots, is a perfect match for pop-up retail uses. In Spring 2013, students from the George Mason University School of Public Policy investigated the viability of implementing 'pop-up' temporary solutions in Tysons.

Pop-up retail can create a sense of place and excitement in an area in advance of redevelopment, and can capture an audience that may later transfer to permanent developments. Such uses are generally designed around a temporary social gathering space, and often involve recreation opportunities and/or food and beverage sales. While true pop-up retail usually entails temporary construction (such as repurposed shipping containers, that can virtually ‘pop-up’ almost overnight), longer term but still interim uses serving the same purpose might include simple built structures or the re-use of existing buildings. In either case, the intent is to increase activity and excitement in an area without having to wait for the build-out of a large multi-year project.

These concepts have been included in a number of pending and recently approved development applications. In **Tysons West Promenade** (RZ 2011-HM-032), four small retail spaces were approved as an interim use to convert an existing surface parking lot into a retail plaza until the ultimate development (two multi-story buildings) is constructed. **Spring Hill Station** (RZ/FDP 2010-PR-014D), included an option to allow an existing furniture and automotive shop building to be repurposed as an interim retail use surrounded by a gathering space for farmer’s markets or food shops. Parking could be provided in the interior of the building in the existing automotive bays. In the pending **Tysons Central** (RZ 2011-PR-005) application, the applicant has proposed turning the existing Metro construction staging area (adjacent to the Metro entry pavilion for the Greensboro Station) into a temporary plaza with pop-up retail and food uses in repurposed shipping containers. Staff continues to work with applicants in translating these concepts to uses that are consistent with building code requirements.

Public Art

The Plan and the TUDG identify the need for art installations to enliven both public and private spaces. The Tysons West District is identified in the Plan as an area to be considered as an Arts and Entertainment district. Zoning applications that have been approved in the area have included proffer language to encourage the installation of art. To this end, parks and plazas have been designed with locations for sculptures. Moreover, the **Tysons West Promenade** (RZ 2011-HM-032) development has proffered to provide up to \$350,000 in funding for creation of an Arts Master Plan and 3,500 sq.ft. of office space for a public use, with the intention that it will be used by an organization that supports arts.

In addition to the arts related office space, the first art piece in the Tysons West area has been installed at the **Tysons West Promenade** development. The sculpture “The Thought” designed by area artist Robert Cole, shown at right, was commissioned by the land owner to serve as a focal point and artistic landmark in front of the new, urban-style Wal-Mart building.

The provision of additional public art will enhance the experience in public plazas and contribute to a vibrant streetscape, attractive and inviting to pedestrians.



APPENDIX A

Appendix A –Follow-On Motions

After recommending the Tysons Corner Urban Center Plan Amendment to the Board of Supervisors for approval, the Planning Commission approved 16 additional motions that recommended Board action on a number of issues related to Plan implementation.

The Board of Supervisors approved the Tysons Corner Urban Center Plan Amendment on June 22, 2010. At that time, the Board also approved 20 Follow-On Motions to address the 16 motions of the Planning Commission and four additional items.

The following table provides an update on each of the 20 Follow-On Motions.

Appendix A - Follow On Motions

Follow-On Motion as Adopted by BOS on June 22, 2010

2013 Update on Follow-On Motion Status

#1	<p>The Board directs staff to continue its work on potential arrangements for financing the public share of Tysons infrastructure improvements; to facilitate co-operative funding agreements with the private sector; and, to return to the Board with its recommendations. The Board further directs that this include funding for transit systems, including Metrorail. The Board strongly believes that public and private reinvestment in Tysons is both critical and responsible for ensuring that Tysons continues to be the economic engine for the County. The portion of revenue stemming from growth at Tysons that is proposed to be applied in Tysons should take into account the past and continuing contribution of Tysons to the County's economy.</p>	<p>On October 16, 2012, the Board adopted a comprehensive funding plan for Tysons' infrastructure improvements and directed staff to begin implementation. In support of that funding plan, the Board created the Tysons Transportation Service District on January 8, 2013. On the same date, the Board adjusted its Tysons Road Fund policy to create two new road club funds, implementation guidance, and revised rates for redevelopment projects in Tysons. Staff is implementing the Board's funding plan through the rezoning process, including in-kind construction of local streets and Road Fund contributions toward the Grid of Streets and Tysons-wide transportation improvements. The Tysons Transportation Service District went into effect on July 1, 2013, at a rate of \$0.04.</p>
#2	<p>The Board directs staff to work with stakeholders to produce the necessary organizational and resource requirements for the Tysons Partnership by October 15, 2010 so that it is positioned to be in place prior to any redevelopment activity in Tysons. This should include the aspects of the Partnership presented previously, such as BID-like functions, Transportation Management Association functions and development advisory services</p>	<p>The Tysons Partnership was established on January 19, 2011, as a private, non-profit membership organization.</p>
#3	<p>The Board recommends that the Tysons Partnership initiate a process to review and potentially change district names to enhance community character and identity.</p>	<p>In April 2012, WMATA approved the Board's recommended names for the eight Silver Line Metrorail stations (which include four in Tysons). Staff anticipates that changes to the station names in the Comprehensive Plan will be a part of the first authorized Plan Amendment to be reviewed by the Board in 2014. Staff anticipates working with the Tysons Partnership on the issue of renaming the districts.</p>
#4	<p>The Board recommends that the Tysons Partnership work with Tysons landowners, County agencies, non-profit housing organizations, and interested private entities to establish options for workforce and affordable housing and to help develop options for meeting the workforce and affordable housing elements of this Plan by establishing off-site options for developers when the cost of constructing workforce housing in high rise developments is cost prohibitive. The Tysons Partnership should report back to the Board by January 2011 on the status of these efforts</p>	<p>All rezoning applications in Tysons have proffered to the affordable and workforce housing options consistent with the Plan's recommendations. Staff has met with affordable housing providers and advocates, and continues to explore creative opportunities for the provision of affordable and workforce housing within Tysons.</p>
#5	<p>In order to create a greater sense of community for the residents of Tysons, a residential organization that represents all of the residential stakeholders and entities in Tysons should be established.</p>	<p>The Tysons Partnership has residential representation and forms the basis to create a Tysons-wide residential organization.</p>

Appendix A - Follow On Motions

Follow-On Motion as Adopted by BOS on June 22, 2010

2013 Update on Follow-On Motion Status

#6	The Board directs staff to make recommendations to the Legislative Committee on financial incentives such as tax abatement, that can offset the initial cost and help to encourage green buildings, especially at the LEED or equivalent Gold and Platinum levels; and the authority to require adequate public facilities as a condition for development in urban areas like Tysons.	The Board's Legislative Committee reviewed staff's recommendations on September 21, 2010, and accepted staff's recommendations to not seek legislation on tax incentives for green buildings at this time and to not seek legislation allowing Fairfax County to require adequate public facilities.
#7	The Board directs that staff report annually or as requested on the various aspects of the Plan that call for periodic monitoring , particularly in regard to the information needed to determine when it is appropriate to increase the initial development levels for office uses set forth in the Plan, based on the criteria outlined in the Plan as well as the pace of actual redevelopment.	Staff has established monitoring parameters and will report on outcomes in the Annual reports. The first authorized Plan Amendment for Tysons includes updating recommendations related to the issue of development levels. The amendment is expected to be reviewed by the Board in 2014.
#8	The Board directs staff to commence the planning and operational analysis necessary to implement the higher priority transportation facilities listed in the Plan table titled "Transportation Infrastructure, Programs, and Services, As They Relate to the Level of Development in Tysons."	A number of the transportation related projects are underway. Major projects not covered in other Follow-On Motions include: Tysons Bicycle Master Plan which is complete and expected to be presented to the Board in late 2013 as part of the Fairfax County Bicycle Master Plan; Operational Analysis and Conceptual Design of the Dulles Toll Road Ramps expected to be completed in 2013; and, the Jones Branch Connector Study, for which final design consultants were selected in June, 2013. FCDOT will administer the Preliminary Engineering and right-of-way acquisition for the Jones Branch Connector, with VDOT administering the construction phase.
#9	The Board directs staff to begin planning for long-term mass transit projects in and around the area, to include investigating a new north-south transit corridor that serves Tysons, and to accelerate all planning and efforts for the extension of mass transit on I-66.	The Countywide Transit Network Study began in 2012. Three public meetings have been held to date; July 2012 (Goals & Objectives), November 2012 (Transit Corridor Functions), and July 2013 (Proposed High Quality Transit Network Concept). A recommendation on a high quality transit network concept is expected to be presented to the Board in Summer 2014.
#10	The Board directs staff to work with representatives of communities adjacent to Tysons to formulate policies and procedures for addressing traffic congestion , including measurable strategies to be included as part of the overall plan monitoring.	Phase I of the Neighborhood Traffic Study which analyzed 19 intersections outside of Tysons to determine the impact of the adopted Tysons Comprehensive Plan on these intersections was completed in 2010. Phase II of the Neighborhood Traffic Study was initiated in 2012, and will include an additional 10 intersections for a total of 29 intersections. Phase II of the Neighborhood study is scheduled to be completed in the Fall of 2013.
#11	The Board directs staff to issue an RFP for the circulator study and bring the results of that study to a future Board transportation committee meeting for discussion. In the circulator study and other future studies, such as the one on Enhanced Public Transportation Corridors, the Board directs staff to include consideration of dedicated transit lanes on Route 7 and other roads in and around Tysons and tie into the mass transit and HOV coming off the HOT lanes on I-495.	The Tysons Circulator Study recommends a three-route network, with buses as the preferred mode of transit. Staff anticipates that changes to the circulator network map and related text in the Comprehensive Plan will be part of the second authorized Plan Amendment and brought forward for Board review in 2014.

Appendix A - Follow On Motions

Follow-On Motion as Adopted by BOS on June 22, 2010

2013 Update on Follow-On Motion Status

#12	The Board applauds the work already begun on operational analysis of the grid of streets and directs staff to continue with this effort, particularly in the vicinity of the intersection of Greensboro Drive and Spring Hill Road.	The Consolidated Transportation Impact Analyses for Tysons East has been completed. The Tysons West and Tysons Central analyses are currently under review by VDOT as part of the 527 process. Staff anticipates that changes to the conceptual road network map in the Comprehensive Plan will be part of the second authorized Plan Amendment to be brought forward for Board review in 2014. These analyses have reviewed and refined grid operations and sought to create collective commitments from landowners and applicants to a specific grid of streets within each district and between adjacent districts.
#13	The Board directs staff to continue the work already begun on the Tysons Metrorail Station Access Management Study (TMSAMS) under the guidance of the Stakeholder Advisory Group, and directs the TMSAMS to engage the public in identifying and prioritizing projects that provide multi-modal access to the four new Metrorail Stations in Tysons Corner.	The TMSAMS recommendations and project list were approved by the Board on May 22, 2012. In May 2013, the Board approved a project agreement with VDOT to spend up to \$22.4 million of federal Regional Surface Transportation Program (RSTP) and Congestion Mitigation and Air Quality (CMAQ) funds, for preliminary engineering, right-of-way and utilities, and construction expenses for TMSAMS transportation improvements.
#14	The Board directs staff to explore options for providing commuter parking at Metrorail station(s) in Tysons Corner on an interim basis until Tysons development reaches a level where such commuter parking is not practical or desirable.	On June 30, 2013, the Board entered into a Tysons Interim Metrorail Public Commuter Park and-Ride Lot Agreement with Cityline Partners. Cityline Partners will convert an existing surface parking lot and office building development into a commuter parking lot with 700+ parking spaces at 1820 Dolley Madison Blvd. The lot is anticipated to be operational when the Metrorail Silver Line service begins.
#15	The Board directs staff to bring to the Board an official map of those streets associated with the first rezoning to the Planned Tysons Corner Urban Center (PTC) district. The official map should be adopted concurrently with the rezoning or as soon as possible subsequent to the rezoning and should include existing streets and future street alignments that have been conceptually engineered. The Board further directs staff to bring forward amendments to the official map associated with subsequent rezoning's when such are required to address the alignments of new or modified streets that have been conceptually engineered.	No official map is proposed. The Conceptual Grid of Streets map contained within the Comprehensive Plan will be updated as part of the second authorized Plan Amendment anticipated to be reviewed by the Board in 2014.

Appendix A - Follow On Motions

Follow-On Motion as Adopted by BOS on June 22, 2010

2013 Update on Follow-On Motion Status

#16	<p>The Board directs staff to bring to the Board for adoption an official map of public facilities concurrently with the first rezoning to the Planned Tysons Corner Urban Center (PTC) district. The official map should include the locations of existing and planned public facilities, including parks and athletic fields, that have been identified within the district or sub district of the rezoning application. The Board further directs staff to bring forward amendments to the official map with subsequent rezoning's when such are required to reflect the locations of additional public facilities as they are identified.</p>	<p>An interdepartmental team has refined the type, location, space needs, timing and costs for public facilities in Tysons, including parks and athletic fields. A staff team has developed a preliminary Tysons Park System Master Plan that will be used to refine and elaborate upon the Conceptual Parks and Open Space Network contained within the Comprehensive Plan.</p> <p>The plan for public facilities and for parks is conceptual in nature and provides guidance without being overly prescriptive. As refinements occur, staff has recommended to the Board that an amendment to the Plan for Tysons is preferred over adoption of an Official Map. Staff anticipates that changes to the public facility plan language in the Comprehensive Plan will be part of the third authorized Plan Amendment which will be brought forward for Board review in 2014.</p> <p>As part of the review of the rezoning applications, proffer commitments from developers/landowners have been made for parks, athletic fields and public facilities on a case-by-case basis.</p>
#17	<p>The Board directs staff to bring back to the Board an evaluation of two possible changes to the Policy Plan, one of which would modify the County's workforce housing policy to encourage monetary contributions to affordable and workforce housing from future non-residential development; and, the other would modify the Transit Oriented Development policy to incorporate specific conditions related to walking distance from station entrances rather than station platforms.</p>	<p>On March 29, 2011, these two items were referred by the Board to the Planning Commission. The Affordable Housing Advisory Committee (AHAC) has created a Special Subcommittee, augmented by members of the Fairfax County Redevelopment and Housing Authority, the Planning Commission, and the Community Revitalization and Reinvestment Advisory Group to review the issue of a Countywide policy for affordable housing contributions by non-residential developments. The goal of the AHAC Special Subcommittee is to provide a recommendation to the Planning Commission and Board relating to all non-residential developments within mixed-use centers.</p>
#18	<p>The Board directs staff to prepare, in coordination with appropriate stakeholders, the urban design guidelines manual that expands upon, and provides additional detail on the urban design elements contained in the Plan.</p>	<p>The Tysons Urban Design Guidelines were endorsed by the Board on January 21, 2012. For consistency, minor updates to the Comprehensive Plan will be part of the first authorized Plan Amendment which will be reviewed by the Board in 2014.</p>
#19	<p>The Board directs staff to assess the need for dedicated staffing and staff resource requirements for development applications, plan monitoring and other activities necessary to implement the Plan for Tysons and return to the Board with its recommendation.</p>	<p>A staff resource plan was developed, approved and implemented to support the implementation of the Plan for Tysons.</p>
#20	<p>The Board directs staff to be flexible when reviewing projects that include minor deviations from a strict interpretation of the Plan if such projects exhibit excellence in architecture and urban design; contribute significantly to the urban nature of Tysons; meet transportation and public facility guidelines; and, on balance, meet the objectives of the Plan.</p>	<p>On-going.</p>

APPENDIX B

Appendix B –Development Within Tysons

Appendix B contains information on all of the major Tysons zoning applications. These include the six major applications that were approved prior to Plan adoption in anticipation of rail, as well as all major Tysons rezoning applications (PTC rezonings) that have been approved or reviewed between Plan adoption and September 2013. Case sheets for each application are provided, organized locationally by District.

This introduction provides summarized data on the *approved* major applications, including the amount of development existing on those sites today, what is under construction, what has been approved by Site Plan, and the total entitlement approved pursuant to the zoning applications. For those applications that have been indefinitely deferred, a graphic and only basic information is provided, as it is expected that significant changes may be made to the proposals when they are reactivated. Data from indefinitely deferred applications is not included as “proposed development” in the tables of this report. Information is also provided for each application about related applications, such as those that are being heard concurrently, including those cases that have concurrent final development plans or partial final development plans.

The individual case sheets for each of the major approved and pending zoning applications list the applicable zoning application numbers as well as the site plans (Site Plans, Minor Site Plans, Public Improvement Plans, etc.) associated with the application. Each case sheet also provides an overview of the approved or proposed development, including a graphic depiction of the site layout

Each case sheet discusses current development activity on the site. Current development activity is defined as submission, review or approval of a site plan or actual construction work on the site. The current development information for all applications is consolidated into Table 4 for approved applications and Table 5 for pending applications. These tables are included Land Use section of this report.

The case sheets provide summaries of the development potential on the site (permitted floor area) by use, including office, residential, retail and hotel uses. The summary tables also illustrate how the approved development is progressing, by showing development approved pursuant to the CDP and approved through FDPs, what has actually been approved by site plans (but is not under construction) and what is under construction or completed. The summary tables are followed by tables that show the same information for each approved application at the building level.

The information from the case sheet summary tables is aggregated by District in the introduction to each district and the aggregate data of all of the major approved cases is

provided below, and was also used to create the tables relating existing, approved and proposed development in all of Tysons that are found in the Land Use section.

As pending applications move through the review process, they may change significantly from what is reported in this appendix. Changes may include modifications to the land use mix, intensity levels, application area, and/or site layout. As such, all of the information related to pending applications is subject to change. Development data for indefinitely deferred applications is not included in the tables.

All of the information that follows in Appendix B should be viewed as summary information. For a complete and accurate understanding of a particular application, the approved or proposed plans and proffers should be reviewed.

Sixteen major Tysons rezoning applications have been approved and are not yet fully built out. Summary information for these sixteen approved applications can be found in the table below.

Maximum of Development Options for Approved Major Applications

	Existing Development	Under Construction	Approved by Site Plan	Approved Development ¹	Total
Office ²	4,686,743	1,183,228	456,576	12,053,606	18,380,153
Retail ³	3,853,275	35,978	0	655,614	4,544,867
Hotel	787,632	252,213	0	1,221,779	2,261,624
Total Non-Residential:	9,337,219	1,485,719	456,576	13,929,931	25,209,444
Residential:					
Residential:	1,357,764	1,262,444	0	14,475,229	17,095,437
Residential Units:	1,151	1,099	0	13,640	15,890
Total Development:					
Total Development:	10,694,982	2,748,163	456,576	28,405,160	42,304,881

1 Approved Development = development approved through the zoning process minus Existing Development, amount Under Construction, and amount Approved by Site Plan

2 Includes industrial uses

3 Includes car dealerships

Of the approved major Tysons rezoning applications, ten were approved since the Plan was amended in 2010. These ten rezoning applications have a net maximum total development potential of approximately 21 million square feet of development, under their non-residential maximum options, with approximately 50% of the development potential in residential uses.

In addition to the approved applications, an additional twelve rezoning applications have been filed. Of these twelve, four have been indefinitely deferred. The remaining eight pending rezoning applications currently propose a net maximum total development of approximately

12 million square feet of development under their non-residential maximum options, with approximately 55% of the development potential proposed as residential uses.

More information on the individual applications (approved, pending and indefinitely deferred) can be found in the following case sheets. All development data is reported in square feet for each use, except that Residential Units are reported as total units approved/proposed.

TYSONS WEST

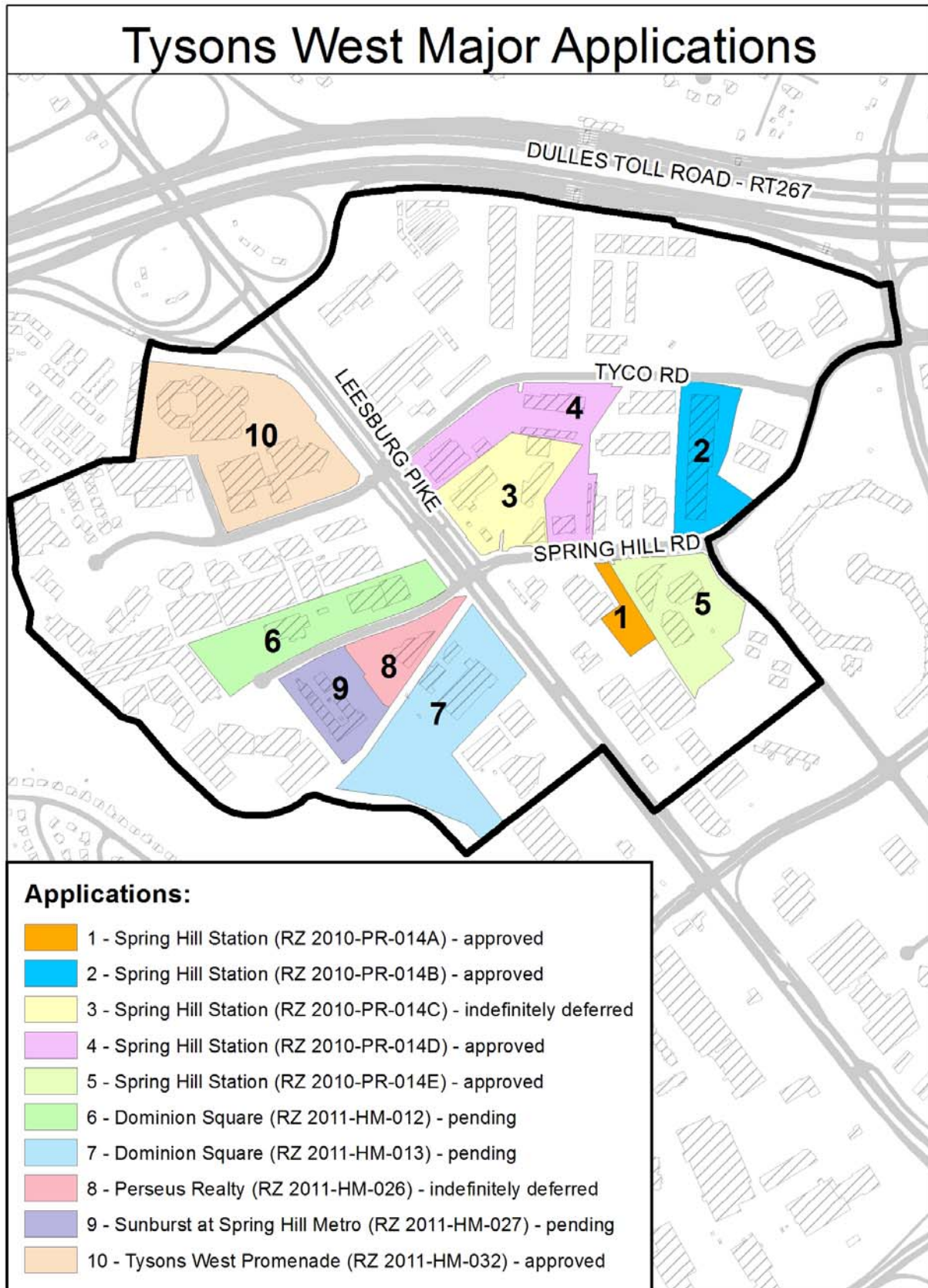
Ten major zoning applications have been submitted Tysons West District; of those, five have been approved, three are pending, and two have been indefinitely deferred. The table below provides aggregated data on the eight applications that have not been indefinitely deferred. All development information is reported in square footage proposed for each use, except that Residential Units are also reported as the total number of units approved/proposed.

	# of Buildings	Office	Retail	Residential	Hotel	Totals ¹
Existing						
To be Removed	15	233,031	190,619	0	80,259	513,477
To Remain	4	459,938	153,373	0	430,820	1,044,131
Under Construction						
	1	0	0	416,834 (404 du)	0	416,834
Approved by Site Plan, Not Under Construction						
	0	0	0	0	0	0
Approved by FDP (Approved Applications)						
	5	28,768	213,373	1,242,000 (1,314)	430,820	1,914,961
Approved by CDP (Approved Applications)						
Maximum of Employment Options	22	2,531,938	383,473	4,092,000 (4,409 du)	754,820	7,790,731
Maximum of Residential Options	23	2,096,938	367,473	4,792,500 (5,328 du)	430,820	7,716,231
Proposed by FDP (Pending Applications)						
	0	0	0	0	0	0
Proposed by CDP (Pending Applications)						
Maximum of Employment Options	17	2,548,000	245,000	2,705,000 (2,715 du)	205,000	5,703,000
Maximum of Residential Options	16	1,590,000	240,000	3,835,000 (3,845 du)	205,000	5,870,000
Total Proposed or Approved by CDP						
Maximum of Non-Residential Options	39	5,079,938	628,473	6,797,000 (7,124 du)	959,820	13,493,731
Maximum of Residential Options	39	3,686,938	607,473	8,627,500 (9,173 du)	635,820	13,586,231

¹ Totals may not be the sum of potential land uses due to development maximums proposed and/or public facility sq.ft. not shown

Three major site plan submissions are under review or have been approved within the Tysons West District since June 2010. These submissions are identified in the table below.

Plan Name	Plan Number	Associated Zoning Application	Development Change	Description
8333 Greensboro Dr	1970-SP-003	RZ 2011-PR-023	+14,422 sq.ft. office use	Renovation / expansion
The Ascent at Spring Hill Station	8158-SP-003	RZ 2010-PR-014A	+416,834 sq.ft. residential use in 404 dwelling units	Construction of a 26 story residential structure
Phase 1 Retail (Building D)	6279-SP-004	RZ 2011-HM-032	+153,373 sq.ft. retail use +28,768 sq.ft. office use	Urban-style WalMart and fitness center



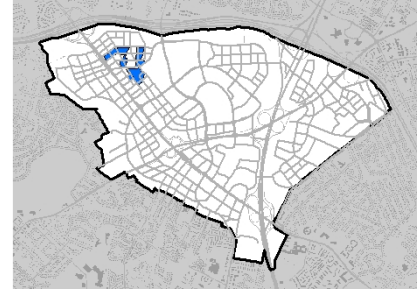
Spring Hill Station

Zoning Applications

- RZ 2010-PR-014A – approved 9/27/2011
- FDP 2010-PR-014A – approved 9/21/2011
- RZ 2010-PR-014B – approved 9/27/2011
- RZ 2010-PR-014D – approved 2/12/2013
- FDP 2010-PR-014D – approved 2/7/2013
- RZ 2010-PR-014E – approved 2/12/2013

Site Plans

- 8158-SP-003 – approved 9/16/2012 (Building F1)



SITE AREA: 24.32 acres (A: 1.56 acres, B: 5.51 acres, D: 9.86 acres, E: 7.39 acres)

DEVELOPMENT OVERVIEW



*Image depicted is from CDP - Overall Landscape Plan, dated January 28, 2013

The four approved rezoning applications propose to redevelop an area currently characterized by a mix of low-rise industrial uses, car dealerships, two larger office buildings (the Greensboro Corporate Center), some small office uses and Fairfax County Fire Station #29.

A total of up to 17 buildings are proposed with the approved applications, including the two Greensboro Corporate Center buildings which are proposed to remain. Building heights range from 40 feet to up to 400 feet. Proposed uses include office, residential (including 20% workforce housing), hotel and neighborhood serving retail, as well as a new, relocated, fire station.

Application RZ 2010-PR-014A has a concurrent FDP approved on the entire land area (Building F1 located to the south of the existing Greensboro Corporate Center buildings). Application RZ 2010-PR-014D has an FDP approved on two blocks along Tyco Road. The FDP shows interim options for the future Building D1 site, the construction of Building D2A, and an interim park on the future Building D2B site. No FDPs have been filed on applications RZ 2010-PR-014B or 014E.

Rezoning Application RZ 2010-PR-014C was originally a part of, and concurrent with, the other Spring Hill Station cases. That application has been indefinitely deferred. Should the application be reactivated, additional information will be provided.

Major transportation improvements include the extension of Greensboro Drive from Spring Hill Road to Tyco Road and the construction of a section of a crucial collector (known in these applications as Condominium or Broad Street) that will parallel Greensboro Drive and Leesburg Pike through the entire northern half of Tysons. Although the Spring Hill Metro Station will integrate most directly with the deferred application RZ 2010-PR-014C, this developer was instrumental in coordinating the reorientation of the metro entry pavilion on the north side of Leesburg Pike (Route 7) and the provision of an interim park and ride lot. The applications accommodate the future Tysons Circulator along Tyco Road, Leesburg Pike and Spring Hill Road. The applicant has contributed to the future Tysons-wide transportation improvements by proffering to construct the Greensboro Drive extension.

The four approved applications include two major above grade public parks and four major at-grade parks, in addition to smaller public plazas, pocket parks and roof-top private amenities. Active recreation opportunities in these parks include a half basketball court, a skate park, a playground, a track and a putting green. To augment these onsite recreation spaces, the applicant committed to purchase, or provide funding to purchase, 2.81 acres of land for public park use adjacent to the existing Raglan Road Park. This offsite parkland is intended to be dedicated to the Park Authority, and would allow for the construction of an athletic field at Raglan Road Park with appropriate master planning. The applications also proffer to contribute funds equivalent to the cost of constructing an athletic field at Raglan Road Park or at another location in Tysons.

The applications commit to construct a new, larger replacement for Fire Station #29, integrated into Building G4 of Application RZ 2010-PR-014B on Tyco Road. The new fire station is proffered to be constructed by 2020.

The applications have committed to meeting Plan recommendations for green building design and have addressed the stormwater management recommendations from the Comprehensive Plan using a variety of low impact development and structural techniques to retain and treat water on-site.

CURRENT DEVELOPMENT ACTIVITY

Building F1 in application RZ 2010-PR-014A is currently under construction under Site Plan 8158-SP-003. This will be a 26-story residential building with 404 residential units.

SUMMARY LAND USE

The Summary Land Use Table aggregates the total development approved for these applications. The table includes development approved pursuant to the CDPs; approved through FDPs; what has been approved by site plan, but is not under construction; and, what is under construction or completed. The table that follows shows the same information at the building level. Because this application included use-options for some buildings, resulting in different maximum development levels for the residential and non-residential options, maximums for each use category per option are shown.

	# of Buildings	Office ¹	Retail ²	Residential	Hotel	Totals
Existing						
To be Removed	8	233,031	39,148	0	0	281,747 ³
To Remain ⁴	2	431,170	0	0	0	431,170
Under Construction						
	1	0	0	416,834 (404 du)	0	416,834 (404 du)
Approved by Site Plan, Not Under Construction						
	0	0	0	0	0	0
Approved by FDP						
	2	0	10,000	842,000 (914 du)	0	852,000
Approved by CDP						
Option 1	17	2,123,170	130,100 ⁵	3,392,000 (3,740 du)	324,000	5,994,270 ⁶ (5.63 FAR)
Option 2	18	1,688,170	114,100 ⁵	4,092,500 (4,659 du)	0	5,919,770 ⁶ (5.56 FAR)

1 Includes industrial use for existing uses

2 Includes car dealerships for existing uses

3 Includes 9,568 sq.ft. of public use for a fire station

4 Includes two existing office buildings to remain but not shown on an approved FDP

5 Applicant could increase retail use by 16,000 sq.ft. provided residential use is reduced accordingly

6 Total includes 25,000 sq.ft. of public use for a fire station

RESIDENTIAL AND EMPLOYEE POPULATIONS

These applications propose use-options for various buildings. The highest number of employees that could be generated would be under the option that maximizes non-residential development, while the highest number of residents that could be generated would be under the option that maximizes residential development. To avoid double-counting, the maximum number of residents and employees expected in these developments is shown in two separate tables as follows.

Maximum Employment Option (Option 1)

	Residents	Employees
Estimated Current	0	2,301
Estimated Proposed	6,545	7,606

Maximum Residential Option (Option 2)

	Residents	Employees
Estimated Current	0	2,301
Estimated Proposed	8,153	5,881

DETAILED APPROVED DEVELOPMENT INFORMATION

All numbers in square feet of development except for dwelling units (du)

RZ 2010-PR-014A

	Option	Office	Retail	Residential	Hotel	Totals
Existing to Remain						
	N/A	0	0	0	0	0
Under Construction						
Building F1	N/A	0	0	416,834 (404 du)	0	416,834
Approved by Site Plan, Not Under Construction						
	N/A	0	0	0	0	0
Approved by FDP						
Building F1	N/A	0	0	430,000 (478 du)	0	430,000
Approved by CDP						
Building F1	N/A	0	6,000	430,000 (478 du)	0	436,000

RZ 2010-PR-014B

	Option	Office	Retail ¹	Residential	Hotel	Totals
Existing to Remain						
	N/A	0	0	0	0	0
Under Construction						
	N/A	0	0	0	0	0
Approved by Site Plan, Not Under Construction						
	N/A	0	0	0	0	0
Approved by FDP						
	N/A	0	0	0	0	0
Approved by CDP						
Building G1	Option 1	0	4,100	430,000 (478 du)	0	434,100
	Option 2	0	7,500	430,000 (478 du)	0	437,500
Building G2	Option 1	0	5,700	430,000 (478 du)	0	435,700
	Option 2	0	9,100	430,000 (478 du)	0	439,100
Building G3	Option 1	0	5,800	430,000 (478 du)	0	435,800
	Option 2	0	0	378,500 (478 du)	0	378,500
Building G4	Option 1	0	2,500	430,000 (478 du)	0	457,500 ²
	Option 2	0	1,500	338,000 (478 du)	0	339,500
Building G5	Option 2	0	0	0	0	25,000 ²

1 Reserves the right to increase the retail and service square footage up to 36,200 sq.ft. provided that residential square footage is reduced accordingly

2 Includes 25,000 sq.ft. for a public use (fire station)

RZ 2010-PR-014D

	Option	Office	Retail	Residential	Hotel	Totals
Existing to Remain						
	N/A	0	0	0	0	0
Under Construction						
	N/A	0	0	0	0	0
Approved by Site Plan, Not Under Construction						
	N/A	0	0	0	0	0
Approved by FDP						
Building D2A	N/A	0	10,000	412,000 (436 du)	0	422,000
Approved by CDP						
Building D1	Options 1 & 2	435,000	15,000	0	0	450,000
Building D2A	Options 1 & 2	0	10,000	412,000 (436 du)	0	422,000
Building D2B	Options 1 & 2	0	13,000	400,000 (436 du)	0	413,000
Building D3	Option 1	435,000	15,000	0	0	450,000
	Option 2	0	15,000	430,000 (478 du)	0	445,000
Building D4	Options 1 & 2	0	6,000	430,000 (478 du)	0	436,000
Building D5	Option 1	0	11,000	0	189,000	200,000
	Option 2	0	11,000	189,000 (207 du)	0	200,000
Building D6	Options 1 & 2	402,000	13,000	0	0	415,000

RZ 2010-PR-014E

	Option	Office	Retail	Residential	Hotel	Totals
Existing to Remain						
Building E1 ¹	N/A	215,585	0	0	0	215,585
Building E2 ¹	N/A	215,585	0	0	0	215,585
Under Construction						
	N/A	0	0	0	0	0
Approved by Site Plan, Not Under Construction						
	N/A	0	0	0	0	0
Approved by FDP						
	N/A	0	0	0	0	0
Approved by CDP						
E1	Options 1 & 2	215,585	0	0	0	215,585
E2	Options 1 & 2	215,585	0	0	0	215,585
E3	Options 1 & 2	420,000	7,000	0	0	427,000
E4	Option 1	0	0	0	135,000	135,000
	Option 2	0	0	200,000 (222 du)	0	200,000
E5	Option 1	0	16,000	0	0	16,000
	Option 2	0	0	25,000 (12 du)	0	25,000

¹ Existing to remain are not included on an approved FDP

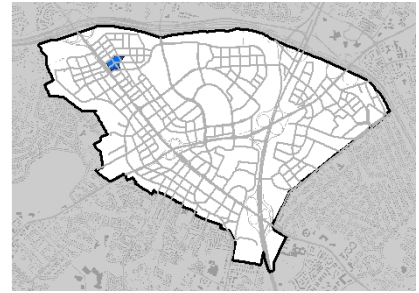
Spring Hill Station (Cherner Property)

Zoning Applications

RZ 2010-PR-014C – indefinitely deferred

SITE AREA: 7.13 acres

DEVELOPMENT OVERVIEW



*Image depicted is from CDP Illustrative Plan, dated – November 30, 2011

Rezoning Application RZ 2010-PR-014C was originally a part of, and concurrent with, the other Spring Hill Station applications (RZ 2010-PR-014A, 014B, 014D, 014E). This application has been indefinitely deferred. Should the application be reactivated, additional information will be provided.

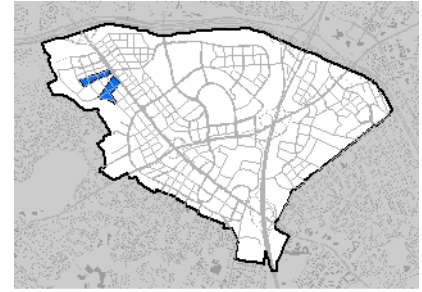
Dominion Square (CARS)

Zoning Applications

RZ 2011-HM-012 – pending

RZ 2011-HM-013 – pending

SITE AREA: 19.31 acres (012: 7.69 acres, 013: 11.63 acres)



Development Overview



*Image depicted is from CDP Illustrative Plan submitted, dated – July 16, 2013

The subject properties are located to the south of Leesburg Pike. RZ 2011-HM-012, known as the West Land Bay, is located to the west of Spring Hill Road. RZ 2011-HM-013, known as the East Land Bay, is located to the east of Spring Hill Road and immediately abuts a Board of Supervisors-owned parcel which contains overhead electrical transmission lines.

The two applications, which were filed by a single property applicant, propose to redevelop an area which is currently developed with several automobile dealerships. Under the proposed rezoning applications, the new development proposes a total of 12 structures, which include a mix of office, residential and hotel uses. The buildings would range in height from 150 to 400 feet, with the larger structures closer to the Spring Hill Metrorail station. None of the existing structures are proposed to remain.

Because the two land bays are not contiguous, two separate rezoning applications are filed but will be heard concurrently. In addition, RZ 2011-HM-027 (Sunburst at Spring Hill Metro) has been filed on property located between the two Dominion Square land bays and will be heard concurrently with these applications. RZ 2011-HM-026 (Perseus Realty) was filed on property immediately adjacent to Leesburg Pike, between the Dominion Square land bays and immediately north of Sunburst, but has been deferred indefinitely and will not be heard with concurrently with the other three. No FDP applications have been filed on the Dominion Square or Sunburst applications at this time.

Major transportation improvements proposed include the extension of Boone Boulevard. The proposal also depicts a possible circulator bus stop within the West Land Bay adjacent to the Spring Hill. Discussions regarding contributions toward the Tysons-wide and Tysons Grid of Streets transportation funds are ongoing.

The proposed layout includes a full size rectangular field and several rooftop park spaces. The layout also depicts landscape improvements to the Board -owned parcel which abuts the East Land Bay. This parcel contains existing overhead electrical transmission lines and is proposed to contain a 10 foot wide bike trail which would link the Old Courthouse Spring Branch Stream Valley Park to the Spring Hill Metro Station.

As part of the redevelopment, the applicant has proposed dedicating land to accommodate a new electrical substation, a critical need identified for Tysons. This substation would be located in the southern portion of the East Land Bay, straddling the Board-owned parcel and extending onto the adjacent Sunburst application land area.

Discussions regarding restoration of the Old Courthouse Spring Branch stream, LEED standards and stormwater management goals are ongoing.

CURRENT DEVELOPMENT ACTIVITY

None.

SUMMARY LAND USE

The Summary Land Use Table aggregates the total development proposed for these applications. The table includes development proposed pursuant to the CDPs; proposed through FDPs; what has been approved by site plan, but is not under construction; and, what is under construction or completed. The table that follows shows the same information at the building level.

	# of Buildings	Office	Retail ¹	Residential	Hotel	Totals
Existing						
To be Removed	5	0	145,048	0	0	145,048
To Remain	0	0	0	0	0	0
Under Construction						
	0	0	0	0	0	0
Approved by Site Plan, Not Under Construction						
	0	0	0	0	0	0
Proposed by FDP						
	0	0	0	0	0	0
Proposed by CDP						
Option 1	12	2,103,000	215,000	2,000,000 (2,000 du)	205,000	4,523,000 (5.38 FAR)
Option 2	12	1,590,000	215,000	2,730,000 (2,730 du)	205,000	4,740,000 (5.64 FAR)

¹ Includes car dealerships for existing uses

RESIDENTIAL AND EMPLOYEE POPULATION

These applications are proposed with use-options for various buildings. The highest number of employees that could be generated would be under the option that maximizes non-residential development, while the highest number of residents that could be generated would be under the option that maximizes residential development. To avoid double-counting, the maximum number of residents and employees expected in these developments is shown in two separate tables as follows.

Maximum Employment (Option 1)

	Residents	Employees
Estimated Current:	0	322
Estimated Proposed:	3,500	7,640

Maximum Residential (Option 2)

	Residents	Employees
Estimated Current:	0	322
Estimated Proposed:	4,778	5,930

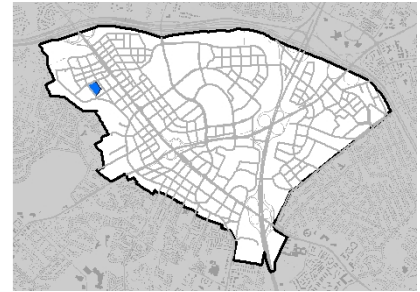
Sunburst at Spring Hill Metro

Zoning Applications

RZ 2011-HM-027 – pending

SITE AREA: 4.09 acres

DEVELOPMENT OVERVIEW



*Image depicted is from CDP Illustrative Plan – Option A submitted, dated – July 31, 2013

The subject site is currently developed with a two-story motel and a restaurant. The rezoning application includes three redevelopment options. Option A contains two residential buildings and two office buildings; Option B proposes three residential buildings; and, Option C proposes two residential buildings and one office building. Heights for the buildings range from 245 to 280 feet.

This application is being reviewed in concert with the Dominion Square applications, RZ 2011-HM-012 and RZ 2011-HM-013; these three applications will be heard concurrently. RZ 2011-HM-026 (Perseus Realty) was filed on property immediately adjacent to Leesburg Pike, between the Dominion Square land bays and immediately north of Sunburst, but has been indefinitely deferred and will not be heard with concurrently with the other three. No FDP applications have been filed at this time.

Major transportation features under discussion include realigned Boone Boulevard and contributions to the Tysons-wide Transportation Funds.

No major park facilities are proposed with this rezoning application; however, skyarks and interior courtyards within the buildings are proposed. Discussion regarding athletic fields is on-going.

The applicant has proposed dedicating land to accommodate a new electrical substation, a critical need identified for Tysons. The proposed substation is shown as Building S5 on the development plan, and would be provided in concert with the Dominion Square applications. As shown, it would include land in this application, the Board-owned property, and the Dominion Square East land bay.

Discussions regarding LEED standards and stormwater management goals are ongoing.

CURRENT DEVELOPMENT ACTIVITY

None.

SUMMARY LAND USE

The Summary Land Use Table aggregates the total development proposed for this application. The table includes development proposed pursuant to the CDP; proposed through FDPs; what has been approved by site plan, but is not under construction; and, what is under construction or completed. The table that follows shows the same information at the building level. Because this application includes use-options for some buildings, resulting in different maximum development levels for the residential and non-residential options, maximums for each use category per option are shown.

	# of Buildings	Office	Retail	Residential	Hotel	Totals
Existing						
To be Removed	2	0	6,423	0	80,259	86,682
To Remain	0	0	0	0	0	0
Under Construction						
	0	0	0	0	0	0
Approved by Site Plan, Not Under Construction						
	0	0	0	0	0	0
Proposed by FDP						
	0	0	0	0	0	0
Proposed by CDP						
Option A	5 ¹	445,000	30,000	705,000 (715 du)	0	1,180,000 (6.62 FAR)
Option B	4 ¹	0	25,000	1,105,000 (1,115 du)	0	1,130,000 (6.34 FAR)
Option C	4 ¹	375,000	30,000	705,000 (715 du)	0	1,110,000 (6.23 FAR)

1 Includes a public facility building to serve as a new Dominion Power substation

RESIDENTIAL AND EMPLOYEE POPULATION

The application proposes use-options for various buildings. The highest number of employees that could be generated would be under the option that maximizes non-residential development, while the highest number of residents that could be generated would be under the option that maximizes residential development. To avoid double-counting, the maximum number of residents and employees expected in these developments is shown in two separate tables as follows.

Maximum Employment (Option A)

	Residents	Employees
Estimated Current:	0	74
Estimated Proposed:	1,251	1,550

Maximum Residential (Option B)

	Residents	Employees
Estimated Current:	0	74
Estimated Proposed:	1,951	56

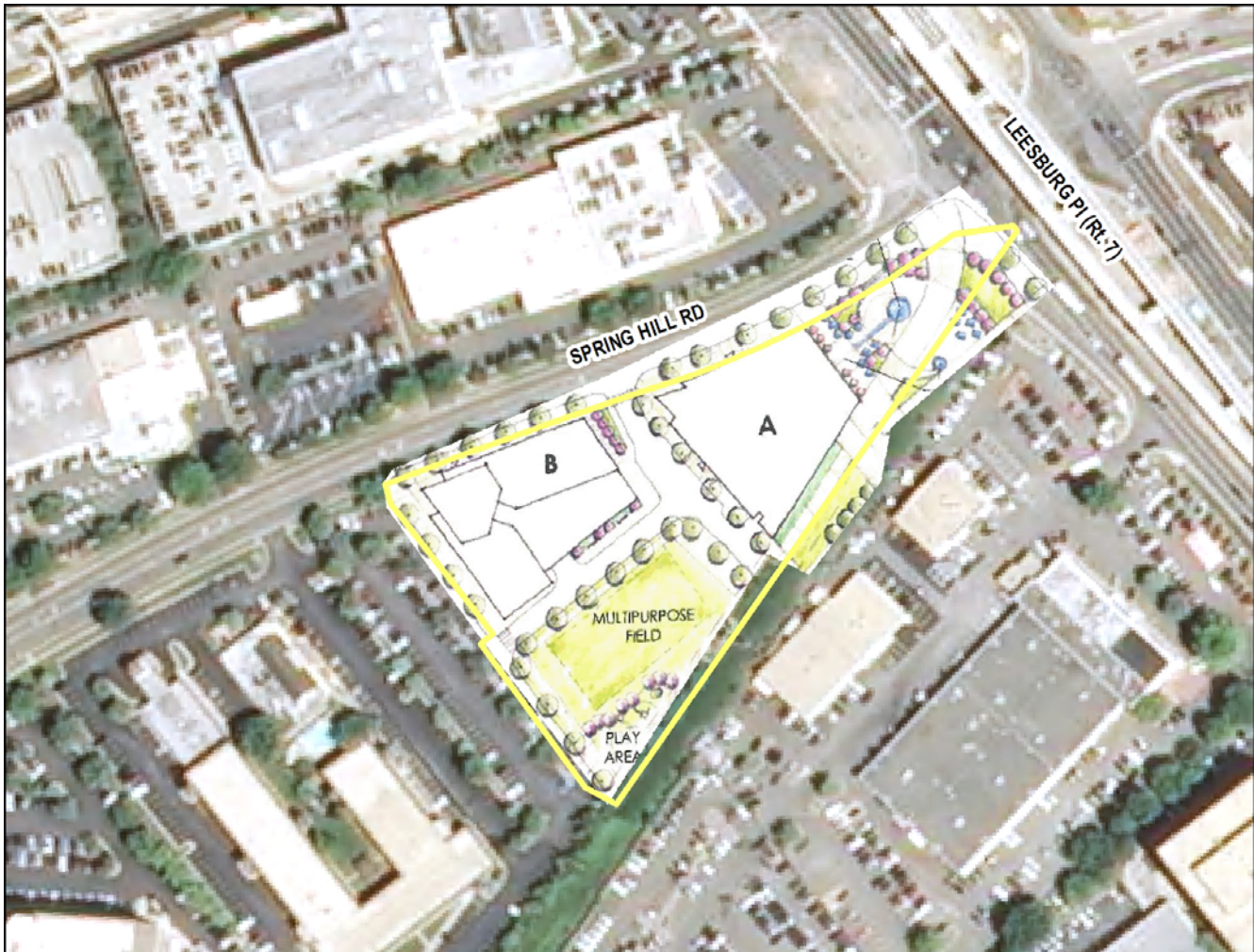
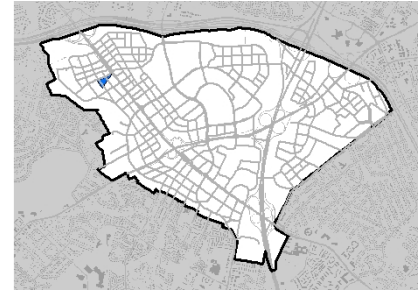
Perseus Realty

Zoning Applications

RZ 2011-HM-026 – indefinitely deferred

SITE AREA: 3.80 acres

DEVELOPMENT OVERVIEW



*Image depicted is from CDP Illustrative Plan – Scheme A, dated – June 13, 2011

The subject site is currently developed with a six-story office building. Prior to being indefinitely deferred, the rezoning application proposed to fully redevelop the site with a mixed use building (office, hotel and retail) and a residential building, with a total gross floor area of 855,500 square feet. A multi-purpose field and play area were also shown.

This application was being reviewed in concert with the Dominion Square applications (RZ 2011-HM-012 and RZ 2011-HM-013) and the Sunburst at Spring Hill application (RZ 2011-HM-027).

Tysons West Promenade

Zoning Applications

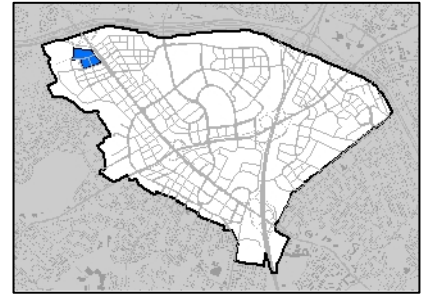
RZ 2011-HM-032 – approved 9/24/2013

FDP 2011-HM-032 – approved 7/31/2013

Site Plans

6279-SP-004 – approved 6/7/2010 (Building D)

SITE AREA: 16.02 acres



DEVELOPMENT OVERVIEW



*Image depicted is from CDP Illustrative Plan approved, dated – June 12, 2013

The subject site is currently developed with a hotel and conference center (Sheraton Premier), surface parking and retail use with structured parking (Walmart, fitness center).

The redevelopment will add a mix of uses that integrate with the existing uses. Three new buildings are planned, including residential and office uses with ground floor retail. The new buildings range in height from 95 to 225 feet. The existing hotel/conference center (Building E) and retail use (Building D) will remain. The FDP was filed on the entire land area of the CDP, but only depicts the two existing buildings and proposed Building C; Buildings A and B will be the subject of future FDPs.

Major transportation improvements include the accommodation of a potential ramp from the DAAR and contributions to the Tysons-wide and Tysons Grid of Streets transportation funds.

The new development would include nine at-grade public parks, scattered throughout the site. The applicant has proffered a cash contribution to purchase land and develop an athletic field to serve Tysons. The applicant also proffered a one-time \$50,000 contribution to the Fairfax County Park Authority for items such as (but not limited to) improvements to the existing trails along Old Courthouse Spring Branch or the Ashgrove House facilities.

Because the Plan envisions the Tysons West District as an arts and entertainment center, the applicant has provided approximately 3,500 square feet within either Building A or Building B for up to 50 years to serve a public art agency or another public/community use. In addition, the applicant proffered to contribute \$350,000 to fund a Master Plan for the Arts.

The applicant has committed to meet the LEED standards and stormwater management goals referenced in the Comprehensive Plan.

CURRENT DEVELOPMENT ACTIVITY

Construction for the Walmart and fitness center was completed this year pursuant to Site Plan, 6279-SP-002.

SUMMARY LAND USE

The Summary Land Use Table aggregates the total development approved for this application. The table includes development approved pursuant to the CDP; approved through FDPs; what has been approved by site plan, but is not under construction; and, what is under construction or completed. The table that follows shows the same information at the building level.

	# of Buildings	Office	Retail	Residential	Hotel	Totals
Existing						
To be Removed	0	0	0	0	0	0
To Remain	2	28,768	153,373	0	430,820	612,961
Under Construction						
	0	0	0	0	0	0
Approved by Site Plan, Not Under Construction						
	0	0	0	0	0	0
Approved by FDP						
	3 ¹	28,768	203,373	400,000 (400 du)	430,820	1,062,961
Approved by CDP						
	5	408,768	253,373	700,000 (669 du)	430,820	1,796,461 ² (2.75 FAR)

1 The approved FDP also allows for interim development of up to four pop-up retail structures on the site; these are not reflected in this or the following table

2 Includes a 3,500 sq.ft. public facility space, which could be relocated to Building A.

RESIDENTIAL AND EMPLOYEE POPULATION

At the approved level of development, the estimated increases to residential and employee population are shown in the table below.

	Residents	Employees
Estimated Current:	0	765
Estimated Proposed:	1,171	2,245

DETAILED APPROVED DEVELOPMENT INFORMATION

All numbers in square feet of development except dwelling units (du)

RZ 2011-HM-032

	Option	Office	Retail	Residential	Hotel	Totals
Existing To Remain						
Building D	N/A	28,768	153,373	0	0	182,141
Building E	N/A	0	0	0	430,820	430,820
Under Construction						
	N/A	0	0	0	0	0
Approved by Site Plan, Not Under Construction						
	N/A	0	0	0	0	0
Approved by FDP						
Building C	N/A	0	50,000	400,000 (400 du)	0	450,000
Building D	N/A	28,768	153,373	0	0	182,141
Building E	N/A	0	0	0	430,820	430,820
Approved by CDP						
Building A	N/A	380,000	15,000	0	0	395,000
Building B	N/A	0	35,000	300,000 (269 du)	0	338,500 ¹
Building C	N/A	0	50,000	400,000 (400 du)	0	450,000
Building D	N/A	28,768	153,373	0	0	182,141
Building E	N/A	0	0	0	430,820	430,820

1 Building B includes a 3,500 sq.ft. public facility space, which could be relocated to Building A.

TYSONS CENTRAL 7 DISTRICT

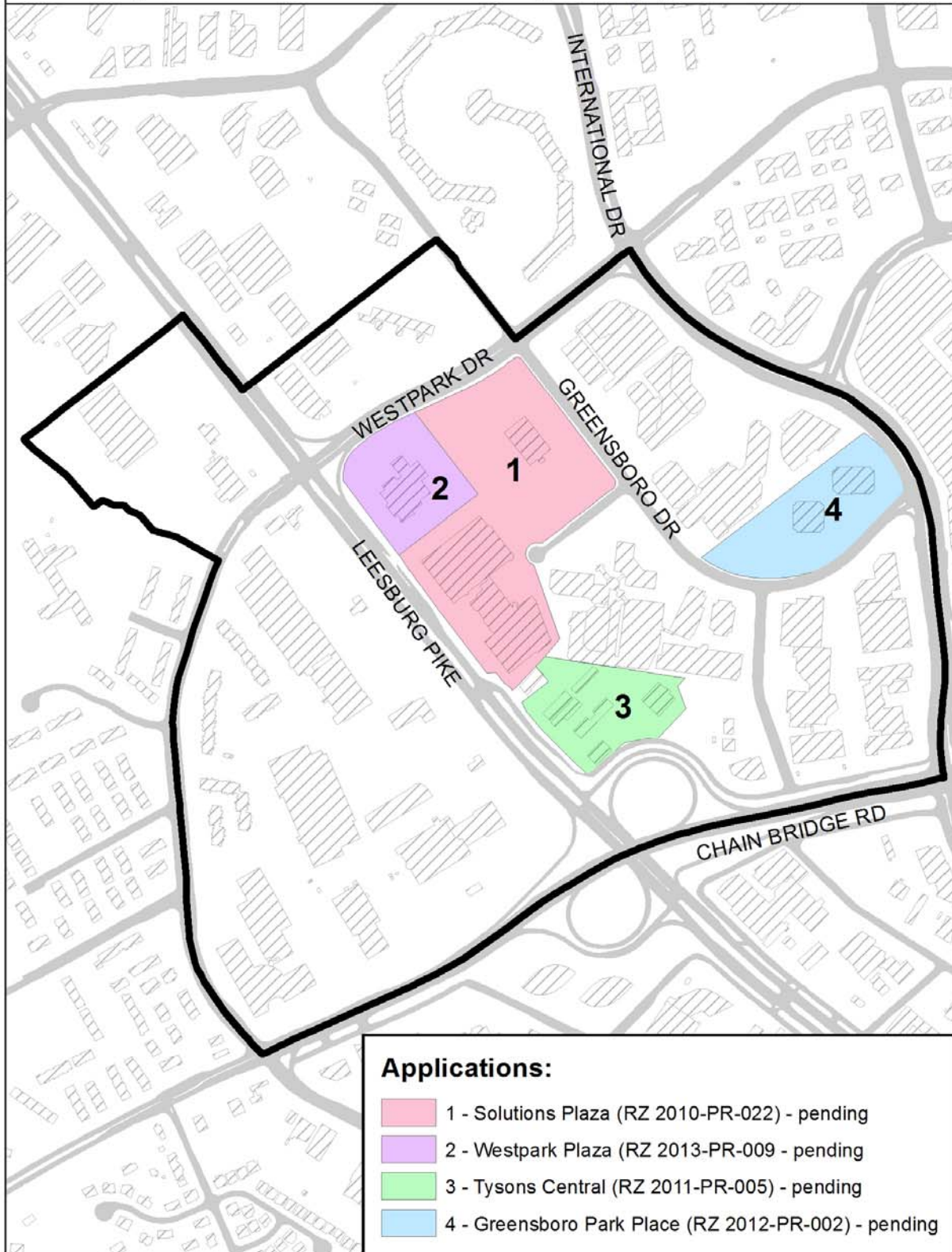
Four major zoning applications are pending in the Tysons Central 7 District. The table below provides aggregated data on these four applications. All development information is reported in square footage proposed for each use, except that Residential Units are also reported as the total number of units approved/proposed.

	# of Buildings	Office	Retail	Residential	Hotel	Totals ¹
Existing						
To be Removed	8	48,666	82,402	0	158,521	289,589
To Remain	5	1,099,438	0	0	0	1,099,438
Under Construction						
	0	0	0	0	0	0
Approved by Site Plan, Not Under Construction						
	0	0	0	0	0	0
Approved by FDP (Approved Applications)						
	0	0	0	0	0	0
Approved by CDP (Approved Applications)						
	0	0	0	0	0	0
Proposed by FDP (Pending Applications)						
	6	504,574	30,999	1,271,438 (1,384 du)	0	1,810,011
Proposed by CDP (Pending Applications)						
Maximum of Non-Residential Options	24	3,134,938	370,499	3,937,438 (4,291 du)	650,000	8,044,875
Maximum of Residential Options	24	2,823,938	370,499	4,530,438 (4,915 du)	650,000	8,266,875
Total Proposed or Approved by CDP						
Maximum of Non-Residential Options	24	3,134,938	370,499	3,937,438 (4,291 du)	650,000	8,044,875
Maximum of Residential Options	24	2,823,938	370,499	4,530,438 (4,915 du)	650,000	8,266,875

1 Totals may not be the sum of potential land uses due to development maximums proposed and/or public facility sq.ft. not shown

No major site plan submissions are under review or have been approved within the Tysons Central 7 District since June 2010.

Tyson's Central 7 Major Applications



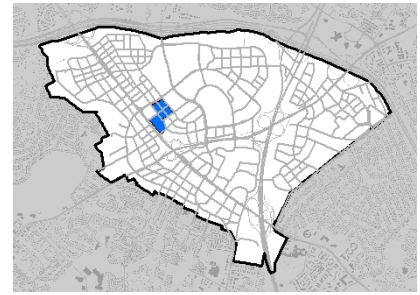
Solutions Plaza (SAIC)

Zoning Applications

RZ 2010-PR-022 – pending

FDP 2010-PR-022 – pending

SITE AREA: 18.33 acres



DEVELOPMENT OVERVIEW



*Image depicted is from CDP-Overall Illustrative submitted - July 1, 2013

The subject site is currently developed with four office buildings with structured and surface parking associated with SAIC. Under the proposed redevelopment, eight new buildings would be added; the three existing SAIC office buildings closest to Leesburg Pike and the Greensboro Metro Station would remain. The redevelopment would include a mix of uses, including office, hotel and residential with supporting retail. Building heights would range from 125 to 400 feet in height.

This application is being reviewed in conjunction with RZ 2013-PR-009 (Westpark Plaza). Previously, the land area included within RZ 2013-PR-039 was part of this application; although the two applications have been separated they will be heard concurrently. An FDP has been submitted for Building A, a proposed residential building located at the corner of Westpark Drive and Greensboro Drive.

Major transportation improvements proposed include the creation of several new grid streets, the most significant of which is Park Avenue, running parallel to Greensboro Drive and Leesburg Pike. Park Avenue will be part of a crucial new collector that, in the long term, is intended to extend through the entire north side of Tysons. In addition, Station Place will provide improved access to the Greensboro Metro Station. The Tysons Circulator is accommodated along the Westpark Drive frontage. Discussions regarding contributions toward the Tysons-wide and Tysons Grid of Streets transportation funds are ongoing.

The applicant has proposed to construct an interim sidewalk from Solutions Drive to the Greensboro Metro Station within 18 months of approval of the application (if such can be coordinated with the adjacent landowner). The ultimate design also proposes a pedestrian bridge at-grade with the park promenade located in between the E and F buildings directly into the Metro entry pavilion. This connection would be constructed with Building E2.

The proposed layout includes five on-site parks, including Science Square (located in Block C) and Energy Park (located on the parking structure between Proposed Towers E1 and E2). Discussion regarding athletic fields is ongoing. As part of the redevelopment, the applicant has proposed space to accommodate a new library. Discussions regarding this public facility are ongoing, as are discussions related to LEED standards and stormwater management goals.

CURRENT DEVELOPMENT ACTIVITY

None.

SUMMARY LAND USE

The Summary Land Use Table aggregates the total development proposed for this application. The table includes development proposed pursuant to the CDP; proposed through FDPs; what has been approved by site plan, but is not under construction; and, what is under construction or completed. The table that follows shows the same information at the building level.

	# of Buildings	Office	Retail	Residential	Hotel	Totals
Existing						
To be Removed	1	48,466	0	0	0	48,666
To Remain	3	594,864	0	0	0	594,864
Under Construction						
	0	0	0	0	0	0
Approved by Site Plan, Not Under Construction						
	0	0	0	0	0	0
Proposed by FDP						
	1	0	12,000	398,000 (450 du)	0	410,000
Proposed by CDP						
	11	1,999,364	170,000	1,339,000 (1,615 du)	335,000	3,792,364 ¹ (4.75 FAR)

¹ The overall proposed maximum sq.ft. for the application area is less than the sum of the proposed land uses

RESIDENTIAL AND EMPLOYEE POPULATION

At the proposed level of development, the estimated increases to residential and employee population are shown in the table below.

	Residents	Employees
Estimated Current:	0	1,983
Estimated Proposed:	3,230	7,290

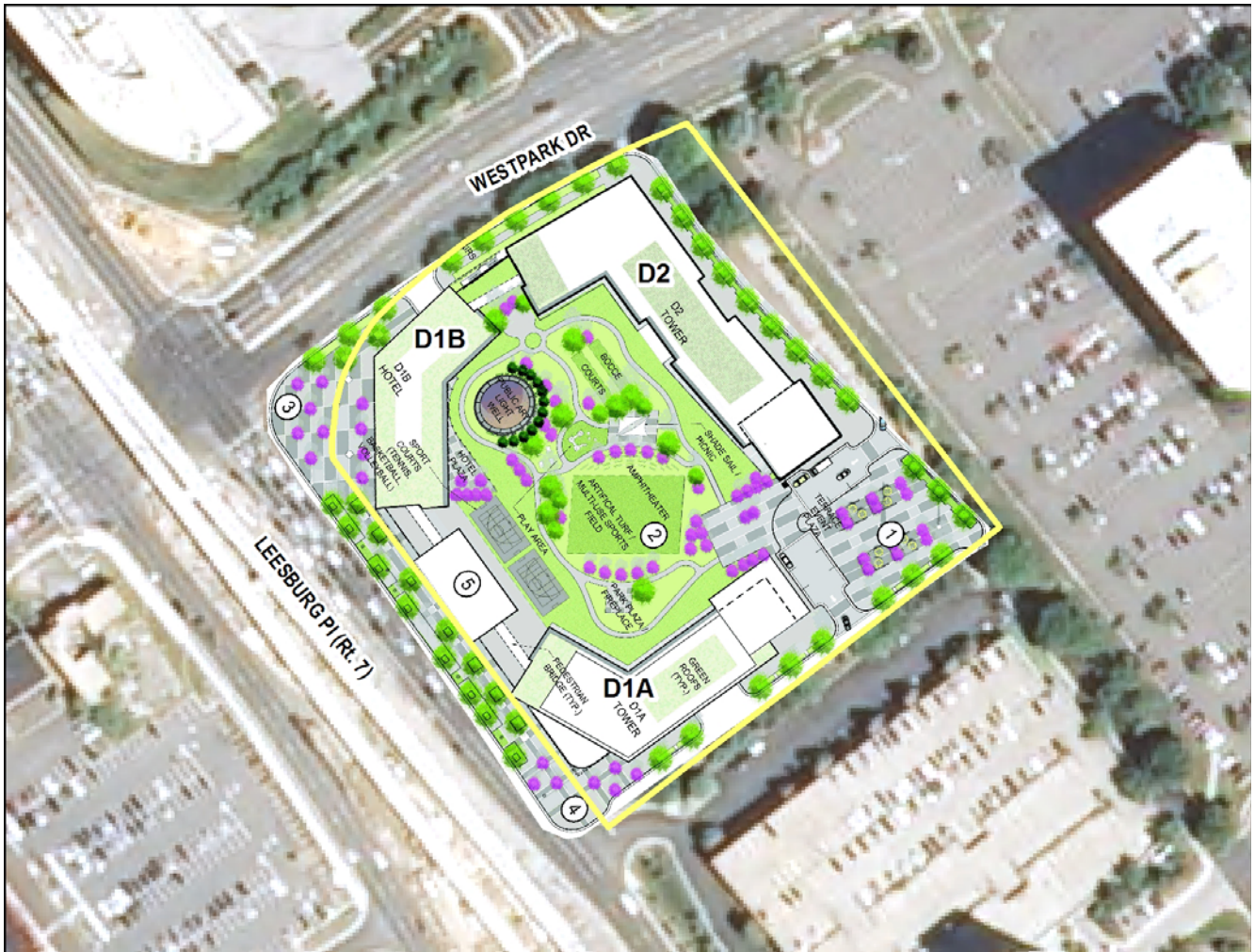
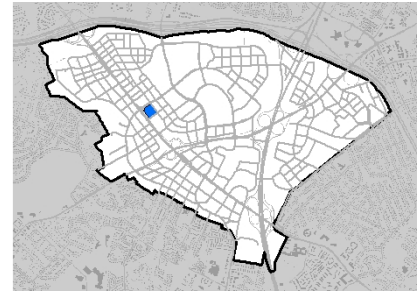
Westpark Plaza

Zoning Applications

RZ 2013-PR-009 – pending

SITE AREA: 5.37 acres

DEVELOPMENT OVERVIEW



*Image depicted is from CDP- Illustrative Plan, dated – July 15, 2013

The subject site is currently developed with an existing nine-story hotel and associated surface parking. Under the proposed layout, the site would be completely redeveloped with two new residential towers, hotel and support retail. Building heights would range from 140 to 270 feet.

The land area included within this rezoning application was previously part of RZ 2010-PR-022 (Solutions Plaza). RZ 2013-PR-009 is anticipated to be heard concurrently with RZ 2010-PR-022. No FDP application has been filed as part of this rezoning.

Major transportation improvements proposed include the creation of a portion of a new grid street, Park Avenue, which would run parallel to Greensboro Drive and Leesburg Pike. The Tysons Circulator is accommodated along the Westpark Drive frontage. Discussions regarding contributions toward the Tysons-wide and Tysons Grid of Streets transportation funds are ongoing.

The proposed layout includes a large park, located in the center of the development. This park would contain an amphitheater, small sports field, bocce courts, play area and sports courts. Additional discussion regarding athletic fields is ongoing. In addition, discussions regarding public facilities, LEED standards and stormwater management goals continue.

CURRENT DEVELOPMENT ACTIVITY

None.

SUMMARY LAND USE

The Summary Land Use Table aggregates the total development proposed for this application. The table includes development proposed pursuant to the CDP; proposed through FDPs; what has been approved by site plan, but is not under construction; and, what is under construction or completed. The table that follows shows the same information at the building level.

	# of Buildings	Office	Retail	Residential	Hotel	Totals
Existing						
To be Removed	1	0	0	0	158,521	158,521
To Remain	0	0	0	0	0	0
Under Construction						
	0	0	0	0	0	0
Approved by Site Plan, Not Under Construction						
	0	0	0	0	0	0
Proposed by FDP						
	0	0	0	0	0	0
Proposed by CDP						
	3	0	25,500	1,271,000 (1,271 du)	160,000	1,456,500 (6.23 FAR)

RESIDENTIAL AND EMPLOYEE POPULATION

At the proposed level of development, the estimated increases to residential and employee population are shown in the table below.

	Residents	Employees
Estimated Current:	0	117
Estimated Proposed:	2,224	175

Tysons Central (NV Commercial)

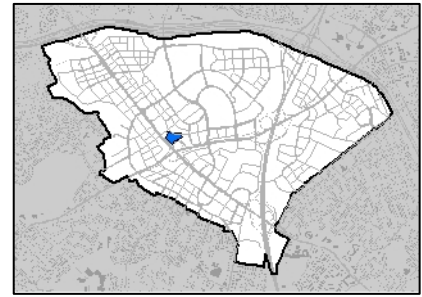
Zoning Applications

RZ 2011-PR-005 – pending

FDP 2011-PR-005 – pending

SITE AREA: 5.79 acres

DEVELOPMENT OVERVIEW



*Image depicted is from CDP- Illustrative Site Plan – Option 2 dated August 15, 2013

The subject site is characterized by a mixture of low-density retail and commercial uses, including Clyde’s restaurant, and associated surface parking.

The rezoning application seeks to redevelop the site into a high density, transit-oriented, mixed-use development, which would include a mix of office, hotel, residential, and retail uses in six new buildings. None of the existing structures are proposed to remain. Two layout options are proposed, one that maximizes residential uses and one that maximizes office uses. Building heights range from 75 to 400 feet. An FDP application has been filed on proposed Building F, located in the southeast corner of the site.

Major transportation improvements include the construction of Station Place and the extension of Central Street from Station Place to Pinnacle Drive. Central Street will be part of a crucial new collector that, in the long term, is intended to extend through the entire north side of Tysons. In addition, the applicant has proffered contributions to the Tysons-wide and Tysons Grid of Streets transportation funds.

A mix of at-grade plazas and sky parks are proposed, including the creation of a public plaza around the Greensboro Metro Station. The applicant is proffering a cash contribution to purchase land and develop an athletic field to serve Tysons. To address the Plan’s public facility objective, the applicant has proffered to provide space for a university use or other public/community use for 50 years for no rent. The applicant has committed to meet the LEED standards and stormwater management goals referenced in the Comprehensive Plan.

The applicant has proposed to construct an interim sidewalk from Solutions Drive to the Greensboro Metro Station within 18 months of approval of the application (if such can be coordinated with the adjacent landowner). The applicant has also proposed to provide a “pop-up” retail experience in the area surrounding the Greensboro Metro Station to provide interest and activity in the near term, prior to full site redevelopment.

CURRENT DEVELOPMENT ACTIVITY

None.

SUMMARY LAND USE

The Summary Land Use Table aggregates the total development proposed for this application. The table includes development proposed pursuant to the CDPs; proposed through FDPs; what has been approved by site plan, but is not under construction; and, what is under construction or completed. The table that follows shows the same information at the building level. Because this application includes use-options for some buildings, resulting in different maximum development levels for the residential and non-residential options, maximums for each use category per option are shown.

	# of Buildings	Office	Retail	Residential	Hotel	Totals
Existing						
To be Removed	6	0	82,402	0	0	82,402
To Remain	0	0	0	0	0	0
Under Construction						
	0	0	0	0	0	0
Approved by Site Plan, Not Under Construction						
	0	0	0	0	0	0
Proposed by FDP						
	1	0	17,000	394,000 (414 du)	0	411,000
Proposed by CDP						
Option 1- Office	6	631,000	173,000	848,000 (885 du)	155,000	1,807,000 (7.17 FAR)
Option 1 - Hotel	6	560,000	173,000	848,000 (885 du)	347,000	1,928,000 (7.64 FAR)
Option 2	6	320,000	173,000	1,441,000 (1,509 du)	155,000	2,029,000 (8.04 FAR)

RESIDENTIAL AND EMPLOYEE POPULATION

This application proposes use-options for various buildings. The highest number of employees that could be generated would be under the option that maximizes non-residential development, while the highest number of residents that could be generated would be under the option that maximizes residential development. To avoid double-counting, the maximum number of residents and employees expected in these developments is shown in two separate tables as follows.

Maximum Employment (Option 1)

	Residents	Employees
Estimated Current:	0	183
Estimated Proposed:	1,549	2,603

Maximum Residential (Option 2)

	Residents	Employees
Estimated Current:	0	183
Estimated Proposed:	2,641	1,566

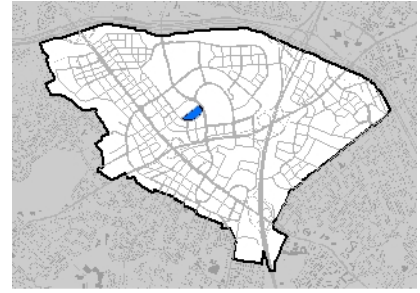
Greensboro Park Place

Zoning Applications

RZ/FDP 2012-PR-002 – pending

SITE AREA: 6.98 acres

DEVELOPMENT OVERVIEW



*Image depicted is from CDP- Illustrative Illustrated Plan - Ultimate, dated – May 20, 2013

The subject site is currently developed with two office buildings and associated surface parking. The application proposes to construct two residential towers with some ground floor retail within the existing surface parking lot. The two office buildings would remain and the office portion of the site would be improved with additional landscaping and pedestrian connections. The applicant has filed a combined CDP and FDP on the entire site, depicting all proposed development.

The applicant has proffered contributions to the Tysons-wide and Tysons Grid of Streets transportation funds. Several at-grade park spaces are proposed. The applicant is also proffering a cash contribution to purchase land and develop an athletic field to serve Tysons. To address the Plan's public facility objective, the applicant has proffered 3,000 square feet of indoor space on the ground floor of Residential Tower B for use by the

County for up to 50 years. The applicant has committed to meet the LEED standards for the residential buildings.

CURRENT DEVELOPMENT ACTIVITY

None.

SUMMARY LAND USE

The Summary Land Use Table aggregates the total development proposed for this application. The table includes development proposed pursuant to the CDPs; proposed through FDPs; what has been approved by site plan, but is not under construction; and, what is under construction or completed. The table that follows shows the same information at the building level.

	# of Buildings	Office	Retail	Residential	Hotel	Totals
Existing						
To be Removed	0	0	0	0	0	0
To Remain	2	504,574	0	0	0	504,574
Under Construction						
	0	0	0	0	0	0
Approved by Site Plan, Not Under Construction						
	0	0	0	0	0	0
Proposed by FDP						
	4	504,574	1,999	479,438 (520 du)	0	989,011 ¹ (520 du)
Proposed by CDP						
	4	504,574	1,999	479,438 (520 du)	0	989,011 ¹ (3.25 FAR)

1 Includes 3,000 sq.ft. for a public use recreational facility

RESIDENTIAL AND EMPLOYEE POPULATION

At the proposed level of development, the estimated increases to residential and employee population are shown in the table below.

	Residents	Employees
Estimated Current:	0	1,682
Estimated Proposed:	910	1,686

TYSONS CENTRAL 123 DISTRICT

Four major zoning applications have been approved in the Tysons Central 123 District. The table below provides aggregated data on these four applications. All development information is reported in square footage proposed for each use, except that Residential Units are also reported as the total number of units approved/proposed.

	# of Buildings	Office	Retail	Residential	Hotel	Totals ¹
Existing						
To be Removed	4	303,624	0	0	0	303,624
To Remain	11	2,465,183	3,594,153	0	356,812	6,416,148
Under Construction						
	4	536,228	35,978	499,275 (395 du)	252,213	1,337,994 (395 du)
Approved by Site Plan, Not Under Construction						
	1	456,576	0	0	0	456,576
Approved by FDP (Approved Applications)						
	35	6,936,937	3,626,866	3,998,510 (3,436 du)	602,603	15,129,216 ² (3,436 du)
Approved by CDP (Approved Applications)						
	45	8,154,922	3,819,688	4,666,510 (4,018 du)	764,603	17,370,023 ² (4,018 du)
Proposed by FDP (Pending Applications)						
	0	0	0	0	0	0
Proposed by CDP (Pending Applications)						
	0	0	0	0	0	0
Total Proposed or Approved by CDP						
	45	8,154,922	3,819,688	4,666,510 (4,018 du)	764,603	17,370,023 ² (4,018 du)

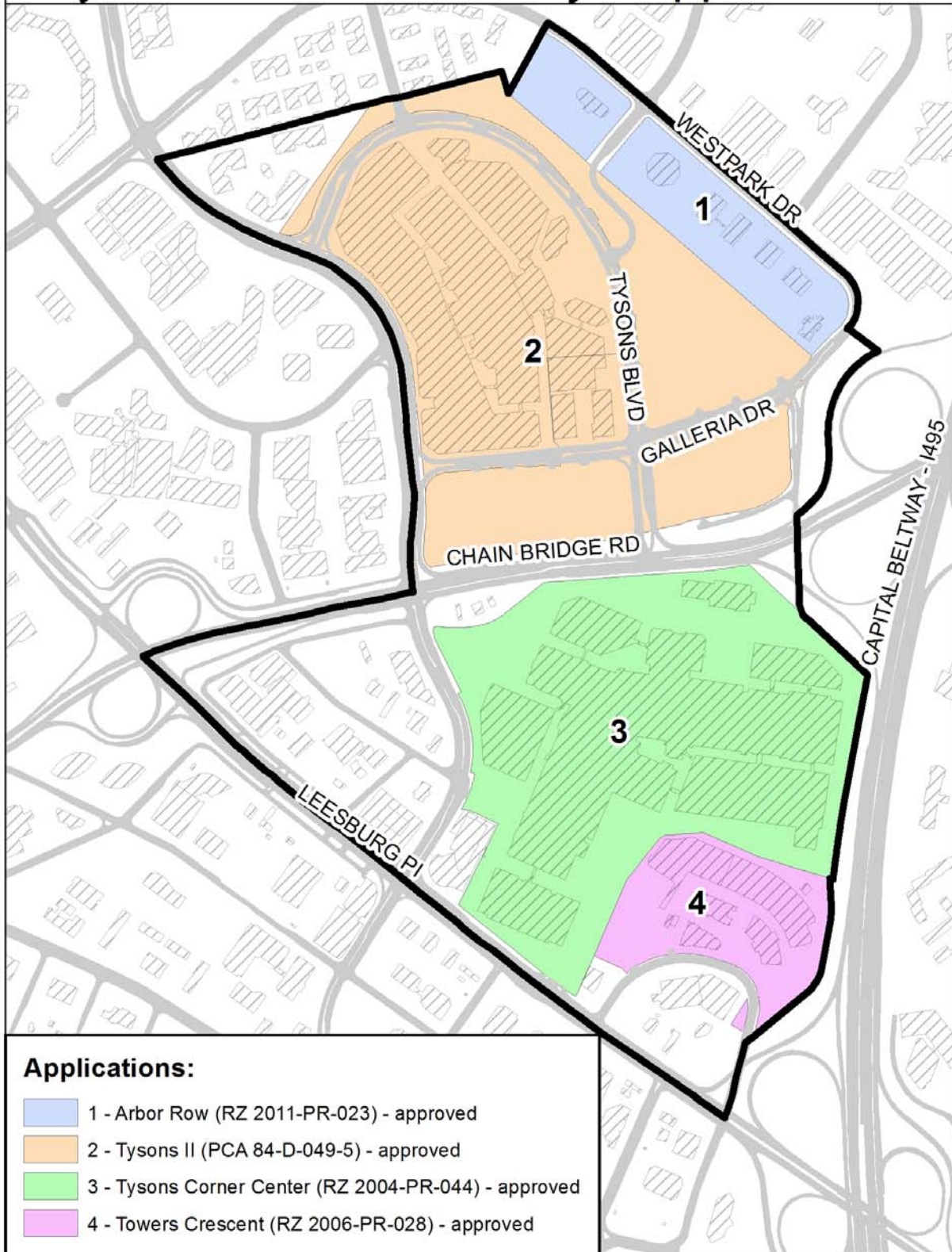
1 Totals may not be the sum of potential land uses due to development maximums proposed and/or public facility sq.ft. not shown

2 Includes 14,300 sq.ft. conference center associated with hotel use

Seven major site plan submissions are under review or have been approved within the Tysons Central 123 since June 2010. These submissions are identified in the table below.

Plan Name	Plan Number	Associated Zoning Application	Development Change	Description
Arbor Row, Building E	25530-SP-001	RZ 2011-PR-023	+509,800 sq.ft. residential use in 480 dwelling units +7,000 sq.ft. retail use	Construction of a 27 story residential structure
Arbor Row, Building F	25530-SP-002	RZ 2011-PR-023	+197,844 sq.ft. office use +2,156 sq.ft. retail use	Construction of a 10 story office structure
Tysons II, Building H	6028-SP-018	PCA 84-D-049-5	+456,576 sq.ft. office use	Construction of a 17 story office structure
Tysons II, Pond 2 retrofit	6028-SP-019	PCA 84-D-049-5	0	Improvements to detention pond
Tysons Corner Center, Phase 1 Infrastructure	6399-SP-017	RZ 2004-PR-044	0	Utility infrastructure enhancements for Phase 1
Tysons Corner Center, Phase 1; Buildings 1-A, 1-B, 1-C, and 1-D	6399-SP-018	RZ 2004-PR-044	+499,275 sq.ft. residential use in 395 dwelling units +35,978 sq.ft. retail use +536,228 sq.ft. retail use +252,213 sq.ft. retail use	Construction of four buildings consisting of Phase 1 development
Tysons Corner Center, Phase 1 Trail and Road Improvements	6399-SP-019	RZ 2004-PR-044	0	Improvements to pedestrian and street network

Tyson's Central 123 Major Applications



Applications:

- 1 - Arbor Row (RZ 2011-PR-023) - approved
- 2 - Tysons II (PCA 84-D-049-5) - approved
- 3 - Tysons Corner Center (RZ 2004-PR-044) - approved
- 4 - Towers Crescent (RZ 2006-PR-028) - approved

Arbor Row

Zoning Applications

RZ 2011-PR-023 – approved 11/20/2012

FDP 2011-PR-023 – approved 10/17/2012

FDP 2011-PR-023-2 – approved 10/17/2012

FDP 2011-PR-023-3 – approved 10/17/2012

Site Plans

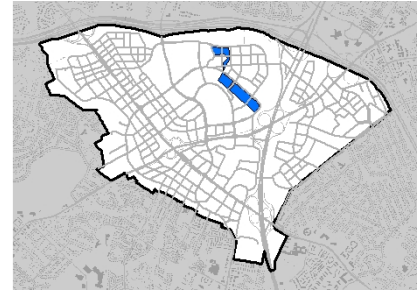
25530-PI-001 – under review (Westbranch Dr / Westpark Dr)

25530-PI-002 – under review (Hannover Parcel, Stream Restoration)

25530-SP-001 – under review (Building E)

25530-SP-002 – under review (Building F)

25530-SP-003 – under review (Hannover Parcel, Athletic Fields)



SITE AREA: 19.40 acres

DEVELOPMENT OVERVIEW



* Image depicted is from CDP – approved Illustrative Plan, October 5, 2012

The approved rezoning proposes to redevelop six parcels, characterized by 1970s era office buildings, into a mixed-use development containing office, hotel, residential, and retail uses in up to eight new buildings. Building heights range from 120 to 300 feet. FDPs were approved on Block A for two residential buildings (FDP 2011-PR-023), Block E for a residential building (FDP 2011-PR-023-3), and Block F for an office building (FDP 2011-PR-023-2).

The development is primarily accessed along existing public streets. Development of the application will improve Westpark Drive and Westbranch Drive to add bike lanes and on-street parking. The applicant also proffered contributions to the Tysons-wide and Tysons Grid of Streets transportation funds.

A large urban plaza is planned to be integrated into the development to create a focal point within the neighborhood and to serve as an extension of a previously proffered park to the southwest. An approximately 8-acre offsite parcel along Jones Branch Drive (the Hanover site) is proposed to be dedicated to the County for athletic fields and a future elementary school site.

The applicant has committed to meet the LEED standards and stormwater management goals referenced in the Comprehensive Plan. Additionally, in association with the Hanover site dedication, the applicant proffered to provide \$500,000 worth of stream restoration work in Scott’s Run Stream Valley, adjacent to the Hanover site.

CURRENT DEVELOPMENT ACTIVITY

A number of site construction plans are currently under review for development of portion of this area.

SUMMARY LAND USE

The Summary Land Use Table aggregates the total development approved for this application. The table includes development approved pursuant to the CDP; approved through FDPs; what has been approved by site plan, but is not under construction; and, what is under construction or completed. The table that follows shows the same information at the building level.

	# of Buildings	Office	Retail	Residential	Hotel	Totals
Existing						
To be Removed	4	303,624	0	0	0	303,624
To Remain	0	0	0	0	0	0
Under Construction						
	0	0	0	0	0	0
Approved by Site Plan, Not Under Construction¹						
	0	0	0	0	0	0
Approved by FDP						
	4	197,844	17,156	1,246,600 (1,174 du) ²	0	1,461,600 (1,174 du)
Approved by CDP						
	8	1,108,429	58,656	1,246,600 (1,174 du) ²	162,000	2,575,685 (3.05 FAR)

¹ Site plans for Buildings E and F have not been approved at this time, and therefore not included

² Applicant may add 10 additional residential units if retail/service is converted to ‘Live-Work residential units’

RESIDENTIAL AND EMPLOYEE POPULATION

At the maximum approved level of development, the estimated increases to residential and employee population are shown in the table below.

	Residents	Employees
Estimated Current:	0	1,012
Estimated Proposed:	2,055	3,945

DETAILED APPROVED DEVELOPMENT INFORMATION

RZ 2011-PR-023

	Option	Office	Retail	Residential	Hotel	Totals
Existing						
To be Removed	N/A	303,624	0	0	0	303,624
Under Construction						
	N/A	0	0	0	0	0
Approved by Site Plan, Not Under Construction						
	N/A	0	0	0	0	0
Approved by FDP ¹						
Building A1	N/A	0	0	279,405 (267 du)	0	279,405 (267 du)
Building A2	N/A	0	8,000	457,395 (427 du)	0	465,395 (427 du)
Building E	N/A	0	7,000	509,800 (480 du)	0	516,800 (480 du)
Building F	N/A	197,844	2,156	0	0	200,000
Approved by CDP ¹						
Building A1	N/A	0	0	279,405 (267 du)	0	279,405 (267 du)
Building A2	N/A	0	8,000	457,395 (427 du)	0	465,395 (427 du)
Building B	N/A	384,285	8,500	0	0	392,785
Building C1	N/A	263,150	12,500	0	0	275,650
Building C2	N/A	263,150	12,500	0	0	275,650
Building D	N/A	0	8,000	0	162,000	170,000
Building E	N/A	0	7,000	509,800 (480 du)	0	516,800 (480 du)
Building F	N/A	197,844	2,156	0	0	200,000

1 Applicant may add 10 additional residential units if retail/service is converted to ‘Live-Work residential units’

Tyson's II

Zoning Cases

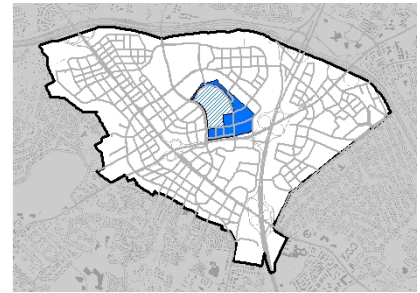
PCA 84-D-049-5 –approved 6/16/2003

FDPA 84-D-049-6 –approved 6/16/2003

Site Plans

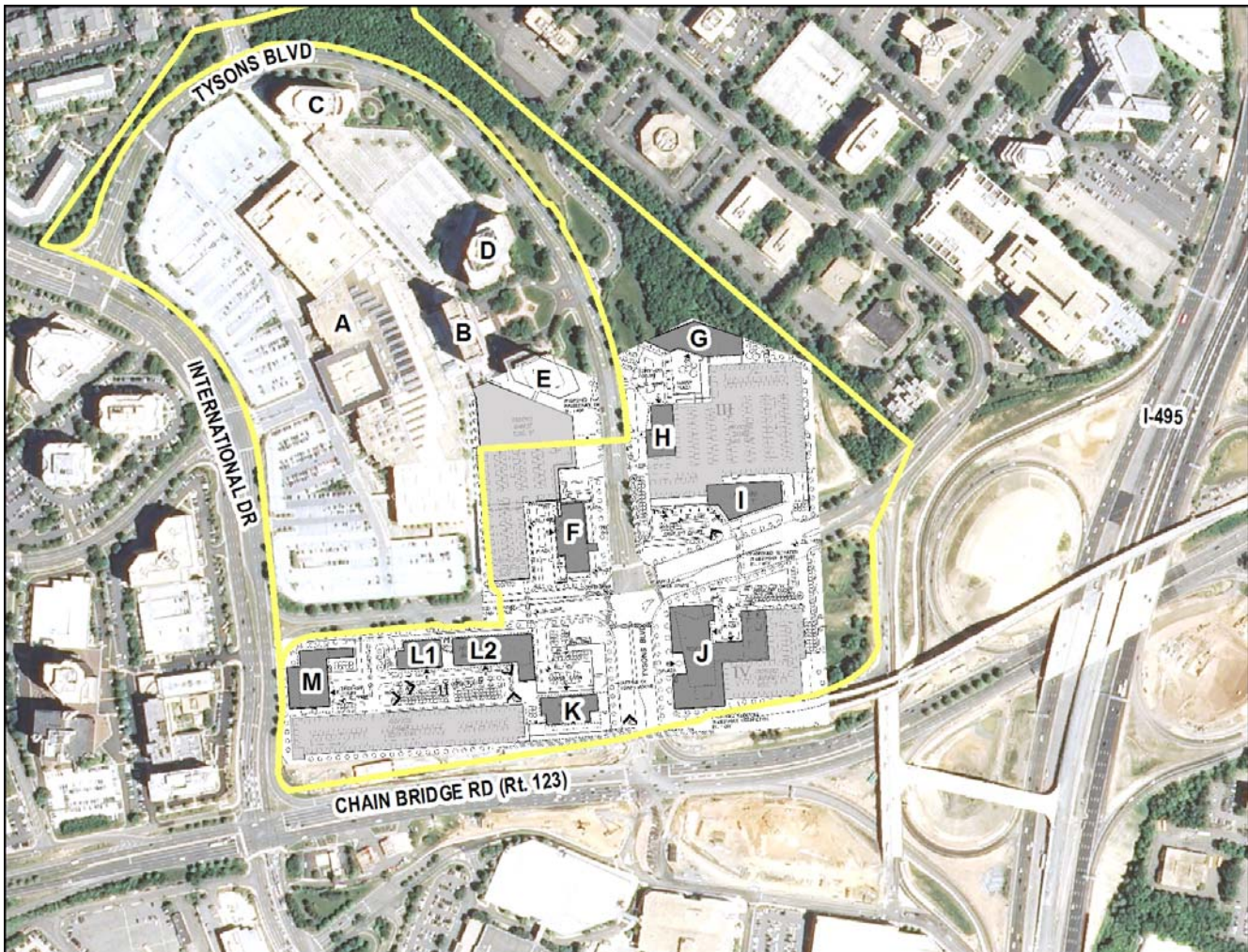
6028-SP-018 – approved 3/18/11 (Building H)

6028-SP-019 – under review (Pond 2 retrofit)



SITE AREA: 106.84 acres (PCA application area 57.44 acres)

DEVELOPMENT OVERVIEW



*Image depicted is from FDPA-Overall Plan, dated – January 31, 2003

The site is developed with the Tysons Galleria regional mall, and several surrounding hotel and office buildings (Buildings A-F). The approval permits the development of an additional eight office, hotel and residential buildings in the vacant lots surrounding mall. The approved FDPs cover the entire site.

The application includes a contribution to the Tysons Corner Road Fund (or improvements in-kind), dedication of land for the Metrorail station, pedestrian connections to the station and surrounding properties, and a commitment to a TDM program. A large park area along the northeastern boundary of the site is to be

dedicated to the Park Authority, and an additional annual contribution is to be provided for maintenance of the park. The application also included a commitment to provide art within the plaza areas.

CURRENT DEVELOPMENT ACTIVITY

A Site Plan for Building H, 6028-SP-018, was approved and preparatory site work for construction was begun in 2012. Currently, no building construction work is active.

SUMMARY LAND USE

The Summary Land Use Table aggregates the total development approved for this application. The table includes development approved pursuant to the CDP; approved through FDPs; what has been approved by site plan, but is not under construction; and, what is under construction or completed. The table that follows shows the same information at the building level.

	# of Buildings	Office	Retail	Residential	Hotel	Totals
Existing						
To be Removed	0	0	0	0	0	0
To Remain ¹	6	1,527,525	1,072,131	0	356,812	2,956,468
Under Construction						
	0	0	0	0	0	0
Approved by Site Plan, Not Under Construction						
	1	456,576	0	0	0	456,576
Approved by FDP ¹						
	14	4,748,507 ²	998,555	772,154 (540 du)	350,390 ²	6,819,606 (540 du)
Approved by CDP ²						
	14	4,748,507 ²	998,555	772,154 (540 du)	350,390 ²	6,819,606 (1.47 FAR)

¹ Includes development information for entire land area of original zoning (RZ 84-D-049)

² Up to 1,546,940 sq.ft. of office use can be converted to hotel use

RESIDENTIAL AND EMPLOYEE POPULATION

At the approved level of development, the estimated increases to residential and employee population are shown in the table below.

	Residents	Employees
Estimated Current:	0	7,739
Estimated Proposed:	945	18,307

DETAILED APPROVED DEVELOPMENT INFORMATION

All numbers in square feet of development except for dwelling units (du)

PCA 84-P-049-5

	Option	Office	Retail	Residential	Hotel	Totals
Existing to Remain						
Building A	N/A	0	1,072,131	0	0	1,072,131
Building B	N/A	0	0	0	356,812	356,812
Building C	N/A	319,841	0	0	0	319,841
Building D	N/A	402,290	0	0	0	402,290
Building E	N/A	429,381	0	0	0	429,381
Building F	N/A	376,013	0	0	0	376,013
Under Construction						
	N/A	0	0	0	0	0
Approved by Site Plan, Not Under Construction						
Building H	N/A	456,576	0	0	0	456,576
Approved by FDP						
Building A ¹	N/A	0	998,555	0	0	998,555
Building B ¹	N/A	0	0	0	350,390	350,390
Building C	N/A	291,667	0	0	0	291,667
Building D	N/A	364,698	0	0	0	364,698
Building E	N/A	338,238	0	0	0	338,238
Building F	N/A	296,123	0	0	0	296,123
Building G	N/A	607,500	0	0	0	607,500
Building H	N/A	455,600	0	0	0	455,600
Building I	N/A	483,840	0	0	0	483,840
Building J	N/A	0	0	722,154 (540 du)	0	722,154 (540 du)
Building K	Office	563,174 ²	0	0	0 ²	563,174
Building L1	Office	285,600 ²	0	0	0 ²	285,600
Building L2	Office	478,800 ²	0	0	0 ²	478,800
Building M	Office	533,267 ²	0	0	0 ²	533,267

1 Buildings A & B were not included in PCA 84-D-049-5. They are included in the table for informational purposes only

2 Office use can be converted to hotel use for Buildings K, L1, L2, & M

	Option	Office	Retail	Residential	Hotel	Totals
Approved by CDP						
Building A ¹	N/A	0	998,555	0	0	998,555
Building B ¹	N/A	0	0	0	350,390	350,390
Building C	N/A	291,667	0	0	0	291,667
Building D	N/A	364,698	0	0	0	364,698
Building E	N/A	338,238	0	0	0	338,238
Building F	N/A	296,123	0	0	0	296,123
Building G	N/A	607,500	0	0	0	607,500
Building H	N/A	455,600	0	0	0	455,600
Building I	N/A	483,840	0	0	0	483,840
Building J	N/A	0	0	722,154 (540 du)	0	722,154 (540 du)
Building K	563,174 ²	0	0	0 ²	563,174 ²	563,174
Building L1	285,600 ²	0	0	0 ²	285,600 ²	285,600
Building L2	478,800 ²	0	0	0 ²	478,800 ²	478,800
Building M	533,267 ²	0	0	0 ²	533,267 ²	533,267

1 Buildings A & B were not included in PCA 84-D-049-5. They are included in the table for informational purposes only.

2 Office use can be converted to hotel use for Buildings K, L1, L2, & M

Tysons Corner Center

Zoning Applications

RZ 2004-PR-044 –approved 1/22/2007

FDP 2004-PR-044–approved 1/11/2007

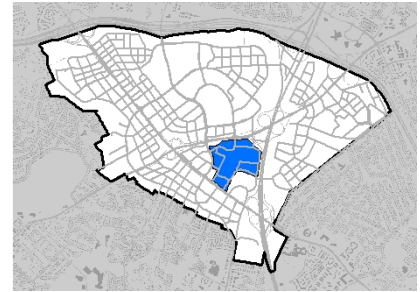
Site Plans

6399-SP-017 – approved 5/19/2011 (Phase 1 Infrastructure)

6399-SP-018 – approved 6/29/2012

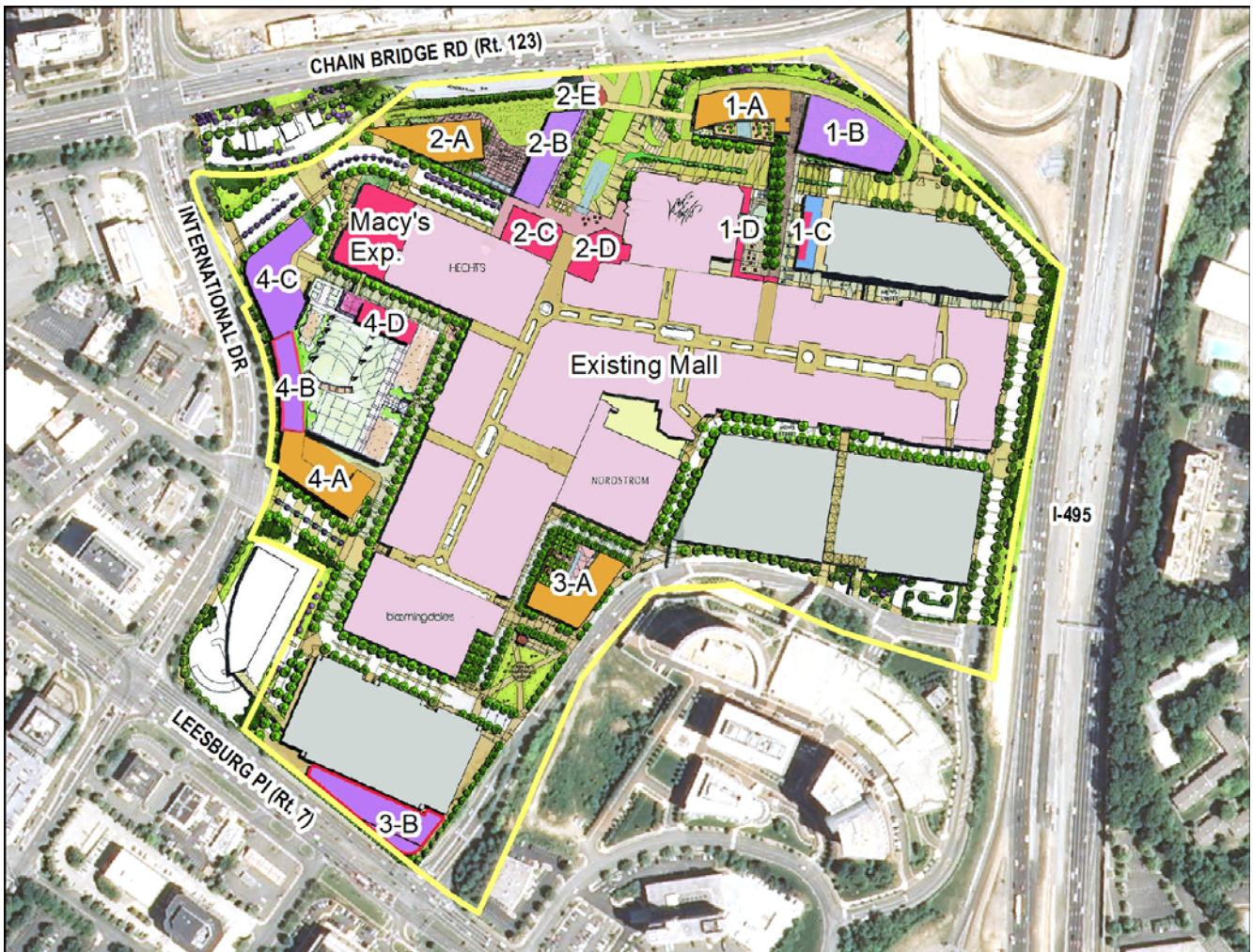
(Phase 1, Buildings 1-A, 1-B, 1-C, and 1-D)

6399-SP-019 – under review (Phase 1 Trails & Road Improvements)



SITE AREA: 78.65 acres

DEVELOPMENT OVERVIEW



*Image depicted is from Overall Plan, dated – January 8, 2007

Tysons Corner Center is the largest regional mall in Virginia. The approved application would transform much of the existing surface parking around the enclosed retail space into a mixed-use development, capitalizing on the Tysons Center Metrorail station. The approval adds over 4 million square feet of office, residential, and hotel uses with supporting retail, to be constructed in four phases.

The application includes a commitment to a TDM program, parking reductions and management, accommodation of pedestrian bridges to surrounding development off-site, accommodation of bus transit plaza areas, and a contribution to the Tysons Transportation Fund. The application also commits to provide 1,700 square feet of Community Space and number of on-site public and semi-public park spaces. In addition to the on-site recreation facilities provided, the application provides cash contributions to support off-site recreational opportunities.

The FDP covers the entire site and shows all phases, but per the proffered commitments, Phases 3 and 4 must return through the zoning process for a CDPA/FDPA prior to any development in those phases occurring.

CURRENT DEVELOPMENT ACTIVITY

Construction underway on Phase I, a 22-story office building, a 28-story residential building, a hotel, and a retail structure, pursuant to Site Plan 6399-SP-018. Phase 1 is expected to open in 2014.

SUMMARY LAND USE

The Summary Land Use Table aggregates the total development approved for this application. The table includes development approved pursuant to the CDP; approved through FDPs; what has been approved by site plan, but is not under construction; and, what is under construction or completed. The table that follows shows the same information at the building level.

	# of Buildings	Office	Retail	Residential	Hotel	Totals
Existing						
To be Removed	0	0	0	0	0	0
To Remain	1	0	2,446,713	0	0	2,446,713
Under Construction						
	4	536,228	35,978	499,275 (395 du)	252,213	1,337,994 ¹ (395 du)
Approved by Site Plan, Not Under Construction						
	0	0	0	0	0	0
Approved by FDP²						
	10	1,052,928	2,520,487	1,060,175 (803 du)	252,213	4,900,103 ¹ (803 units)
Approved by CDP						
	16	1,360,328	2,671,809	1,728,175 (1,385 du)	252,213	6,026,825 ¹ (1.76 FAR)

1 Includes 14,300 sq.ft. conference center associated with hotel use

2 Reflects approvals for existing development, Phase 1 and Phase 2. Phases 3 & 4 are not included as “approved by FDP” in this table

RESIDENTIAL AND EMPLOYEE POPULATION

At the approved level of development, the estimated increases to residential and employee population are shown in the table below.

	Residents	Employees
Estimated Current:	0	5,437
Estimated Proposed:	2,424	10,659

DETAILED APPROVED DEVELOPMENT INFORMATION

All numbers in square feet of development except for dwelling units (du)

RZ 2004-PR-044

	Option	Office	Retail	Residential	Hotel	Totals
Existing to Remain						
Existing Mall	N/A	0	2,446,713	0	0	2,446,713
Under Construction						
Building 1-A	Development w. Rail	0	15,000	499,275 (395 du)	0	514,275
Building 1-B	Development w. Rail	536,228	5,114	0	0	541,342
Building 1-C	Development w. Rail	0	5,114	0	252,213	271,627 ¹
Building 1-D	Development w. Rail	0	10,750	0	0	10,750
Approved by Site Plan, Not Under Construction						
	N/A	0	0	0	0	0
Approved by FDP²						
Existing Mall	Development w. Rail	0	2,442,057	0	0	2,442,057
Macy's Exp.	Development w. Rail	0	47,578	0	0	47,578
Circuit City Demo	Development w. Rail	0	-42,922	0	0	-42,922
Building 1-A	Development w. Rail	0	13,118	499,275 (355 du)	0	512,393 (355 du)
Building 1-B	Development w. Rail	551,638	0	0	0	551,638
Building 1-C	Development w. Rail	0	4,400	42,900 (40 du)	252,213	313,813 ¹ (40 du)
Building 1-D	Development w. Rail	0	7,756	0	0	7,756
Building 2-A	Development w. Rail	0	0	518,000 (408 du)	0	518,000 (408 du)
Building 2-B	Development w. Rail	488,290	23,800	0	0	512,090
Building 2-C	Development w. Rail	0	14,500	0	0	14,500
Building 2-D	Development w. Rail	0	10,200	0	0	10,200
Building 2-E	Development w. Rail	13,000	0	0	0	13,000

Approved by CDP						
Existing Mall	Development w. Rail	0	2,442,057	0	0	2,442,057
Macy's Exp.	Development w. Rail	0	47,578	0	0	47,578
Circuit City Demo	Development w. Rail	0	-42,922	0	0	-42,922
Building 1-A	Development w. Rail	0	13,118	499,275 (355 du)	0	512,393 (355 du)
Building 1-B	Development w. Rail	551,638	0	0	0	551,638
Building 1-C	Development w. Rail	0	4,400	42,900 (40 du)	252,213	313,813 ¹ (40 du)
Building 1-D	Development w. Rail	0	7,756	0	0	7,756
Building 2-A	Development w. Rail	0	0	518,000 (408 du)	0	518,000 (408 du)
Building 2-B	Development w. Rail	488,290	23,800	0	0	512,090
Building 2-C	Development w. Rail	0	14,500	0	0	14,500
Building 2-D	Development w. Rail	0	10,200	0	0	10,200
Building 2-E	Development w. Rail	13,000	0	0	0	13,000
Building 3-A	Development w. Rail	0	25,800	298,000 (282 du)	0	323,800 (282 du)
Building 3-B	Development w. Rail	26,100	30,000	0	0	56,100
Building 4-A	Development w. Rail	0	17,500	320,000 (300 du)	0	337,500 (300 du)
Building 4-B	Development w. Rail	45,900	8,400	0	0	54,300
Building 4-C	Development w. Rail	235,400	23,000	0	0	258,400
Building 4-D	Development w. Rail	0	19,200	0	0	19,200
Phase 3/4 Res.	Development w. Rail	0	0	50,000	0	50,000
Macy's Retail	Development w. Rail	0	27,422	0	0	27,422

1 Includes 14,300 sq.ft. conference center associated with hotel use

2 Reflects approvals for existing development, Phase 1 and Phase 2. Phases 3 & 4 are not included as "approved by FDP" in this table

Towers Crescent

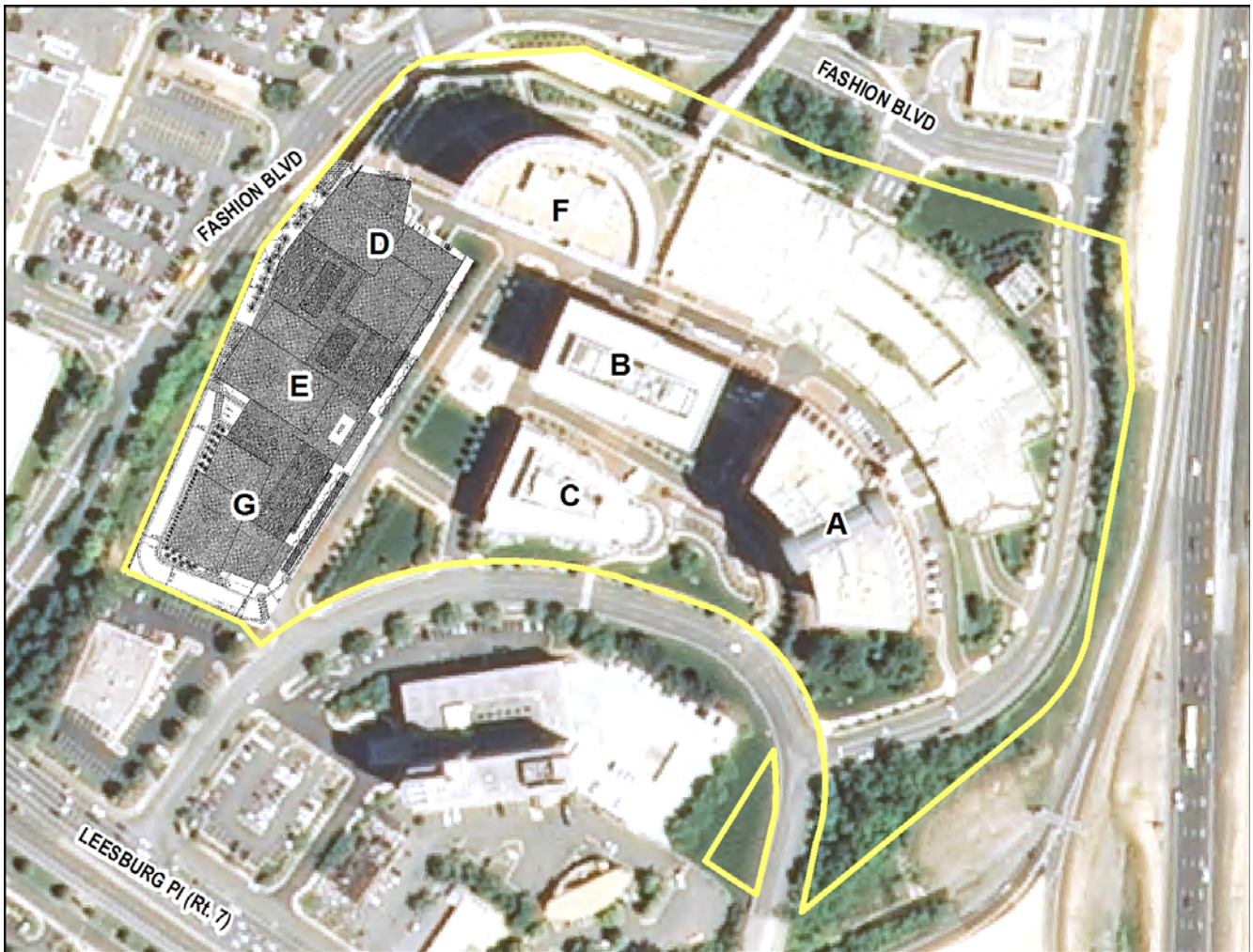
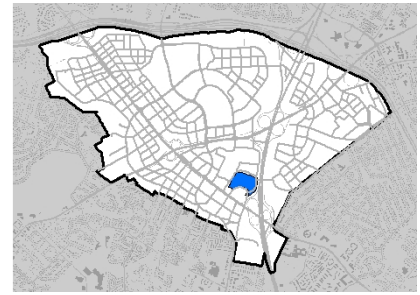
Zoning Applications

RZ 2006-PR-028 – approved 10/15/2007

FDP 2006-PR-028 – approved 10/3/2007

SITE AREA: 18.03 acres

DEVELOPMENT OVERVIEW



*Image depicted is from FDP-Detailed Landscape Plan, dated – September 17, 2007

The property is developed with four office buildings and approved for three new residential towers connected via a shared podium which could include ground floor retail. A grade separated pedestrian crossing over Fashion Boulevard serves to connect pedestrians from this site with Tysons Corner Center, and will eventually connect the site to the Tysons Corner Metrorail station.

The application includes a contribution to the Tysons Transportation Fund, participation in construction of several pedestrian bridges, a contribution to a Tysons Shuttle or similar system, a commitment to a TDM program, a commitment to the inclusion of affordable housing, and a contribution to County athletic fields.

CURRENT DEVELOPMENT ACTIVITY

None.

SUMMARY LAND USE

The Summary Land Use Table aggregates the total development approved for this application. The table includes development approved pursuant to the CDP; approved through FDPs; what has been approved by site plan, but is not under construction; and, what is under construction or completed. The table that follows shows the same information at the building level.

	# of Buildings	Office	Retail	Residential	Hotel	Totals
Existing						
To be Removed	0	0	0	0	0	0
To Remain	4	937,658	75,309	0	0	1,012,967
Under Construction						
	0	0	0	0	0	0
Approved by Site Plan, Not Under Construction						
	0	0	0	0	0	0
Proposed by FDP						
	7 ¹	937,658	90,668	919,581 (919 du)	0	1,947,907 (919 du)
Proposed by CDP						
	7 ¹	937,658	90,668	919,581 (919 du)	0	1,947,907 (2.48 FAR)

1 Podium for D, E, & G is not counted as a separate building

RESIDENTIAL AND EMPLOYEE POPULATION

At the approved level of development, the estimated increases to residential and employee population are shown in the table below.

	Residents	Employees
Estimated Current:	0	3,293
Estimated Proposed:	1,608	3,327

DETAILED APPROVED DEVELOPMENT INFORMATION

All numbers in square feet of development except for dwelling units (du)

RZ 2006-PR-028

	Option	Office	Retail	Residential	Hotel	Totals
Existing to Remain						
Building A	N/A	402,015	23,521	0	0	425,536
Building B	N/A	196,702	16,271	0	0	212,973
Building C	N/A	65,259	16,121	0	0	81,380
Building F	N/A	273,682	19,396	0	0	293,078
Under Construction						
	N/A	0	0	0	0	0
Approved by Site Plan, Not Under Construction						
	N/A	0	0	0	0	0
Approved by FDP						
Building A	N/A	402,015	23,521	0	0	425,536
Building B	N/A	196,702	16,271	0	0	212,973
Building C	N/A	65,259	16,121	0	0	81,380
Building D	N/A	0	0	248,455 (248 du ¹)	0	248,455
Building E	N/A	0	0	211,176 (211 du ¹)	0	211,176
Building F	N/A	273,682	19,396	0	0	293,078
Building G	N/A	0	0	164,473 (164 du ¹)	0	164,473
D,E, & G Podium	N/A	0	15,359	295,477 (296 du ¹)	0	310,383
Approved by CDP						
Building A	N/A	402,015	23,521	0	0	425,536
Building B	N/A	196,702	16,271	0	0	212,973
Building C	N/A	65,259	16,121	0	0	81,380
Building D	N/A	0	0	248,455 (248 du ¹)	0	248,455
Building E	N/A	0	0	211,176 (211 du ¹)	0	211,176
Building F	N/A	273,682	19,396	0	0	293,078
Building G	N/A	0	0	164,473 (164 du ¹)	0	164,473
D,E, & G Podium	N/A	0	15,359	295,477 (296 du ¹)	0	310,383

¹ Dwelling units per building are estimates based upon approved maximum of 919 du for site, and approved residential sq.ft. per building

TYSONS EAST

Seven major zoning applications have been submitted Tysons East District; of those, four have been approved, one is pending, and two have been indefinitely deferred. The table below provides aggregated data on the five applications that have not been indefinitely deferred. All development information is reported in square footage proposed for each use, except for Residential Units which are also reported as the total number of units approved/proposed.

	# of Buildings	Office	Retail	Residential	Hotel	Totals ¹
Existing						
To be Removed	18	439,899	0	411,244 (331 du)	0	851,143 (331 du)
To Remain	2	505,500	0	0	0	505,500
Under Construction						
	1	340,000	0	0	0	340,000
Approved by Site Plan, Not Under Construction						
	0	0	0	0	0	0
Approved by FDP (Approved Applications)						
	8	1,362,836	16,594	863,694 (756 du)	81,388	2,324,512 (756 du)
Approved by CDP (Approved Applications)						
	38	6,920,363	254,396	6,449,138 (6,109 du)	635,086	14,288,983 (6,109 du)
Proposed by FDP ² (Pending Applications)						
	3	861,500	31,775	0	325,374	1,248,649
Proposed by CDP ² (Pending Applications)						
	-1	-2,406	12,530	0	-10,124	0
Total Proposed or Approved by CDP						
	37	6,917,957	266,926	6,449,138 (6,109 du)	624,962	14,288,983

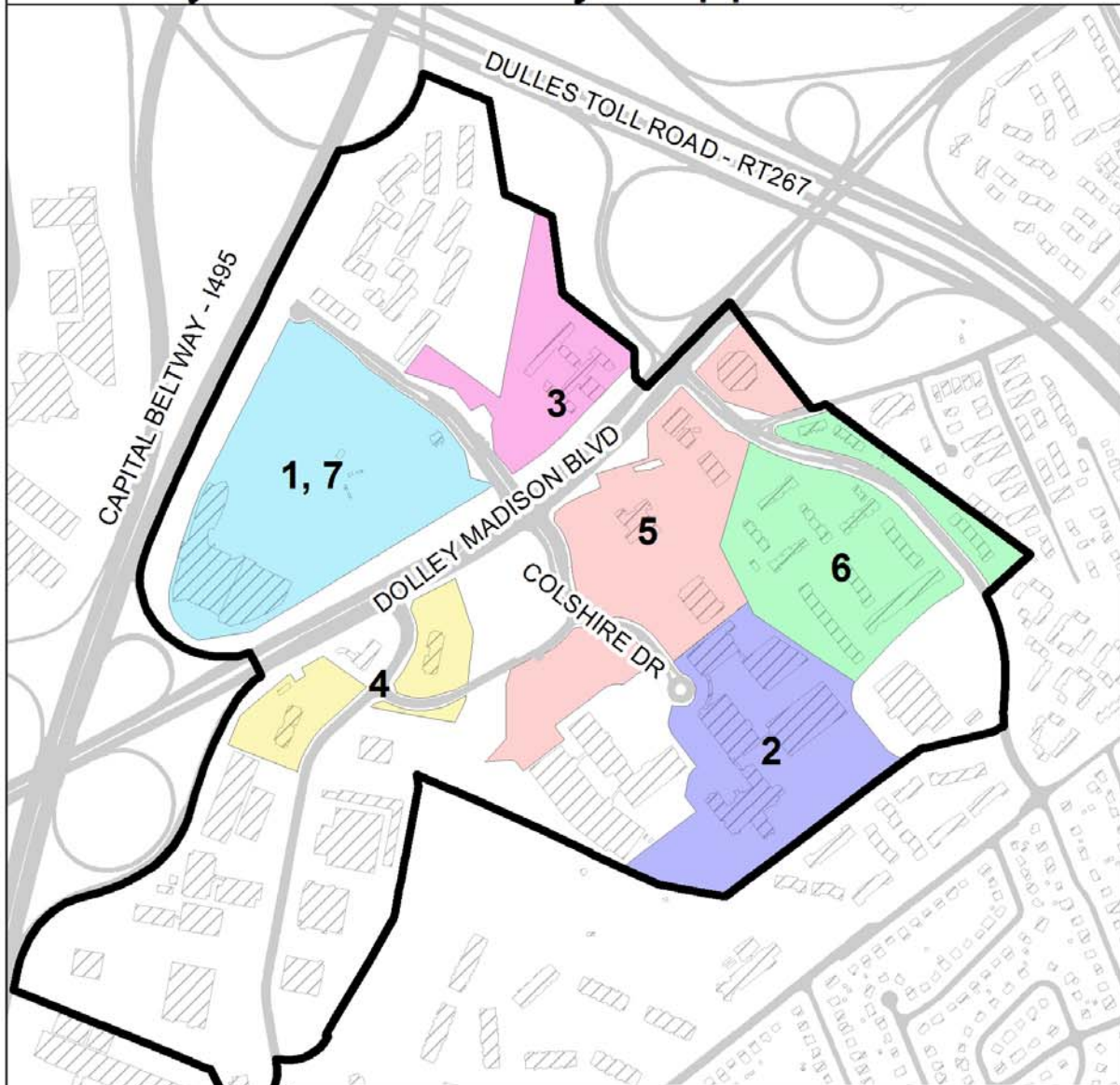
1 Totals may not be the sum of potential land uses due to development maximums proposed and/or public facility sq.ft. not shown

2 Net CDP/FDP totals are displayed; as the only CDP/FDP under review is for Capital One, which also included in approved CDP/FDP totals.

Four major site plan submissions are under review or have been approved within the Tysons East District since June 2010. These submissions are identified in the table below.

Plan Name	Plan Number	Associated Zoning Application	Development Change	Description
Cap One, Block A Infrastructure	6835-SP-005	RZ 2011-PR-011	0	Road, athletic field and utility infrastructure improvements
Cityline, Interim Parking Lot	778-MSP-002	RZ 2011-PR-009	-170,537 office use	Construction of a 711 interim parking lot
MITRE 4	3538-SP-003	RZ 2011-PR-011	+340,000 sq.ft. office use	Construction of a 14 story office structure
Garfield A & B	1217-SP-002	RZ 2011-PR-011	+475,694 sq.ft. residential use (425 dwelling units)	Construction of 2 residential structures

Tysons East Major Applications



Applications:

- 1 - Capital One (RZ 2010-PR-021) - approved
- 2 - MITRE 5 (RZ 2010-PR-023) - indefinitely deferred
- 3 - Scotts Run Station, North (RZ 2011-PR-009) - indefinitely deferred
- 4 - Scotts Run Station, South (RZ 2011-PR-010) - approved
- 5 - Scotts Run Station, South (RZ 2011-PR-011) - approved
- 6 - The Commons (RZ 2011-PR-017) - approved
- 7 - Capital One (PCA 2010-PR-021) - pending

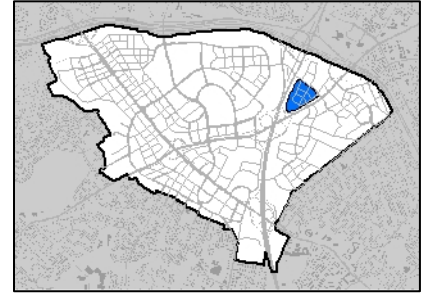
Capital One

Zoning Applications

RZ 2010-PR-021 – approved 9/25/2012
 FDP 2010-PR-021 – approved 9/20/2012
 PCA/CDPA 2010-PR-021 – under review
 FDPA 2010-PR-021 – under review

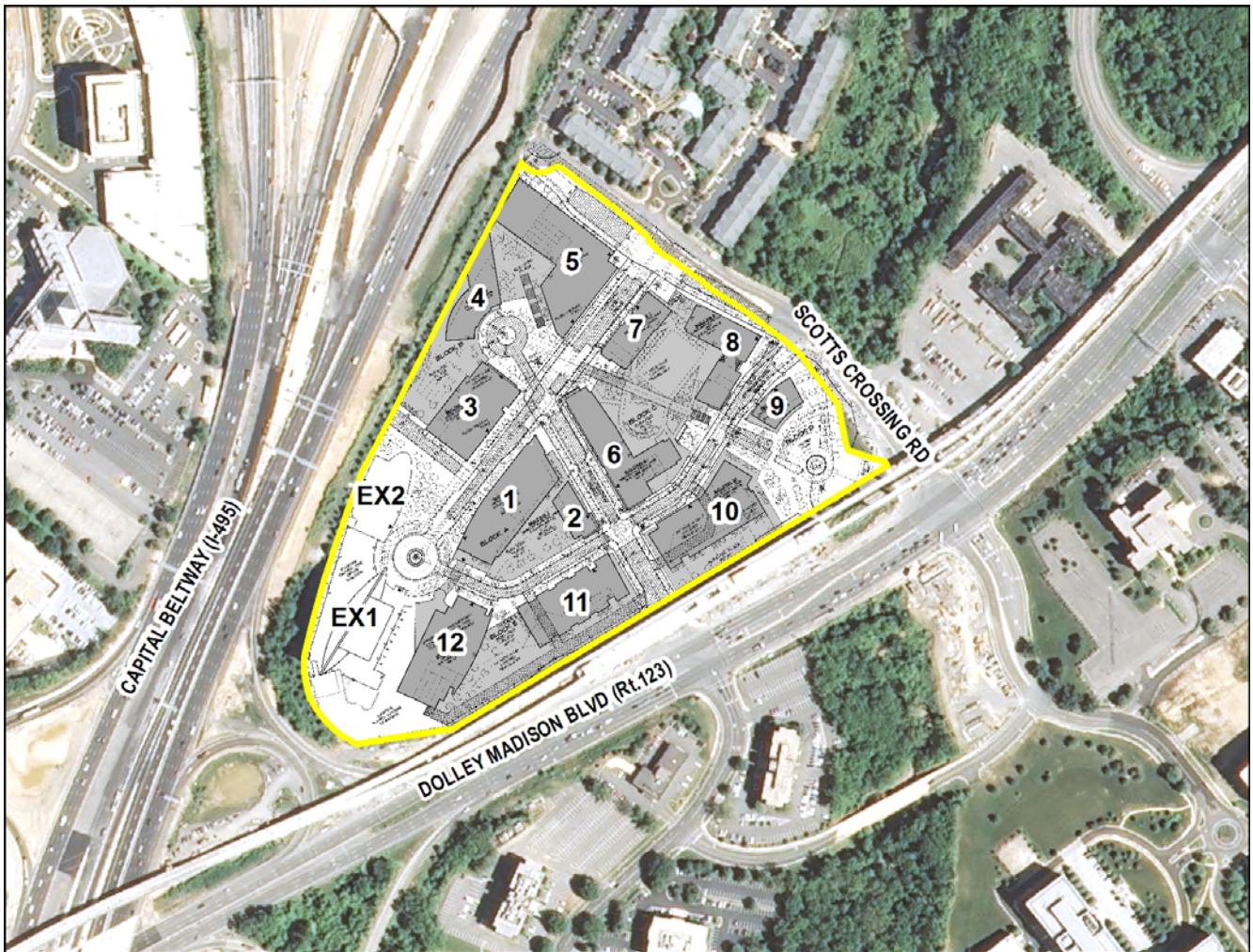
Site Plans

6835-SP-005 – under review (Block A Infrastructure Improvements)



SITE AREA: 26.22 acres

GENERAL DESCRIPTION (RZ 2010-PR-021)



*Image depicted is from approved CDP, dated – June 13, 2012

The site is currently developed with the Capital One office campus, including an office building, conference center and freestanding garage. Temporary athletic fields are constructed on the remainder of the site. As approved, the site will be redeveloped to a mixed-use development. The existing office building and conference center will remain, while 14 buildings with office, hotel, retail and residential uses will be added. Building heights range from 42.5 to 395 feet. An FDP application was also approved that included the existing

development and the new construction for Block A. A Proffered Condition Amendment (PCA) application has been filed on the subject site and is currently under review, as discussed further below.

Major transportation improvements approved with the rezoning include the dedication of right-of-way for the future Jones Branch Connector and contributions to the Tysons-wide and Tysons Grid of Streets transportation funds.

Park improvements approved under the rezoning include several on-site parks, including a small athletic field within Block C. In order to help the applicant fully address the athletic field need generated by the development, the County brokered a solution between the applicant and another rezoning applicant in Tysons East, the Commons. Under this arrangement, the Commons proffered to provide a full-size athletic field on its site to meet both its and the Common’s field needs. In return, Capital One proffered to provide a 30,000 SF community center to satisfy both its and the Common’s public facility requirements. As currently proffered, the community center would be located on the ground floor of Building 3. (See discussion of proposed amendment.) Finally, the applicant proffered to meet the LEED standards and stormwater management goals referenced in the Comprehensive Plan.

CURRENT DEVELOPMENT ACTIVITY

A site plan for internal streets, utility infrastructure and recreational fields is currently under review.

SUMMARY LAND USE (RZ 2011-PR-021)

The Summary Land Use Table aggregates the total development approved for this application. The table includes development approved pursuant to the CDP; approved through FDPs; what has been approved by site plan, but is not under construction; and, what is under construction or completed. The table that follows shows the same information at the building level.

	# of Buildings	Office	Retail	Residential	Hotel	Totals
Existing						
To be Removed	0	0	0	0	0	0
To Remain	2	504,000	0	0	0	504,000
Under Construction						
	0	0	0	0	0	0
Approved by Site Plan, Not Under Construction						
	0	0	0	0	0	0
Approved by FDP						
	4	1,022,836	16,594	0	81,388	1,120,818
Approved by CDP ¹						
	14	3,182,153	110,876	1,229,608 (1,230 du)	416,886	4,969,523 ² (3.90 FAR)

1 Reflects proposed sq.ft. in CDP, rather than maximum

2 Includes 30,000 public facility use

RESIDENTIAL AND EMPLOYEE POPULATION

At the maximum approved level of development, the estimated increases to residential and employee population are shown in the table below.

	Residents	Employees
Estimated Current:	0	1,680
Estimated Proposed:	2,153	11,162

DETAILED APPROVED DEVELOPMENT INFORMATION

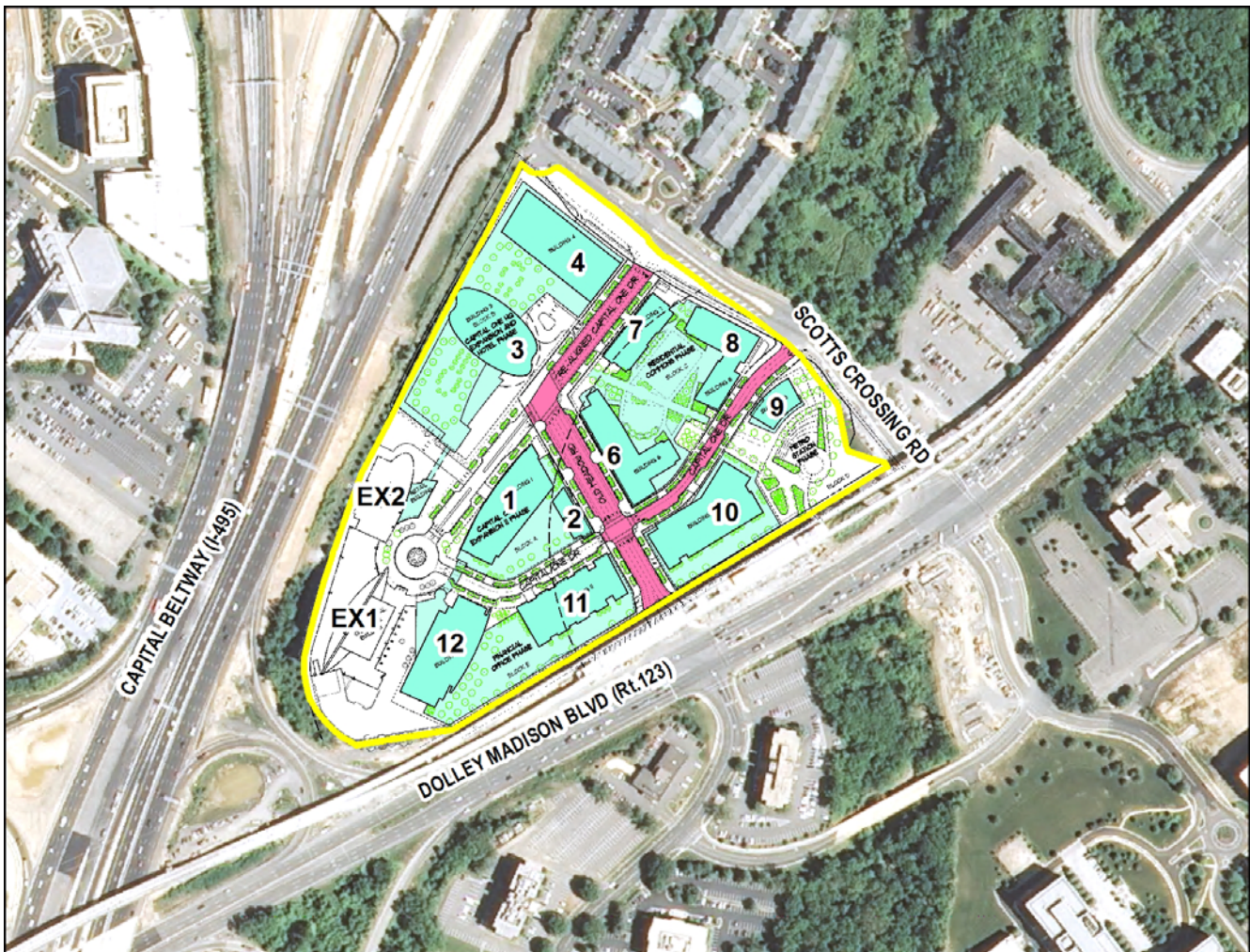
RZ 2011-PR-021

	Option	Office	Retail	Residential	Hotel	Totals
Existing, To Remain						
EX1	N/A	479,500	0	0	0	479,500
EX2	N/A	24,500	0	0	0	24,500
Under Construction						
	N/A	0	0	0	0	0
Approved by Site Plan, Not Under Construction						
	N/A	0	0	0	0	0
Approved by FDP						
EX1	N/A	479,500	0	0	0	479,500
EX2	N/A	24,500	0	0	0	24,500
Building 1	N/A	518,836	8,345	0	0	527,181
Building 2	N/A	0	8,249	0	81,388	89,637
Approved by CDP¹						
EX1	N/A	479,500	0	0	0	479,500
EX2	N/A	24,500	0	0	0	24,500
Building 1	N/A	518,836	8,345	0	0	527,181
Building 2	N/A	0	8,249	0	81,388	89,637
Building 3	N/A	277,086	0	0	0	307,086 ²
Building 4	N/A	0	2,258	0	335,498	337,756
Building 5	N/A	376,690	10,337	0	0	387,027
Building 6	N/A	0	25,670	492,069 (492 du)	0	517,739 (492 du)
Building 7	N/A	0	4,976	251,509 (252 du)	0	256,485 (252 du)
Building 8	N/A	0	12,470	367,845 (368 du)	0	380,315 (368 du)
Building 9	N/A	0	3,829	118,185 (118 du)	0	122,014 (118 du)
Building 10	N/A	459,623	28,092	0	0	487,715
Building 11	N/A	313,818	6,650	0	0	320,468
Building 12	N/A	732,100	0	0	0	732,100

¹ Reflects proposed sq.ft. in CDP, rather than maximum

² Includes 30,000 public facility use

PROPOSED AMENDMENT (PCA 2010-PR-021)



*Image depicted is from the proposed CDPA Final Buildout Phase, dated – May 6, 2013

As noted, a PCA/FDPA application has been filed on the subject site and is currently under review. The PCA and FDPA would both apply to the total land area of the original rezoning, although the FDP would only permit the construction of Blocks A and B and the interim community center, on the location of future Building 11. The proposal, shown above, seeks to consolidate previously approved office square footage in a single, larger building in Block B to serve as the signature building for the Capital One headquarters. A small retail building would be added adjacent to the existing conference center and park spaces would be reoriented around the existing buildings and Block B.

The other major change proposed would be to the 30,000 community center currently approved in Block B. With the amendment, the applicant seeks to relocate the community center to Building 11. Because this is proposed to come much later in the phasing of the development, the applicant also proposes to provide an interim community center as a freestanding structure in the area of proposed Building 11, to be relocated into Building 11 when the ultimate building is constructed.

The PCA does not seek to change the total square footage approved for the site, although some use categories would be slightly adjusted. The Summary Land Use and Residential and Employee Population tables below reflect the proposed development data for the PCA.

SUMMARY LAND USE (PCA 2011-PR-021)

The Summary Land Use Table aggregates the total development proposed for this case. The table includes development proposed pursuant to the CDP; proposed through FDPs; what has been approved by site plan, but is not under construction; and, what is under construction or completed. The table that follows shows the same information at the building level.

	# of Buildings	Office	Retail	Residential	Hotel	Totals
Existing						
To be Removed	0	0	0	0	0	0
To Remain	2	505,500	0	0	0	505,500 ¹
Under Construction						
	0	0	0	0	0	0
Approved by Site Plan, Not Under Construction						
	0	0	0	0	0	0
Proposed by FDP						
	7	1,884,336	48,369	0	406,762	2,369,467 ²
Proposed by CDP³						
	13	3,179,747	123,406	1,229,608 (1,230 du)	406,762	4,969,523 ² (3.90 FAR)

1 In addition, there may be 1,247 sq.ft. of existing Accessory Use contained within an existing building.

2 Includes 30,000 public facility use

3 Reflects Proposed sq.ft. amounts in CDP, rather than Maximum

RESIDENTIAL AND EMPLOYEE POPULATION

At the maximum approved level of development, the estimated increases to residential and employee population are shown in the table below.

Maximum Employment

	Residents	Employees
Estimated Current:	0	1,688
Estimated Proposed:	2,153	11,175

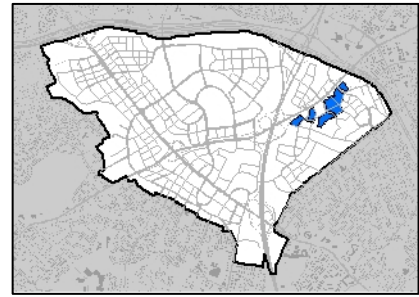
Scotts Run Station South

Zoning Applications

- RZ 2011-PR-010 – approved 4/9/2013
- RZ 2011-PR-011 – approved 4/9/2013
- FDP 2011-PR-11 – approved 4/3/2012
- FDP 2011-PR-11-2 – approved 4/3/2012

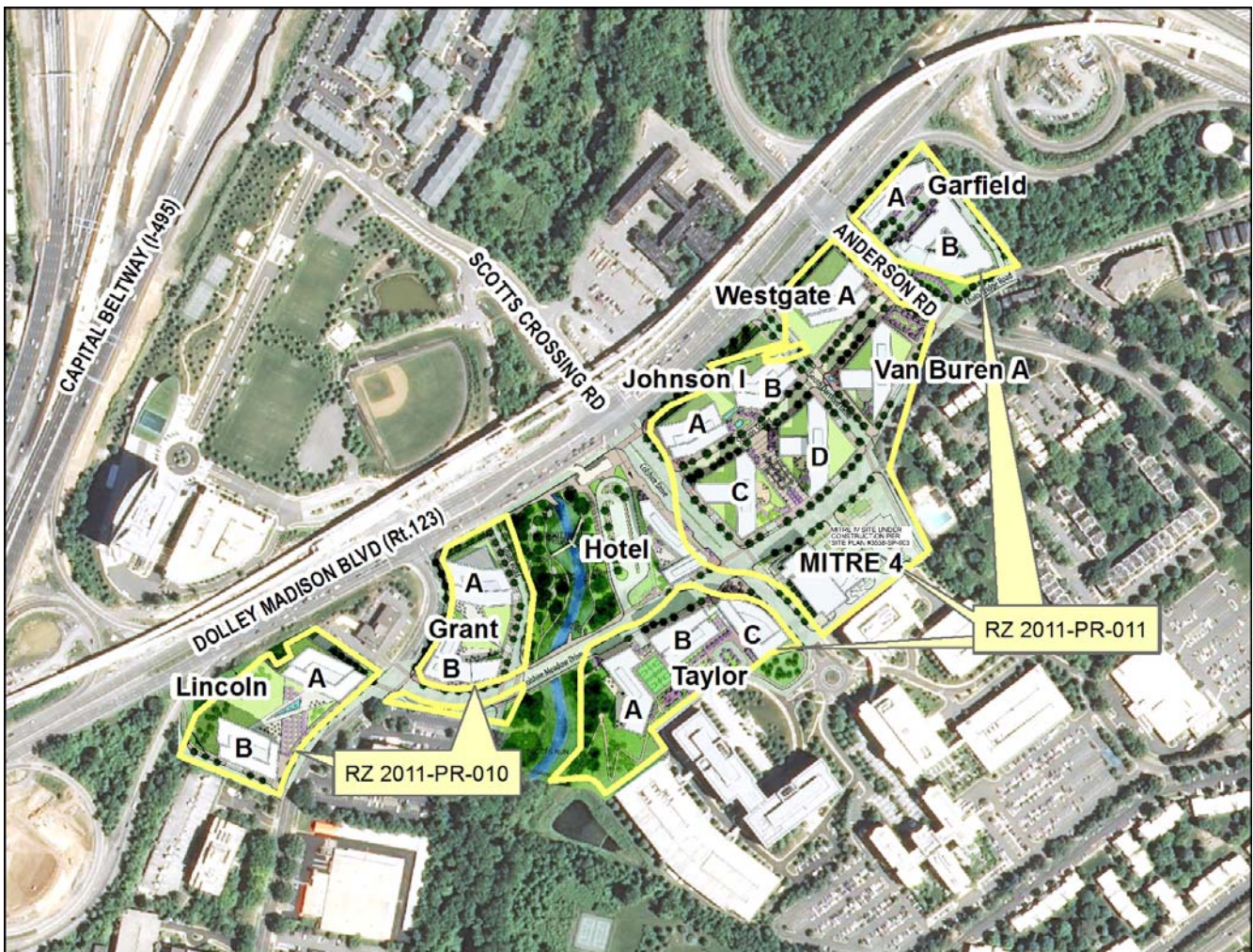
Site Plans

- 3538-SP-003 – approved 3/19/2013 (MITRE 4)
- 1217-SP-002 – under review (Garfield A & B)



SITE AREA: 36 acres (010: 6.93 acres, 011: 23.54)

DEVELOPMENT OVERVIEW



* Image depicted is from CDP – Illustrative Plan, March 27, 2013

The subject site is developed with existing low density office buildings. Under the approved rezoning, these office properties will be redeveloped to a higher density, transit-oriented, mixed-use development to include office, hotel, residential and retail uses in 17 multi-story buildings. Proposed building heights range from a low of 75 feet up to a height of 400 feet closest to the McLean Metrorail station along Route 123.

Scotts Run Station South consists of two approved applications. RZ 2011-PR-010 is located to the west of the existing Scotts Run Stream Valley Park, while RZ 2011-PR-011 is located to the east of the park. The application also incorporates the Mitre 4 Building, which was approved in 2011 under PCA 92-P-011-7/SE 2010-SE-023. Two FDP applications were approved on the site, including the Garfield block (for two residential buildings) and the Mitre 4 Building (for the previously approved office building).

Major transportation improvements include the extension of Colshire Meadow Drive from its terminus with Colshire Drive to Anderson Road and the straightening of a section of Colshire Drive. In addition, the applicant proffered to provide design plans for the proposed "Super Boulevard" improvements to Dolley Madison Boulevard and to contribute funds toward its construction. The applicant has proffered contributions to the Tysons-wide and Tysons Grid of Street transportation funds.

Several on-site parks are proposed located throughout the site, both on-grade and on top of structures. As part of the development, the applicant will enhance and restore portions of the Scotts Run Stream Valley Park, which currently bisects the development. The applicant has further committed to provide the County with restoration plans for Scotts Run to be used for restoration of other sections of the stream and to meet the LEED standards and stormwater management goals referenced in the Comprehensive Plan.

The applicant has committed to construct an off-site lit and turfed athletic field, located near the subject site (off of Old Meadow Road). This field is to be co-located with a new fire station; the applicant has committed to construct the fire station by 2020. These improvements will be constructed pursuant to application PCA-92-P-001-10.

CURRENT DEVELOPMENT ACTIVITY

A 340,000 sq.ft. office building, MITRE 4, is currently under construction pursuant to Site Plan 3538-SP-003. Site plans are currently under review to construct two residential buildings, Garfield A and Garfield B.

SUMMARY LAND USE

The Summary Land Use Table aggregates the total development approved for this application. The table includes development approved pursuant to the CDP; approved through FDPs; what has been approved by site plan, but is not under construction; and, what is under construction or completed. The table that follows shows the same information at the building level.

	# of Buildings	Office	Retail	Residential	Hotel	Totals
Existing						
To be Removed	6	439,899	0	0	0	439,899
To Remain	0	0	0	0	0	0
Under Construction						
	1	340,000 ¹	0 ¹	0	0	340,000
Approved by Site Plan, Not Under Construction²						
	0	0	0	0	0	0
Approved by FDP						
	3	340,000 ¹	0 ¹	475,694 (425 du)	0	815,694 (425 du)
Approved by CDP³						
	17	3,738,210	143,520	2,597,130 (2,308 du)	218,200	6,697,060 (4.27 FAR)

1 Up to 5,000 sq.ft. of office use can be converted to retail at the Applicant’s discretion

2 Site plans for Garfield A and B have not been approved at this time, and therefore not included

3 Proposed sq.ft listed, not maximum sq.ft. range

RESIDENTIAL AND EMPLOYEE POPULATION

At the maximum approved level of development, the estimated increases to residential and employee population are shown in the table below.

	Residents	Employees
Estimated Current:	0	1,466
Estimated Proposed:	4,039	12,941

DETAILED APPROVED DEVELOPMENT INFORMATION

RZ 2011-PR-010/011

	Option	Office	Retail	Residential	Hotel	Totals
Existing						
To Be Removed	N/A	439,899	0	0	0	439,899
To Remain	N/A	0	0	0	0	0
Under Construction						
MITRE 4	N/A	340,000 ¹	0 ¹	0	0	340,000
Approved by Site Plan, Not Under Construction						
	N/A	0	0	0	0	0
Approved by FDP						
Garfield A	N/A	0	0	251,747 (222 du)	0	251,747 (222 du)
Garfield B	N/A	0	0	223,947 (203 du)	0	223,947 (203 du)
MITRE 4	N/A	340,000 ¹	0 ¹	0	0	340,000
Approved by CDP²						
Grant A	N/A	501,907	5,000 ³	0	0	506,907
Grant B	N/A	0	5,000 ³	430,036 (391 du)	0	435,036 (391 du)
Lincoln A	N/A	362,603	8,640 ³	0	0	371,243
Lincoln B	N/A	250,000	8,640 ³	0	0	258,640
Garfield A	N/A	0	0	251,747 (222 du)	0	251,747 (222 du)
Garfield B	N/A	0	0	223,947 (203 du)	0	223,947 (203 du)
Westgate A	N/A	405,000	9,720	0	0	414,720
Van Buren A	N/A	0	7,560	466,000 (424 du)	0	473,560
Johnson I A	N/A	544,800	19,720 ³	0	0	564,520
Johnson I B	N/A	635,000	19,720 ³	0	0	654,720
Johnson I C	N/A	0	19,720 ³	450,000 (409 du)	0	469,720 (409 du)
Johnson I D	N/A	0	19,720 ³	450,000 (409 du)	0	469,720 (409 du)
MITRE 4	N/A	340,000	0	0	0	340,000
Taylor A	N/A	0	5,080 ³	325,400 (250 du)	0	330,480 (250 du)
Taylor B	N/A	443,700	5,000 ³	0	0	448,700
Taylor C	N/A	255,200	5,000 ³	0	0	260,200
Hotel	N/A	0	5,000	0	218,200	223,200

1 Approved office square footage could be converted to retail; maximum of 5% of total GFA

2 Proposed GFA listed, not maximum GFA range

3 Retail can move between buildings within blocks, total shown reflects proposed total GFA distributed among buildings in block

Scotts Run Station North

Zoning Applications

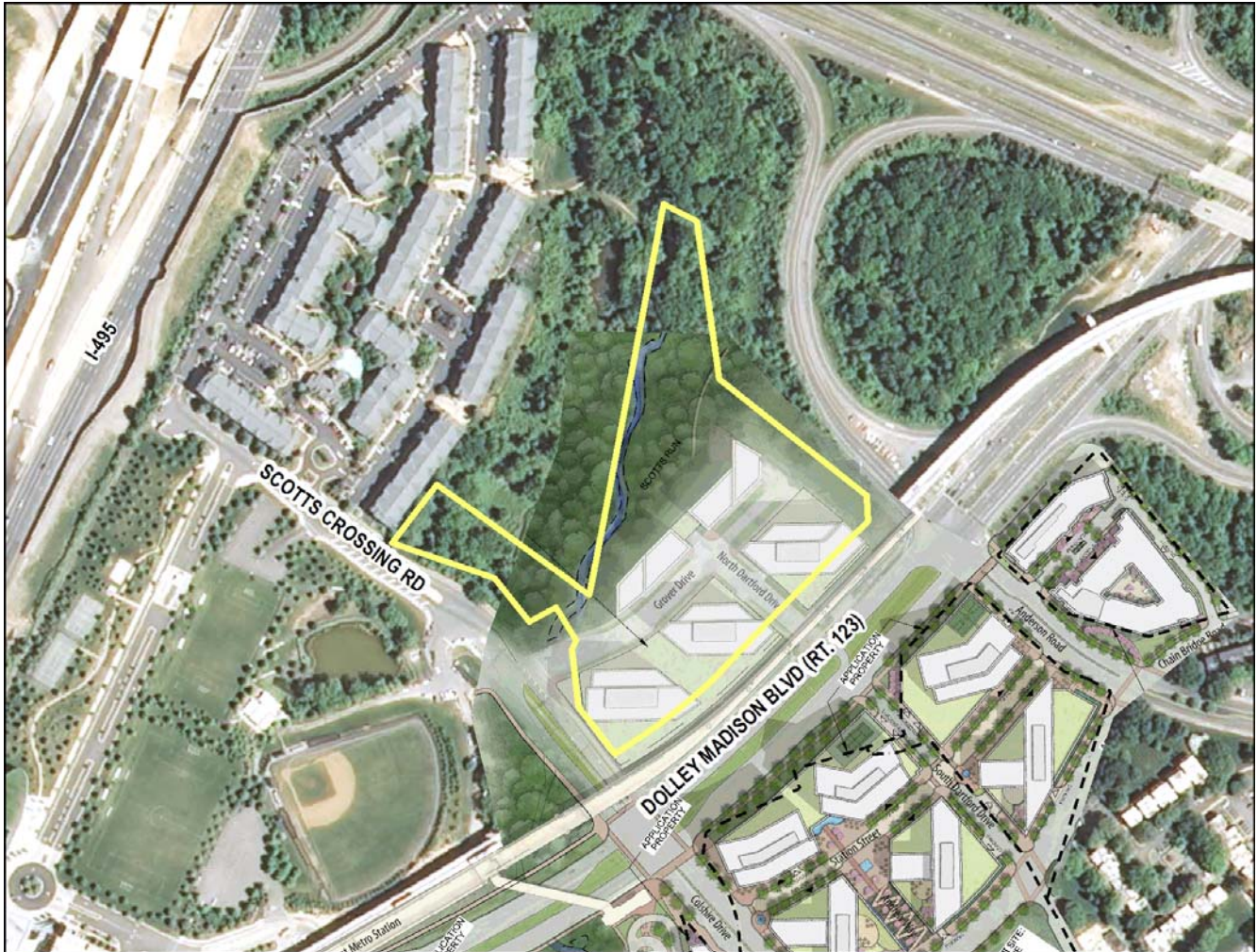
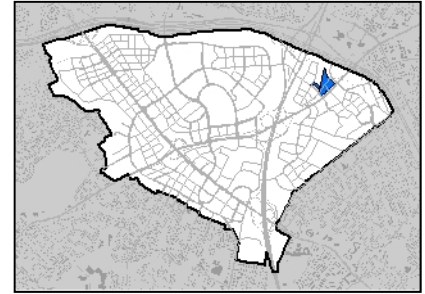
RZ 2011-PR-009 – indefinitely deferred

Site Plans

7788-MSP-002 – approved 6/27/2013 (Interim Parking Lot)

SITE AREA: 9.40 acres

DEVELOPMENT OVERVIEW



*Image depicted is from CDP Illustrative Plan, dated – August 1, 2012

Rezoning Application RZ 2010-PR-009 was originally submitted concurrently with Scotts Run Station South (RZ 2011-PR-010/011). No FDPs were filed with this application. The application has been deferred indefinitely. Should the application be reactivated, additional information will be provided.

In November 2012, the owners of the property proposed to build a 711-space surface parking lot to provide interim parking for the McLean Metrorail station. The Board approved an agreement with Cityline Partners on July 20, 2013, for such a use. Site development pursuant to Minor Site Plan 7788-MSP-002 is expected to begin shortly, with the interim parking facility expected to begin operation in early 2014.

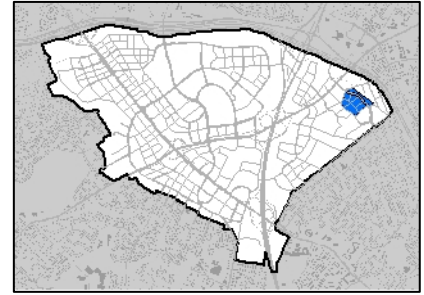
The Commons

Zoning Applications

RZ 2011-PR-017 – approved 6/4/2013

FDP 2011-PR-017 – approved 5/9/2013

SITE AREA: 20.96 acres



DEVELOPMENT OVERVIEW



*Image depicted is the Overall Park Plan from the approved CDP dated May 6, 2013

The subject site is currently developed with 13 low-rise garden apartment buildings known as “The Commons”. Under the approved redevelopment, the existing residential structures will be replaced with seven new high-rise residential buildings (while the applicant retained flexibility to provide lower buildings than the maximum shown, Buildings 4, 5 and 7 in particular include an option for a six story maximum). The plan depicts over nine acres of parkland, including a full size lit and synthetically-turfed athletic field. Building heights range from 75 to 240 feet in height. An FDP was approved for Building 1.

Major transportation improvements include the extension of Colshire Meadow Drive to Anderson Road and improvements to the Old Chain Bridge Road/Anderson Road/Colshire Meadow Drive intersection. In addition, the applicant proffered to contribute funds toward construction of the “Super Boulevard” improvements along Dolley Madison Boulevard. The applicant has proffered contributions to the Tysons-wide and Tysons Grid of Street transportation funds.

In addition to pocket parks and rooftop recreational amenities, the applicant proposes two major on-site parks. The first, Anderson Park, will be located on the east side of Anderson Road and contain two play areas, two dog parks and four sports courts. The second park, Goodman Field, will be located to the north of Colshire Drive and will contain a full-size, turfed and lit athletic field. This field satisfies the athletic field needs generated by both the Commons and Capital One. As discussed previously, Capital One will provide a 30,000 SF community center to satisfy the public facility requirements of both applications. The applicant has committed to meet the LEED standards and stormwater management goals referenced in the Comprehensive Plan.

CURRENT DEVELOPMENT ACTIVITY

None.

SUMMARY LAND USE

The Summary Land Use Table aggregates the total development approved for this application. The table includes development approved pursuant to the CDP; approved through FDPs; what has been approved by site plan, but is not under construction; and, what is under construction or completed. The table that follows shows the same information at the building level.

	# of Buildings	Office	Retail	Residential	Hotel	Totals
Existing						
To be Removed	12	0	0	411,244 (331 du)	0	411,244 (331 du)
To Remain	0	0	0	0	0	0
Under Construction						
	0	0	0	0	0	0
Approved by Site Plan, Not Under Construction						
	0	0	0	0	0	0
Approved by FDP						
	1	0	0	388,000 (331 du)	0	388,000 (331 du)
Approved by CDP						
	7	0	0 ¹	2,622,400 ¹ (2,571 du)	0	2,622,400 (2.87 FAR)

1 Up to 50,000 sq.ft. of residential use can be converted to retail/services at the applicant’s discretion.

RESIDENTIAL AND EMPLOYEE POPULATION

At the maximum approved level of development, the estimated increases to residential and employee population are shown in the table below.

	Residents	Employees
Estimated Current:	662	0
Estimated Proposed:	4,499	0

DETAILED APPROVED DEVELOPMENT INFORMATION**RZ 2011-PR-017**

	Option	Office	Retail	Residential	Hotel	Totals
Existing						
To be Removed	N/A	0	0	411,244 (331 du)	0	411,244 (331 du)
Under Construction						
	N/A	0	0	0	0	0
Approved by Site Plan, Not Under Construction						
	N/A	0	0	0	0	0
Approved by FDP						
Building 1	N/A	0	0	338,000 (331 du)	0	338,000 (331 du)
Approved by CDP						
Building 1	N/A	0	0	338,000 (331 du)	0	338,000 (331 du)
Building 2	N/A	0	0	465,800 (456 du)	0	465,800 (456 du)
Building 3	N/A	0	0	277,500 (272 du)	0	277,500 (272 du)
Building 4	N/A	0	0	260,800 (256 du)	0	260,800 (256 du)
Building 5	N/A	0	0	461,100 (452 du)	0	461,100 (452 du)
Building 6	N/A	0	0	499,300 (490 du)	0	499,300 (490 du)
Building 7	N/A	0	0	319,900 (314 du)	0	319,900 (314 du)

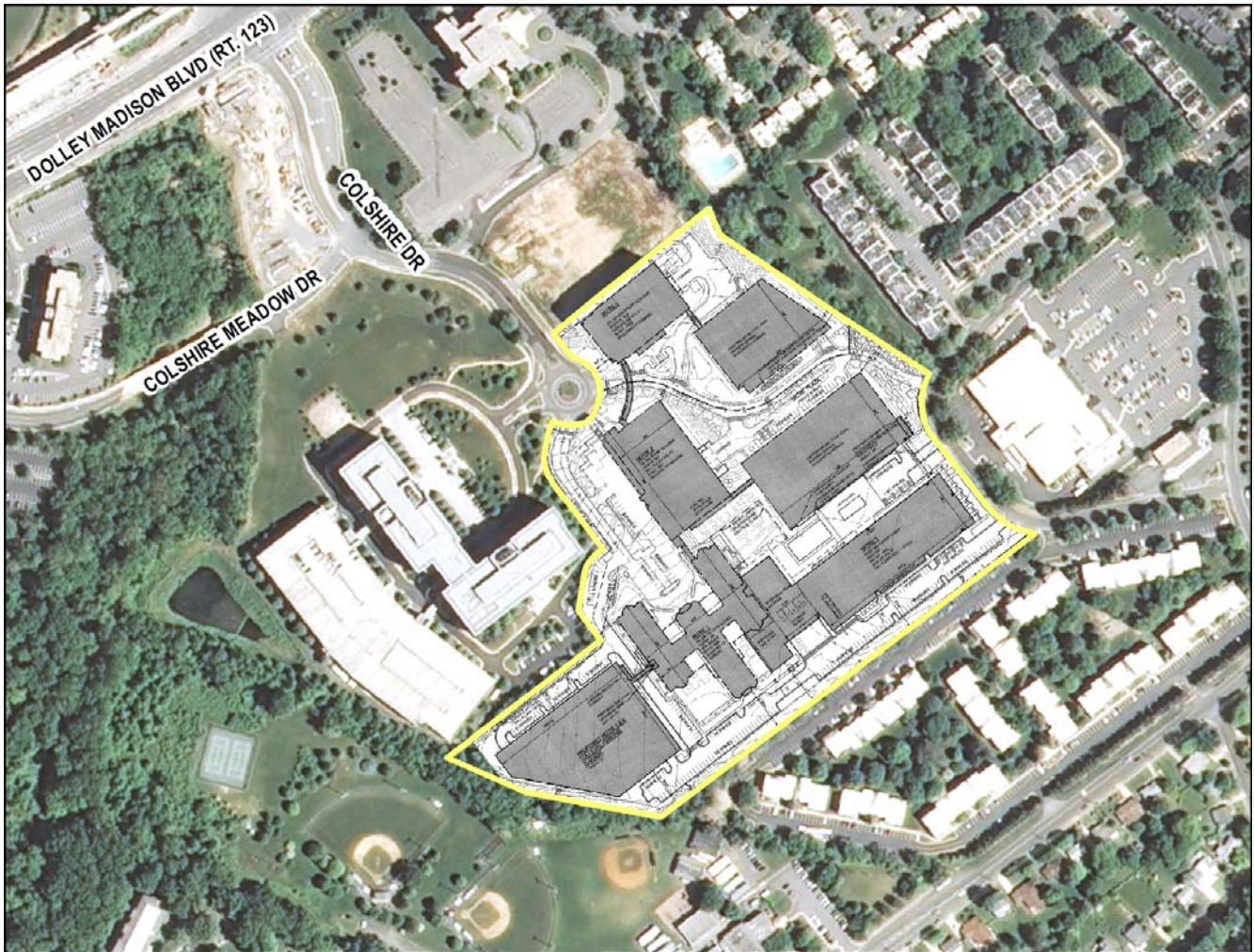
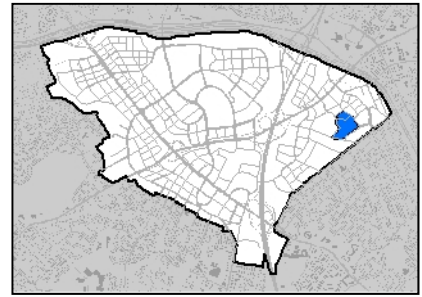
MITRE 5

Zoning Applications

RZ 2010-PR-023 – indefinitely deferred

SITE AREA: 19.60 acres

DEVELOPMENT OVERVIEW



*Image depicted is from CDP Illustrative Plan, dated – November 16, 2010

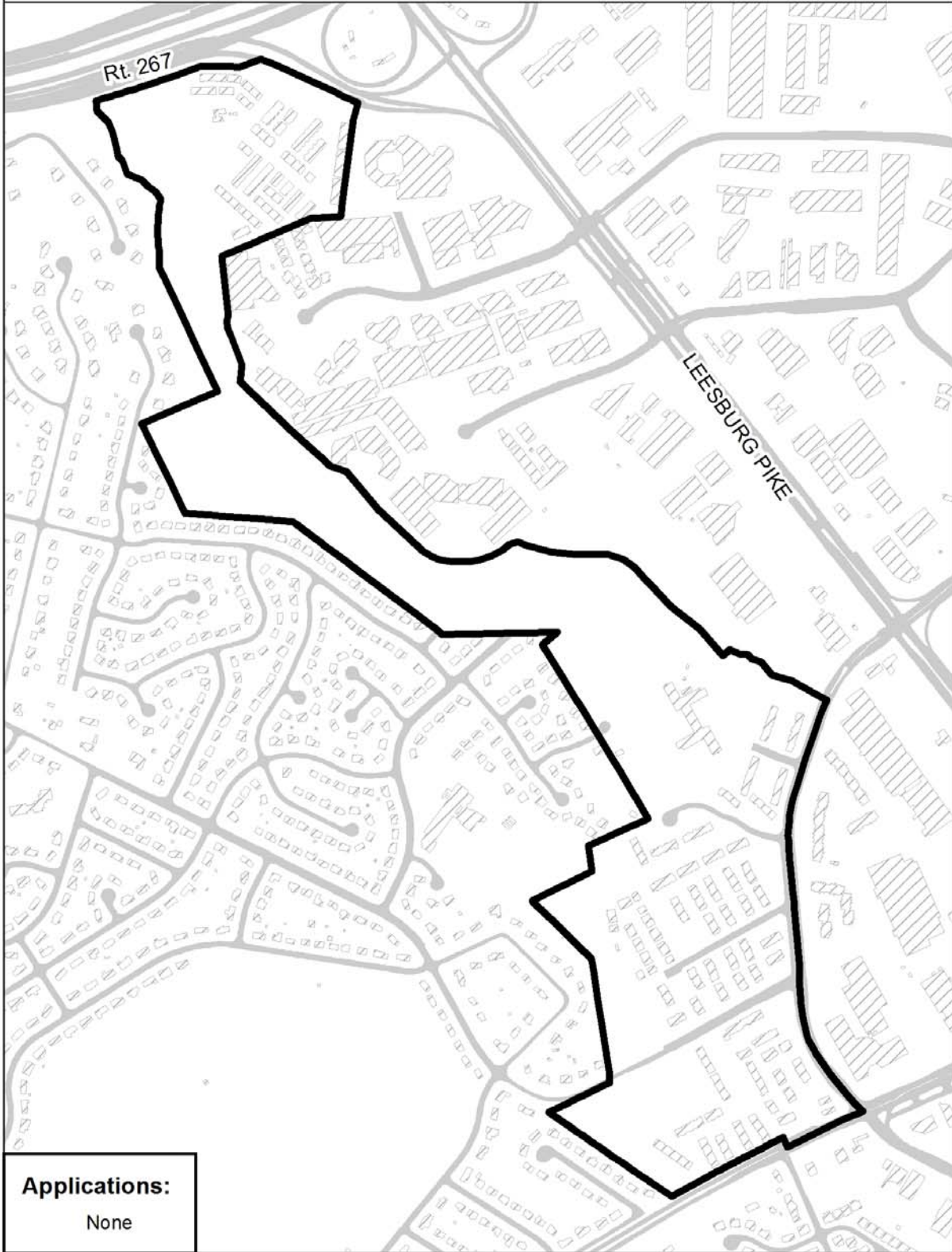
The site is developed with a campus consisting of three office buildings and two parking garages. RZ 2010-PR-023 proposed to add one additional building and one freestanding parking structure to the existing campus. The application was filed as a combined CDP/FDP on the entire land area. This application has been deferred indefinitely. Should the application be reactivated, additional information will be provided.

WEST SIDE DISTRICT

No major zoning applications have been submitted within the West Side District.

No major site plan submissions are under review or have been approved within the West Side District since June 2010.

West Side Major Applications



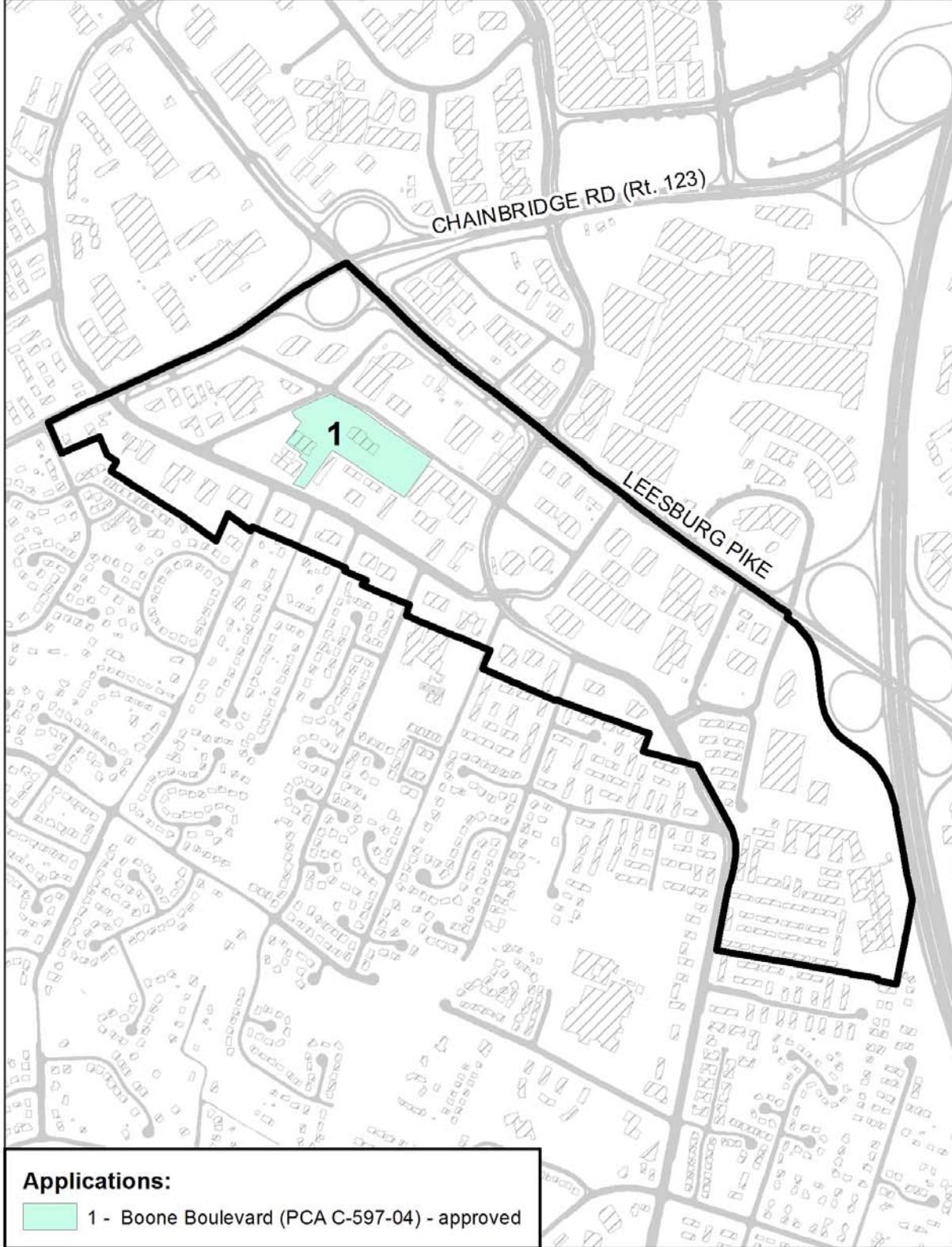
OLD COURTHOUSE DISTRICT

One major zoning application has been approved in the Old Courthouse District. The table below provides aggregated data on this application. All development information is reported in square footage proposed for each use, except that Residential Units are also reported as the total number of units approved/proposed.

	# of Buildings	Office	Retail	Residential	Hotel	Totals
Existing						
To be Removed	0	0	0	0	0	0
To Remain	2	279,568	0	0	0	279,568
Under Construction						
	0	0	0	0	0	0
Approved by Site Plan, Not Under Construction						
	0	0	0	0	0	0
Approved by FDP (Approved Applications)						
	3	279,568	0	0	107,115	386,683
Approved by CDP (Approved Applications)						
	3	279,568	0	0	107,115	386,683
Proposed by FDP (Pending Applications)						
	0	0	0	0	0	0
Proposed by CDP (Pending Applications)						
	0	0	0	0	0	0
Total Proposed or Approved by CDP						
	3	279,568	0	0	107,115	386,683

No major site plans are under review or have been approved within the Old Courthouse District since June 2010.

Old Courthouse Major Applications

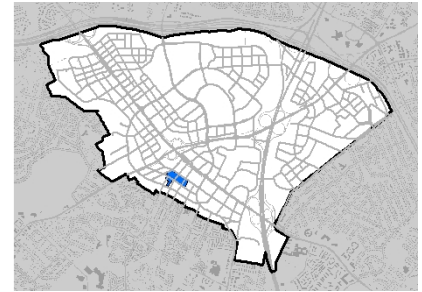


Boone Boulevard

Zoning Applications

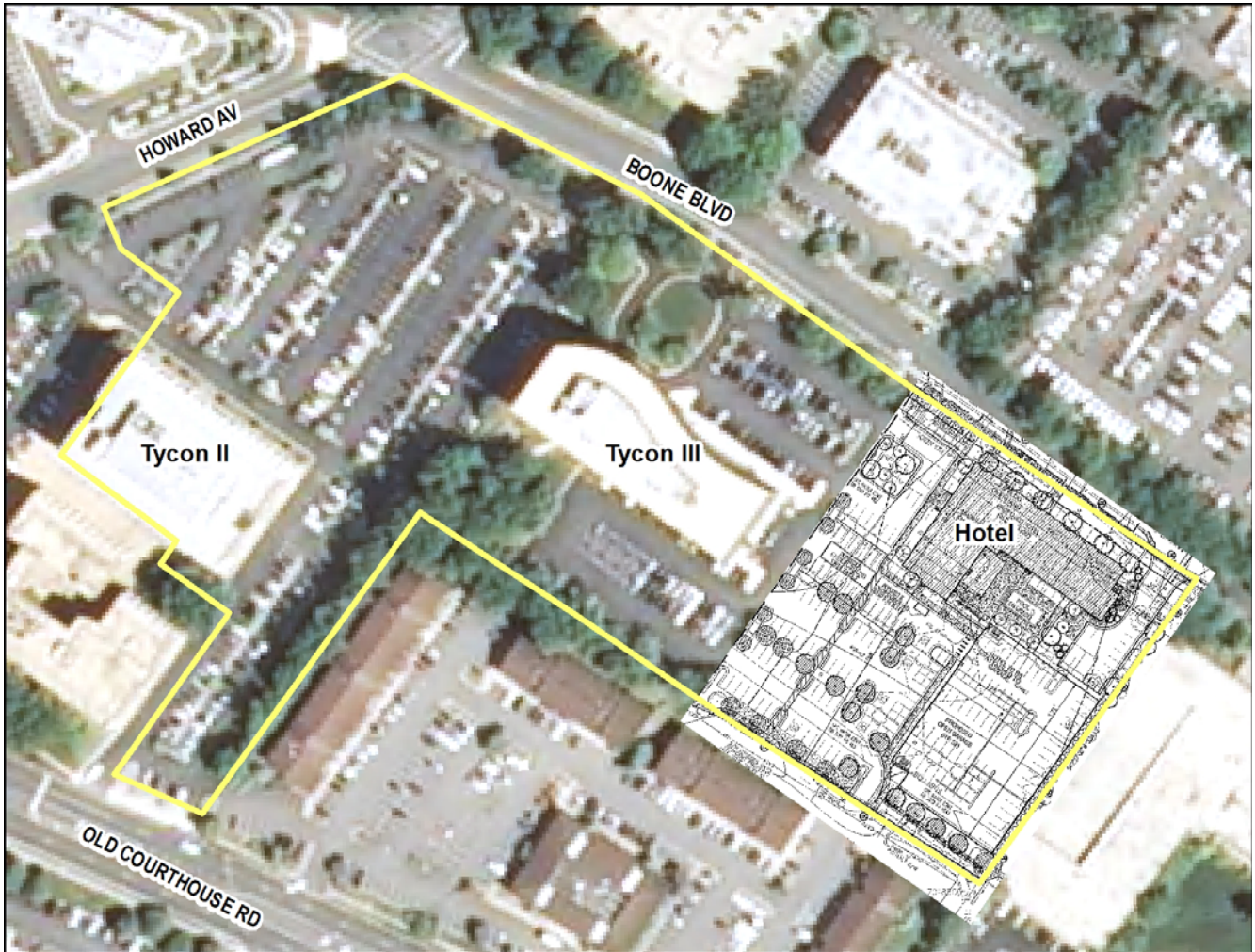
PCA C-597-4 – approved 7/21/2008

SE 2007-PR-014 – approved 7/21/2008



SITE AREA: 8.87 acres

DEVELOPMENT OVERVIEW



*Image depicted is from GDP-Preliminary Landscape Plan, dated – May 29, 2008

The site is developed with two office buildings and surface parking. The application approved a modification under the existing C-3 zoning to allow a hotel with a maximum height of 91 ft to be constructed within the surface parking lot.

The application includes a commitment to provide a TDM program for the existing office and proposed hotel, a contribution to the Tysons Transportation Fund, and reservation of land for the future widening of Boone Boulevard. The application also included a commitment to using Energy Star appliances and other green building features in the hotel and pedestrian connections through the site.

CURRENT DEVELOPMENT ACTIVITY

None.

SUMMARY LAND USE

The Summary Land Use Table aggregates the total development approved for this application. The table includes development approved pursuant to the CDP; approved through FDPs; what has been approved by site plan, but is not under construction; and, what is under construction or completed. The table that follows shows the same information at the building level.

	# of Buildings	Office	Retail	Residential	Hotel	Totals
Existing						
To be Removed	0	0	0	0	0	0
To Remain	2	279,568	0	0	0	279,568
Under Construction						
	0	0	0	0	0	0
Approved by Site Plan, Not Under Construction						
	0	0	0	0	0	0
Approved by FDP ¹						
	3	279,568	0	0	107,115	386,683 (1.0 FAR)
Approved by CDP ¹						
	3	279,568	0	0	107,115	386,683 (1.0 FAR)

¹ For this analysis, a General Development Plan (GDP) is most similar to a combined CDP/FDP, and has been treated as such

RESIDENTIAL AND EMPLOYEE POPULATION

At the approved level of development, the estimated increases to residential and employee population are shown in the table below.

	Residents	Employees
Estimated Current:	0	932
Estimated Proposed:	0	1,011

DETAILED APPROVED DEVELOPMENT INFORMATION*All numbers in square feet of development***PCA C-597-04**

	Option	Office	Retail	Residential	Hotel	Totals
Existing to Remain						
Tycon II	N/A	138,300	0	0	0	138,300
Tycon III	N/A	141,268	0	0	0	141,268
Under Construction						
	N/A	0	0	0	0	0
Approved by Site Plan, Not Under Construction						
	N/A	0	0	0	0	0
Approved by FDP ¹						
Hotel	N/A	0	0	0	107,115	107,115
Tycon II	N/A	138,300	0	0	0	138,300
Tycon III	N/A	141,268	0	0	0	141,268
Approved by CDP ¹						
Hotel	N/A	0	0	0	107,115	107,115
Tycon II	N/A	138,300	0	0	0	138,300
Tycon III	N/A	141,268	0	0	0	141,268

¹ General Development Plan (GDP) approved for application. For the purposes of this report the GDP approval is categorized in the CDP and FDP approval tabulations.

NORTH CENTRAL DISTRICT

Two major zoning applications have been approved in the North Central District. The table below provides aggregated data on these two applications. All development information is reported in square footage proposed for each use, except for Residential Units which are also reported as the total number of units approved/proposed.

	# of Buildings	Office	Retail	Residential	Hotel	Totals ¹
Existing						
To be Removed	0	0	0	0	0	0
To Remain	3	0	66,601	946,520 (820 du)	0	1,013,121 (820 du)
Under Construction						
	2	307,000	0	346,335 (300 du)	0	653,335 (300 du)
Approved by Site Plan, Not Under Construction						
	0	0	0	0	0	0
Approved by FDP (Approved Applications)						
	7 ²	493,362 ²	87,310	1,887,789 (1,354 du)	0 ²	2,468,461 ² (1,354 du)
Approved by CDP (Approved Applications)						
	7 ²	493,362 ²	87,310	1,887,789 (1,354 du)	0 ²	2,468,461 ² (1,354 du)
Proposed by FDP (Pending Applications)						
	0	0	0	0	0	0
Proposed by CDP (Pending Applications)						
	0	0	0	0	0	0
Total Proposed or Approved by CDP						
	7 ²	493,362 ²	87,310	1,887,789 (1,354 du)	0 ²	2,468,461 ² (1,354 du)

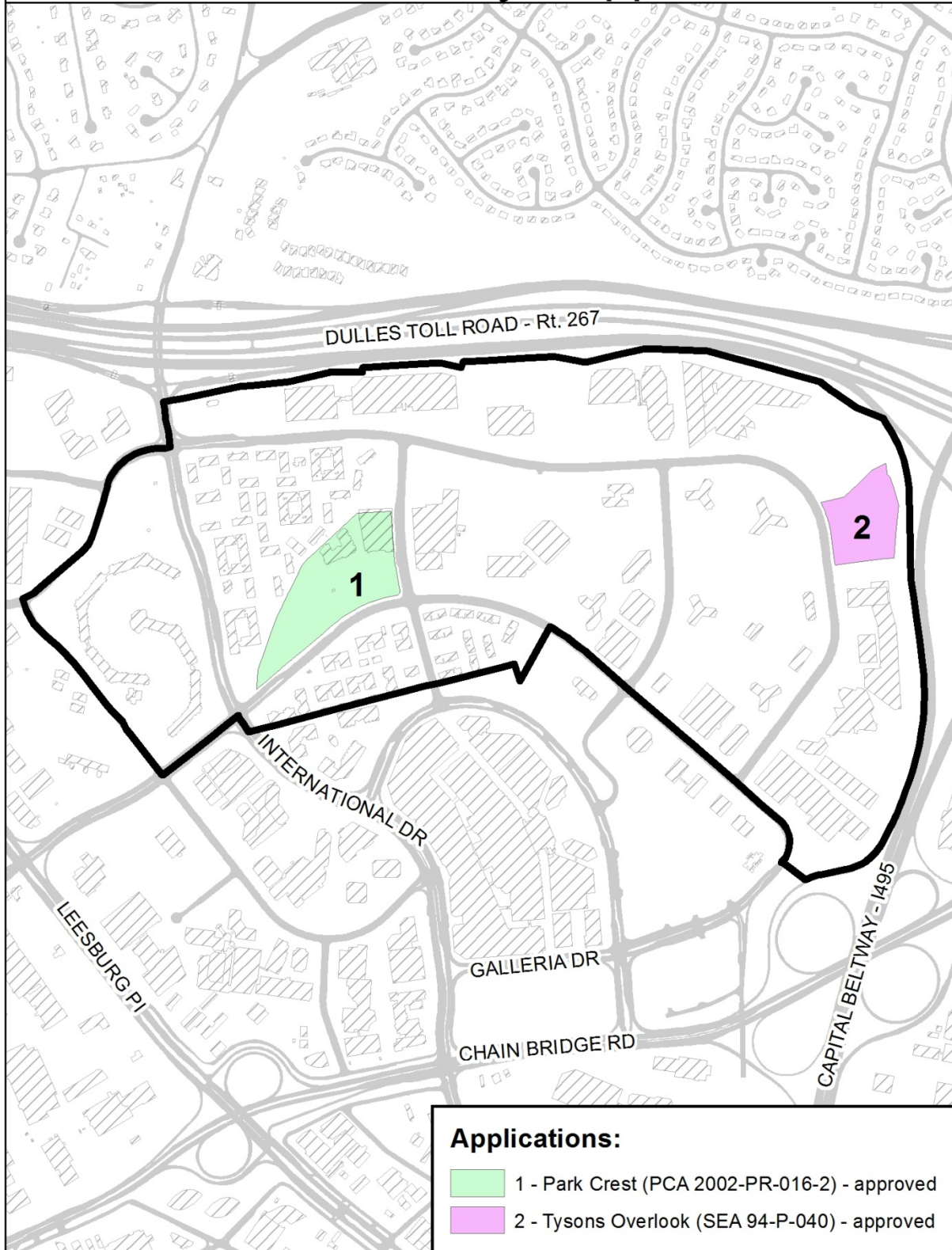
1 Totals may not be the sum of potential land uses due to development maximums proposed and/or public facility sq.ft. not shown

2 Due to development options for SEA 94-P-040 these values vary, Option 2A reported. See application summary for details.

Seven major site plan submissions are under review or have been approved within the North Central District since June 2010. These submissions are identified in the table below.

Plan Name	Plan Number	Associated Zoning Application	Development Change	Description
Arbor Row	25530-PI-001	RZ 2011-PR-023	0	Public improvements along Westbranch Drive and Westpark Drive
Hannover Parcel, Athletic Fields	25530-SP-003	RZ 2011-PR-023	0	Improvements to Hannover site for 2 athletic fields
Hannover Parcel, Stream Restoration	25530-PI-002	RZ 2011-PR-023	0	Stream restoration improvements
Park Crest, Building 1	5166-SP-002	PCA 2002-PR-016-2	+363,805 sq.ft. residential use in 354 dwelling units	Construction of a low-rise residential structure
Park Crest, Building 2	5166-SP-003	PCA 2002-PR-016-2	+346,335 sq.ft. residential use in 300 dwelling units	Construction of a 19 story residential structure
Tysons Overlook	24989-SP-002	SEA 94-P-040	+307,000 sq.ft. office use	Construction of an 11 story office building, some retail uses may be included
Kaiser Permanente	8122-SP-003	N/A	+6,000 sq.ft. office use	Renovation parking and office space

North Central Major Applications



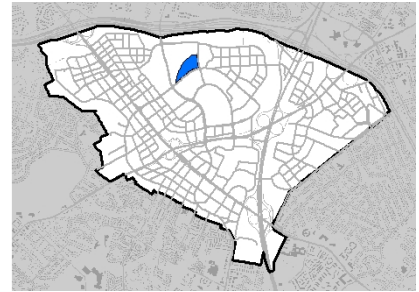
Park Crest

Zoning Applications

- RZ 2002-PR-016 – approved 1/6/2003
- FDP 2002-PR-016 – approved 11/21/2002
- PCA 2002-PR-016-2 – approved 5/11/2010
- FDPA 2002-PR-016-2 – approved 4/22/2010

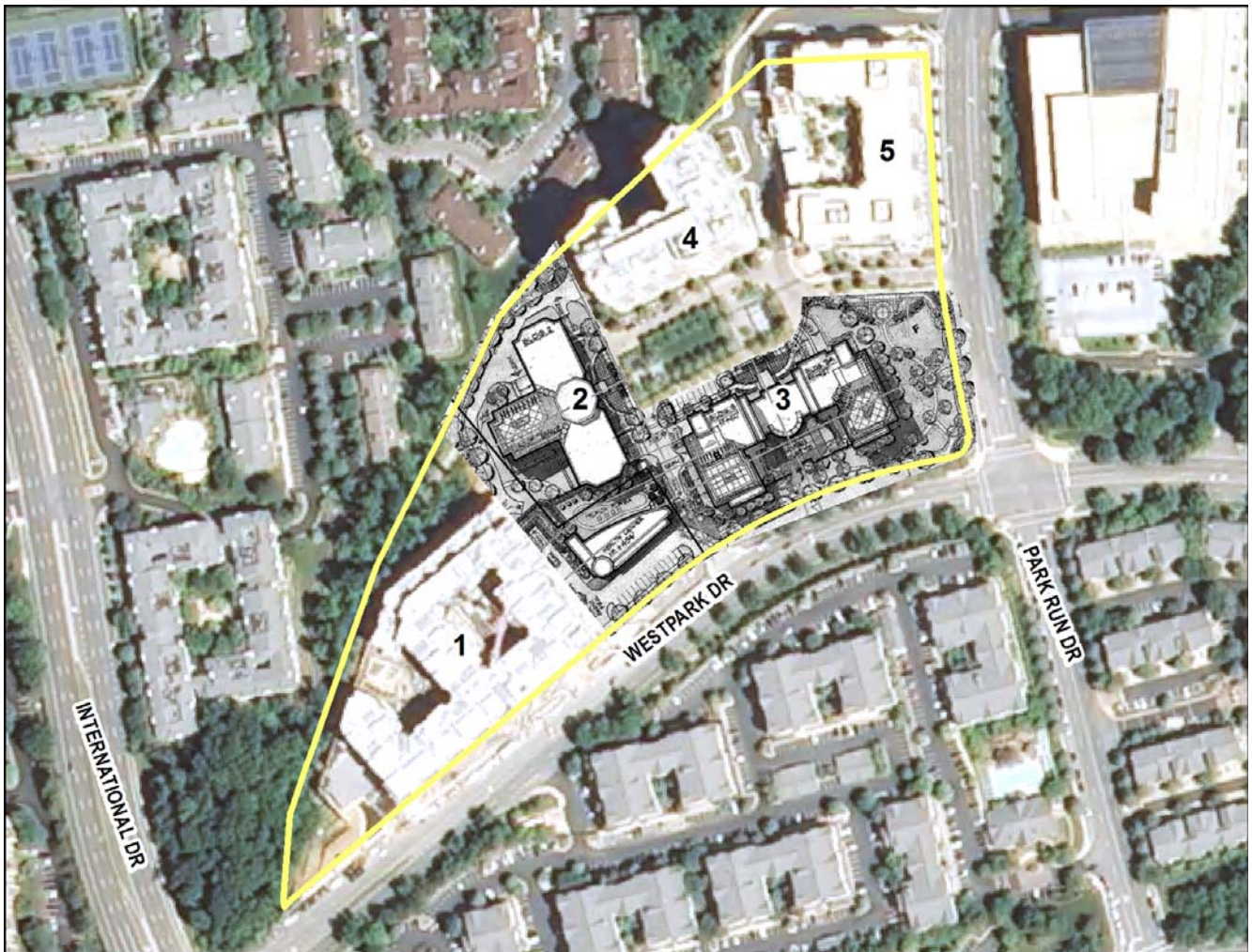
Site Plans

- 5166-SP-001 – approved 12/20/2005 (Phase 1, Buildings 4 and 5)
- 5166-SP-002 – approved 10/18/2011 (Building 1)
- 5166-SP-003 – approved 8/6/2012 (Building 2)



SITE AREA: 13.55 acres

DEVELOPMENT OVERVIEW



*Image depicted is from FDPA-Detailed Landscape Plan, dated – April 9, 2010

The Park Crest development is a predominately residential, mixed-use development under the PRM zoning. The current approval depicts a total of five residential buildings with ground floor retail; Building 5 includes a community serving grocery store. There are a number of urban plazas and linear parks integrated with the

development. The final development plan covers the entire site and depicts the full build-out of the site. Three of the buildings are complete, a fourth, Building 2, is under construction.

The application included a commitment to a TDM program, contributions to construct bus shelters, and commitments to green building features. A number of on-site park and plaza spaces are provided. Previous approvals had included contributions to a trail fund and the Tysons Transportation Fund.

CURRENT DEVELOPMENT ACTIVITY

Building 2 is under construction pursuant to Site Plan 5166-SP-003. This will be a 19-story residential building with 300 residential units.

SUMMARY LAND USE

The Summary Land Use Table aggregates the total development approved for this application. The table includes development approved pursuant to the CDP; approved through FDPs; what has been approved by site plan, but is not under construction; and, what is under construction or completed. The table that follows shows the same information at the building level.

	# of Buildings	Office	Retail	Residential	Hotel	Totals
Existing						
To be Removed	0	0	0	0	0	0
To Remain	3	0	66,601	946,520 (820 du)	0	1,013,121 (820 du)
Under Construction						
	1	0	0	346,335 (300 du)	0	346,335 (300 du)
Approved by Site Plan, Not Under Construction						
	0	0	0	0	0	0
Approved by FDP						
	5	0	77,310 ¹	1,887,789 (1,354 du)	0	1,965,099 (3.0 FAR) ²
Approved by CDP						
	5	0	77,310 ¹	1,887,789 (1,354 du)	0	1,965,099 (3.0 FAR) ²

1 An additional 55,000 sq.ft. of non-residential use may be added and distributed per the approved proffers
 2 FAR excludes 195,000 sq.ft. of cellar uses, which may be increased to 250,000 sq.ft. per the approved proffers

RESIDENTIAL AND EMPLOYEE POPULATION

At the approved level of development, the estimated increases to residential and employee population are shown in the table below.

	Residents	Employees
Estimated Current:	1,435	148
Estimated Proposed:	2,370	172

DETAILED APPROVED DEVELOPMENT INFORMATION

All numbers in square feet of development except for dwelling units (du)

PCA 2002-PR-016-2

	Option	Office	Retail	Residential ¹	Hotel	Totals
Existing to Remain						
Building 1	N/A	0	0	363,805 (354 du)	0	363,805 (354 du)
Building 4	N/A	0	0	430,715 (335 du)	0	430,715 (335 du)
Building 5	N/A	0	66,601	152,000 (131 du)	0	218,601 (131 du)
Under Construction						
Building 2	N/A	0	0	346,335 (300 du)	0	346,335 (300 du)
Approved by Site Plan, Not Under Construction						
	N/A	0	0	0	0	0
Approved by FDP						
Building 1	N/A	0	0	353,802 (354 du)	0	353,802 (354 du)
Building 2	N/A	0	6,000	408,207 (231 du)	0	414,207 (231 du)
Building 3	N/A	0	6,000	449,240 (303 du)	0	455,240 (303 du)
Building 4	N/A	0	0	495,000 (335 du)	0	495,000 (335 du)
Building 5	N/A	0	65,310	181,540 (131 du)	0	246,850 (131 du)
Approved by CDP						
Building 1	N/A	0	0	353,802 (354 du)	0	353,802 (354 du)
Building 2	N/A	0	6,000	408,207 (231 du)	0	414,207 (231 du)
Building 3	N/A	0	6,000	449,240 (303 du)	0	455,240 (303 du)
Building 4	N/A	0	0	495,000 (335 du)	0	495,000 (335 du)
Building 5	N/A	0	65,310	181,540 (131 du)	0	246,850 (131 du)

1. An additional 55,000 sq.ft. of non-residential use may be added and distributed per the approved proffers

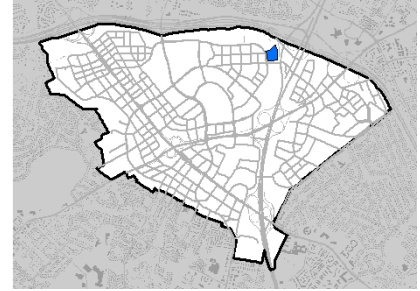
Tysons Overlook

Zoning Applications

SEA 94-P-040 –approved 5/18/2011

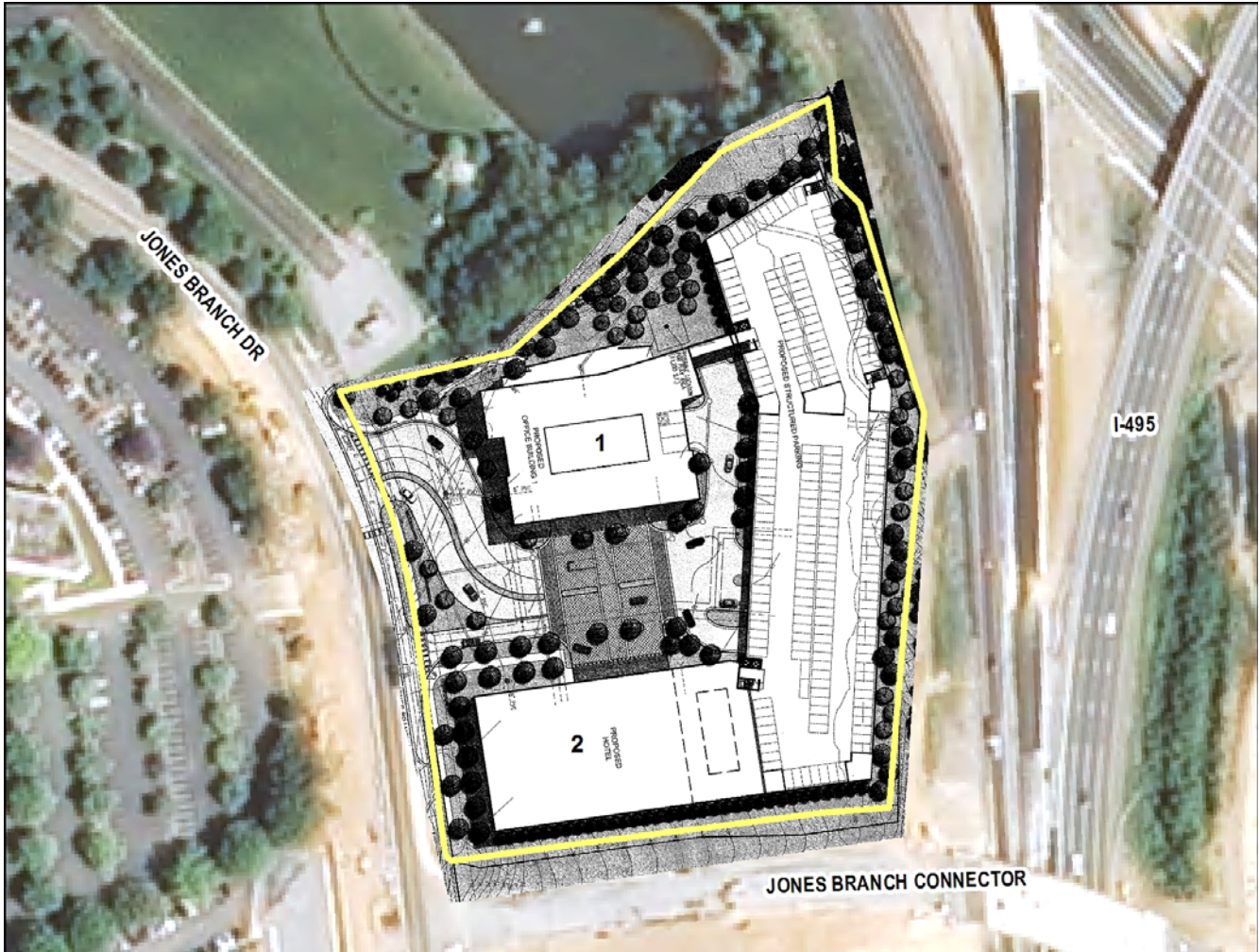
Site Plans

24989-SP-002 – approved 1/16/2013 (Building 1)



SITE AREA: 6.09 acres

DEVELOPMENT OVERVIEW



*Image depicted is from approved SEA-Overall Landscape Plan; Option 2B, dated –May 18, 2011

The site is vacant and approved for an office development within the existing C-3 zoning. There are three options shown: a single office tower, two office towers, or one office tower and one hotel tower. All options allow for ground floor retail development and child care. The development accommodates the Jones Branch Connector, a new road connection to and over the Beltway.

Development conditions approved with the application included a commitment to LEED certification, the dedication of a portion of the land area needed for the Jones Branch Connector, a commitment to provide a TDM program, and provision of bicycle parking and showers to encourage non-vehicular commuting.

CURRENT DEVELOPMENT ACTIVITY

Building 1 is currently under construction pursuant to Site Plan 24989-SP-002 as an 11-story office building. The building is anticipated to be completed in 2014.

SUMMARY LAND USE

The Summary Land Use Table aggregates the total development approved for this application. The table includes development approved pursuant to the CDP; approved through FDPs; what has been approved by site plan, but is not under construction; and, what is under construction or completed. The table that follows shows the same information at the building level. Because this application included use-options for some buildings, resulting in different maximum development levels for the residential and non-residential options, maximums for each use category per option are shown.

	# of Buildings	Office	Retail	Residential	Hotel	Totals
Existing						
To be Removed	0	0	0	0	0	0
To Remain	0	0	0	0	0	0
Under Construction						
	1	307,000 ¹	0 ¹	0	0	307,000
Approved by Site Plan, Not Under Construction						
	0	0	0	0	0	0
Approved by FDP ²						
Option 1	1	493,362	10,000	0	0	503,362 (1.87 FAR)
Option 2A	2	493,362	10,000	0	0	503,362 (1.87 FAR)
Option 2B	2	345,353	10,000	0	148,009	503,362 (1.87 FAR)
Approved by CDP ²						
Option 1	1	493,362	10,000	0	0	503,362 (1.87 FAR)
Option 2A	2	493,362	10,000	0	0	503,362 (1.87 FAR)
Option 2B	2	345,353	10,000	0	148,009	503,362 (1.87 FAR)

1 Actual allocation of square footage for buildings under construction will not be determined until construction is completed

2 For this analysis, the Special Exception Plat is most similar to a combined CPD/FDP and has been treated as such

RESIDENTIAL AND EMPLOYEE POPULATION

At the approved level of development, the estimated increases to residential and employee population are shown in the table below.

	Residents	Employees
Estimated Current:	0	0
Estimated Proposed:	0	1,667

DETAILED APPROVED DEVELOPMENT INFORMATION

All numbers in square feet of development

SEA 94-P-040

	Option	Office ¹	Retail	Residential	Hotel	Totals
Existing to Remain						
	N/A	0	0	0	0	0
Under Construction						
Building 1	N/A	307,000 ²	0 ²	0	0	307,000
Approved by Site Plan, Not Under Construction						
	N/A	0	0	0	0	0
Approved by FDP ³						
Building 1	1	493,362	10,000	0	0	503,362
	2A	325,575	10,000	0	0	335,575
	2B	345,353	10,000	0	0	355,353
Building 2	2A	167,787	0	0	0	167,787
	2B	0	0	0	148,009	148,009
Approved by CDP ³						
Building 1	1	493,362	10,000	0	0	503,362
	2A	325,575	10,000	0	0	335,575
	2B	345,353	10,000	0	0	355,353
Building 2	2A	167,787	0	0	0	167,787
	2B	0	0	0	148,009	148,009

1 A portion of office sq.ft. may be utilized for child care use

2 Actual allocation of sq.ft. between office and retail uses will not be determined until construction is completed

3 For this analysis, the Special Exception Plat is most similar to a combined CPD/FDP and has been treated as such; Applicant may move sq.ft. among buildings

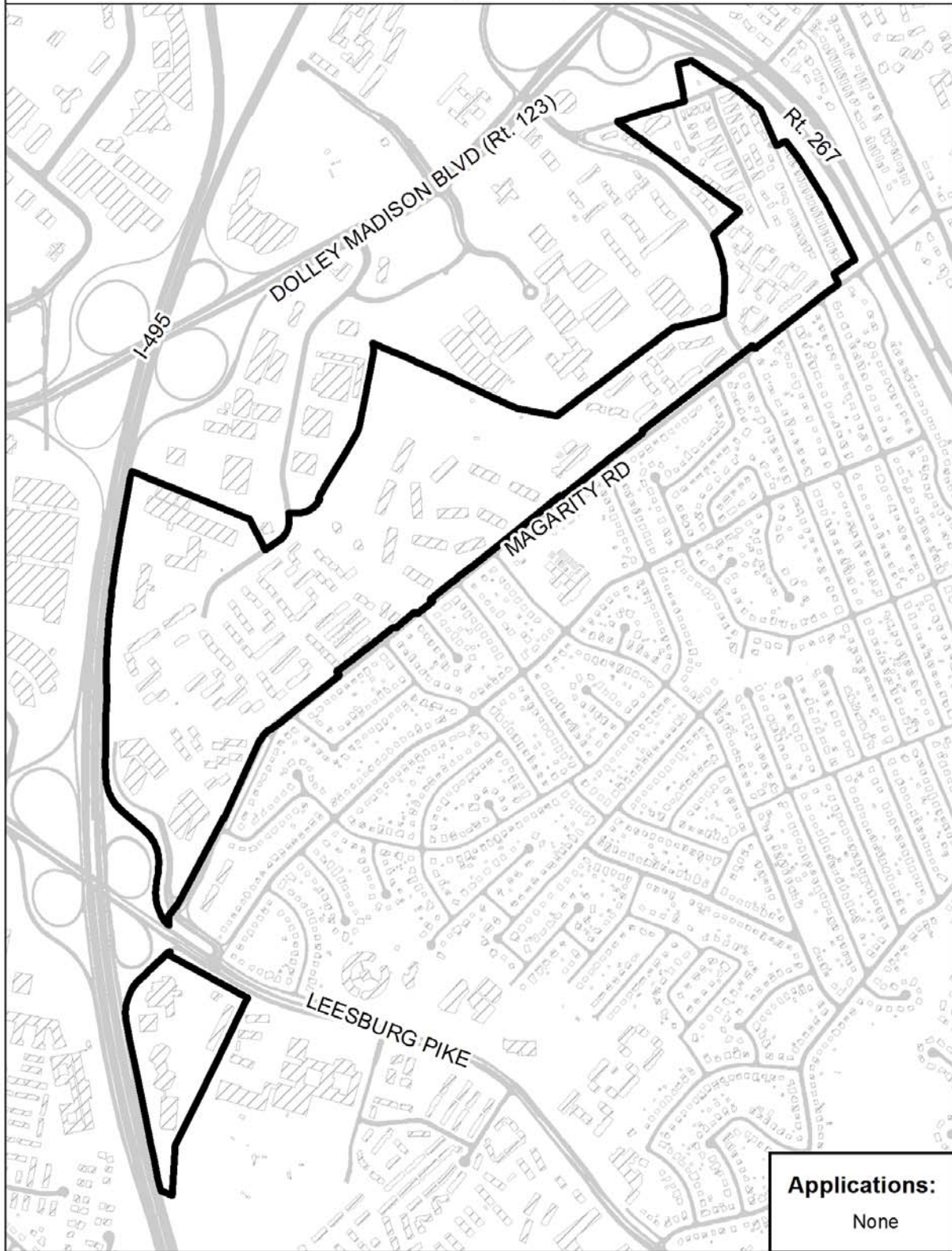
EAST SIDE DISTRICT

No major zoning applications have been submitted within the East Side District.

One major site plan submission has been approved within the East Side District since June 2010. This submission is identified in the table below.

Plan Name	Plan Number	Associated Zoning Application	Development Change	Description
Westgate Elementary School	6332-SP-002	N/A	+41,439 sq.ft. public use	Renovation / expansion of Westgate ES

East Side Major Applications



ACKNOWLEDGEMENTS

A number of staff were responsible for contributing to this report. They include the following:

Department of Planning and Zoning

*John Bell
Barbara Berlin
Maya Dhavale
Marianne Gardner
Bob Katai
Matt Ladd
Cathy Lewis
Suzanne Lin
Pam Nee
Fred Selden
Indrani Sistla*

Department of Transportation

*Tom Biesiadny
Tad Borkowski
Tom Burke
Arpita Chatterjee
Jeff Hermann
Ray Johnson
Bob Kuhns
Kris Morley-Nikfar
Seyed Nabavi
Daniel Rathbone
Sung Shin
Chris Wells
Leonard Wolfenstein*

Department of Housing and Community

Development

*Charlene Fuhrman-Schulz
John Payne*

Department of Public Works and
Environmental Services

*William Marsh
Bin Zhang*

Fairfax County Park Authority

*Andrea Dorlester
Gayle Hooper
Sandra Stallman*

Office of Community Revitalization

*Barbara Byron
Scott Sizer
Tracy Strunk
Sean Whinnie
Suzianne Zottl*



A Fairfax County, Virginia, publication.

October 2013

Office of Community Revitalization
12055 Government Center Parkway, Suite 1048
Fairfax, Virginia 22035
www.fairfaxcounty.gov/tysons



Fairfax County is committed to a policy of nondiscrimination in all County programs, services, and activities and will provide reasonable accommodations upon request. To request this information in an alternate format, call 703-324-9300 or TTY 711.