



# Tysons Tracker

## Monitoring Comprehensive Plan Implementation

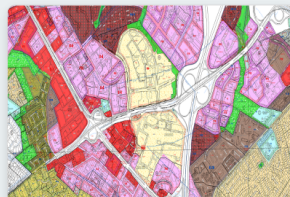
### About the Site

The Tysons Tracker is an interactive platform providing the same data, analysis, and updates as the former hard-copy [Tysons Annual Reports](#). Feel free to explore the new format and utilize the [Tysons Development Map](#) for a look at planning and zoning activities in Tysons. Platform development is ongoing. To receive notifications of platform improvements or new data please sign up for the Tysons [listserv](#).



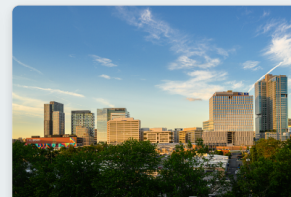
#### OVERVIEW

Monitoring Comprehensive Plan Implementation



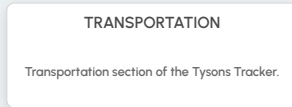
#### LAND USE

Land use section of the Tysons Tracker.



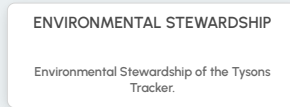
#### AFFORDABLE AND WORKFORCE HOUSING

Affordable and Workforce section of the Tysons Tracker.



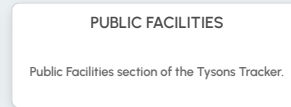
#### TRANSPORTATION

Transportation section of the Tysons Tracker.



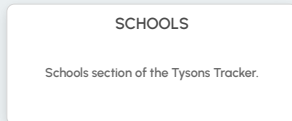
#### ENVIRONMENTAL STEWARDSHIP

Environmental Stewardship of the Tysons Tracker.



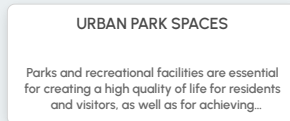
#### PUBLIC FACILITIES

Public Facilities section of the Tysons Tracker.



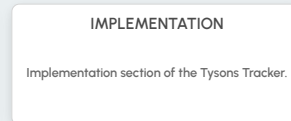
#### SCHOOLS

Schools section of the Tysons Tracker.



#### URBAN PARK SPACES

Parks and recreational facilities are essential for creating a high quality of life for residents and visitors, as well as for achieving...



#### IMPLEMENTATION

Implementation section of the Tysons Tracker.

#### Tysons Development Map

Review the major zoning applications within Tysons. Review Conceptual Development Plans, explore application details, compare planned development to existing conditions, and utiliz...

### Disclaimer

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Listserv sign-up page: <https://www.fairfaxcounty.gov/maillinglist/>



## OVERVIEW

The Tysons Tracker annually reports on growth and development trends in Tysons. This 12th reporting period, August 2021 to August 2022, utilizes the web-based platform for reporting the same data and information found in [past published reports](#). The interactive web platform will be populated with more data over the coming years and will facilitate comparative analyses and mapping of Tysons data focused on the implementation of the Comprehensive Plan. This platform will also provide implementation data that drives future decision-making for Tysons, while showcasing interrelated changes over time.

The [Comprehensive Plan \(Plan\) for the Tysons Corner Urban Center](#), now “Tysons,” was adopted in 2010, to support the vision of a new County “downtown” served by four Silver Line Metrorail stations. The goal of the Plan is to create a walkable, sustainable urban center serving a potential population of 100,000 residents and 200,000 employees by the year 2050.

To guide strategic and coordinated implementation of the Plan, the Board of Supervisors passed 20 follow-on Plan-related motions addressing transportation infrastructure funding, affordable housing goals, urban design guidelines, and Plan monitoring, among other things. The motions and their status are found [here](#).

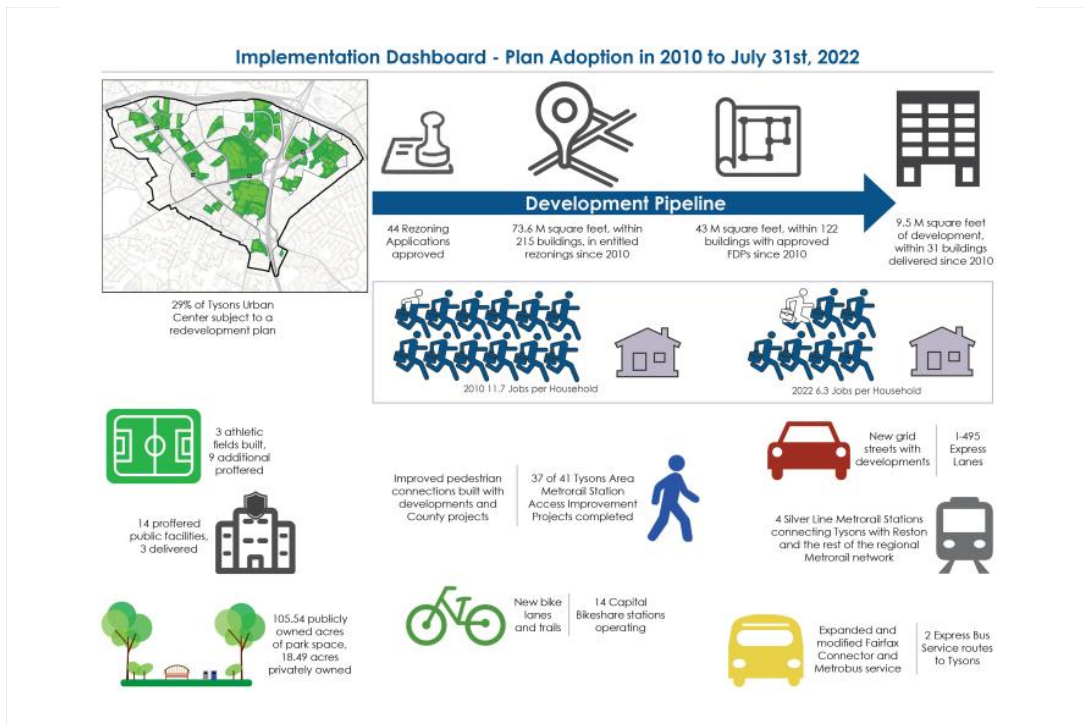
The transformation of Tysons is also monitored through the [One Fairfax Policy](#) lens considering racial and social equity when planning, developing, and implementing policies, practices, and initiatives. Engagement with the Tysons community is an ongoing



element of Plan implementation, and opportunities to further advance the One Fairfax Policy in Tysons are continually evaluated and implemented.

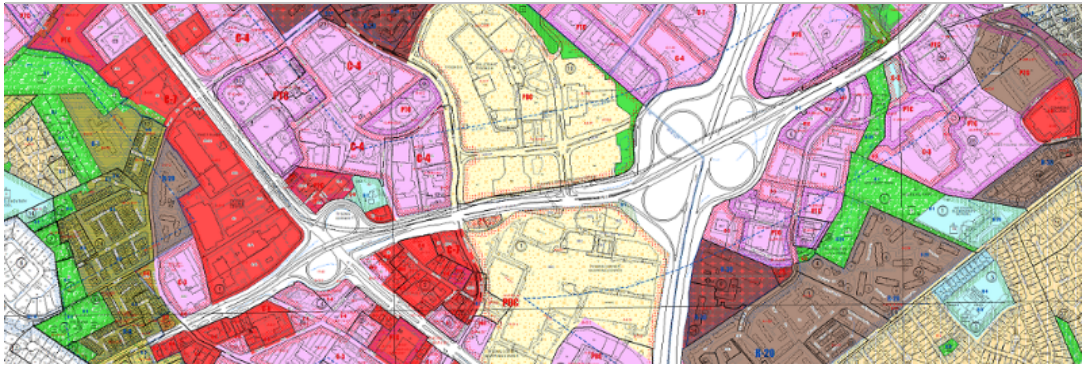
The subsequent sections are separated by topic and can be explored in any order. Use the cards to navigate between topics and scroll down through each section, or as applicable, select a sub-section for more direct access to a specific topic of interest. Some maps include interactive elements for additional place-based data. The Implementation Dashboards provide a snapshot of what has occurred since Plan Adoption in 2010 and within this reporting period.

## Data Highlights



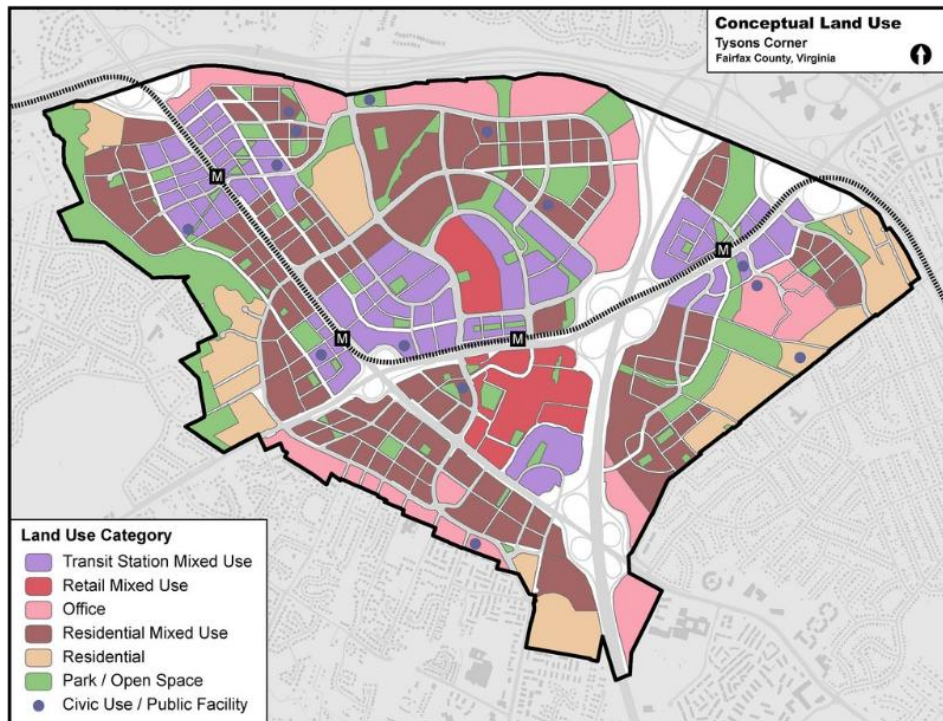
## Implementation Dashboard - August 1st, 2021 to July 31st, 2022





## LAND USE

The Tysons Comprehensive Plan envisions a vibrant urban place redeveloped with compact, mixed-use transit-oriented developments (TODs) and neighborhoods achieved in part, by locating higher intensity developments closest to Metrorail stations. Monitoring land use changes and progress toward the Plan's vision consists primarily of tracking existing, proposed, approved, and constructed projects.

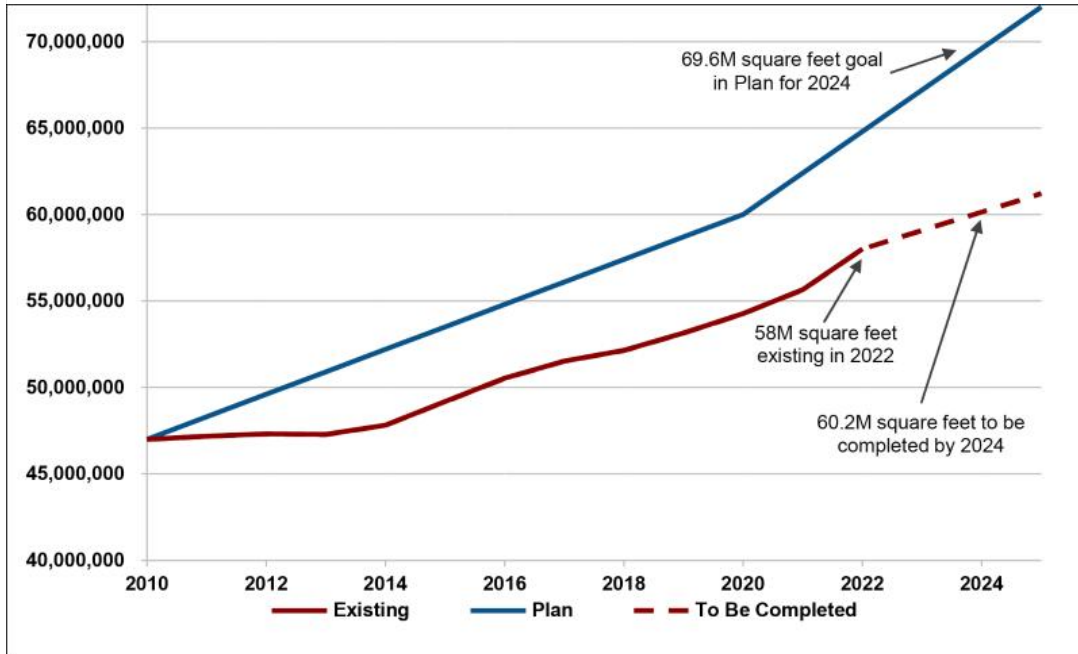


### Conceptual Planned Land Uses

Up to 100,000 residents and 200,000 employees are expected in Tysons by 2050. Land uses are planned as mixed – either

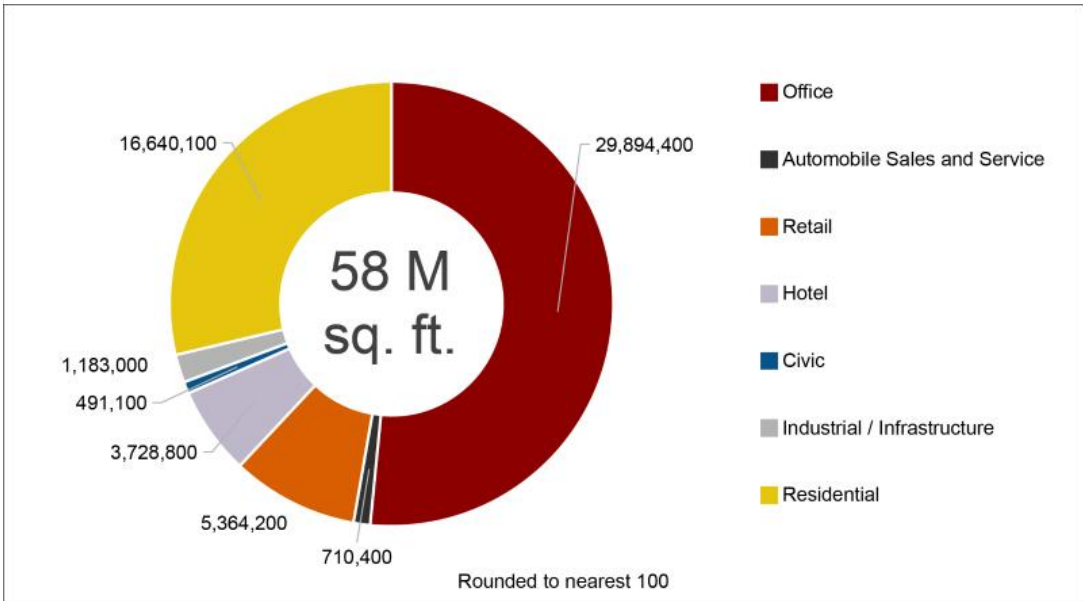


vertically in the same building or horizontally within a two or three block distance. This mix will reduce the separation among residents, workers, and services, and encourage walking, biking and transit usage while discouraging the use of single occupancy vehicles.



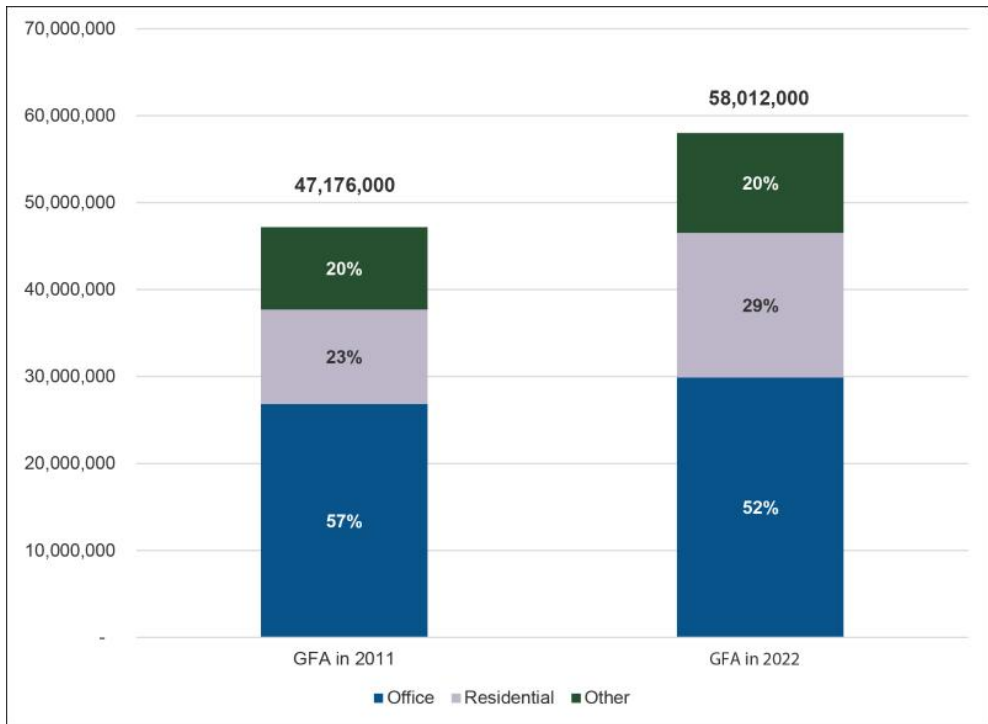
## Development and Public Infrastructure Balance

The Development and Public Infrastructure Balance Dashboard shows a comparison of projected to existing development levels in Tysons, and those projects either under construction or anticipated to begin construction by 2024. Estimated near-term development levels closely track, but do not exceed, Plan projections. The gap between the two lines shows capacity for new development under Plan projections.



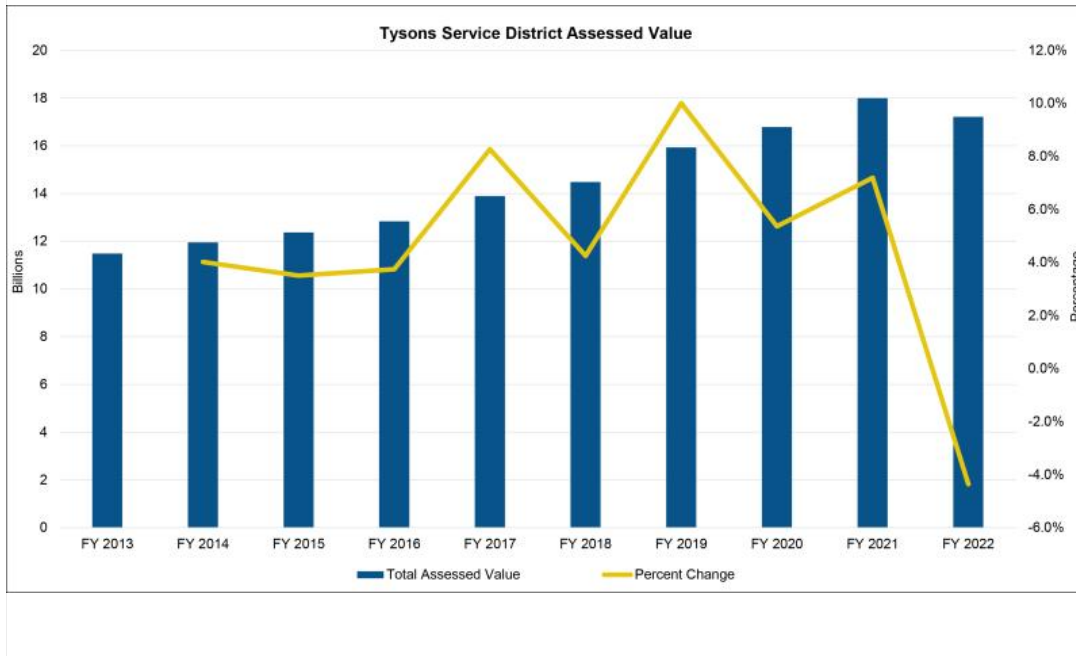
### Existing Development Levels

At the time of Plan adoption, development patterns in Tysons consisted primarily of segregated land uses and low levels of residential development relative to office and retail uses; this pattern is changing steadily with new developments and projects under construction.



### Land Use Changes Over Time

The Plan envisions that the proportion of residential development to overall development will increase as development occurs. Seven buildings totaling approximately 3.2 million square feet, including an additional 2.1 million square feet of residential use, are under construction with an expected completion in the next three years. It is notable that the increase in residential use as a percentage of total land use is occurring while Tysons as a whole is growing. From 2011 to 2022, the total square feet of development within Tysons increased by approximately 23 percent.



## Tysons Assessed Value

On January 1, 2013, Tysons was recognized as a special tax district. This chart summarizes the change in value and percent change from Fiscal Year (FY) 2013 to FY 2022.

## Development Activity

An approved Conceptual Development Plans (CDP) sets the maximum development level for the project and uses by building. Plans may include development scenarios where the maximum development for residential and non-residential use varies. Following, or concurrent with, the approval of the rezoning and CDP is a Final Development Plan (FDP), approved by the Planning Commission, which may include all or a portion of the site area covered by the CDP. An FDP may propose the same or a lower level of intensity than the approved CDP, and its approval is a prerequisite for approval of site and building plans under which construction is authorized. While a CDP, showing the maximum approval, may take decades to fully implement, development



approved by FDP is reasonably expected to occur within a shorter timeframe. Development with an approved site plan is expected to occur in the near term.

Current Activity on Approved Major Applications (by District)	
Development / Application(s) (Board Approval Date)	Current Activity (August 2021 – August 2022)
<b>Tysons West District</b>	
Spring Hill Station: RZ 2010-PR-014A/014B (9/27/2011) RZ 2010-PR-014D/014E (2/12/2013) PCA 2010-PR-014D (10/15/2019)	PCA/CDPA 2011-PR-014E for Buildings E-3 and E-5, is under review FDP 2011-PR-014E for Building E-3, is under review
Tysons West Promenade: RZ 2011-HM-032 (9/24/2013)	PCA/CDPA 2011-HM-032 for Buildings A, B, C and E, is under review
Dominion Square West: RZ 2011-HM-012 (2/14/2017) PCA/CDPA 2011-HM-012 (10/15/2019) FDPA 2011-HM-012 (1/12/2022)	FDPA 2011-HM-012 for Building C6, approved 01/12/2022 FDPA 2011-HM-012-02 for Buildings C5 and C6, is under review
<b>Tysons Central 7 District</b>	
Tysons Central: RZ 2011-PR-005 (11/19/2013) RZ 2015-PR-017 (5/2/2017)	Building A was delivered, pursuant to Site Plan 1682-SP-002
Westpark Plaza: RZ 2013-PR-009 (11/18/2014) PCA 2013-PR-009 (01/28/2021)	Site Plan 0826-SP-008, Building D1, is under review
The Boro I-L: RZ 2020-PR-009 (11/9/2021) FDP 2020-PR-009 (Building J, 10/13/2021) FDP 2020-PR-009-02 (Buildings I & K, 5/11/2022)	RZ 2020-PR-009, FDP-2020-PR-009, and FDP 2020-PR-009-02 were approved Site Plan 0826-SP-013, Building J, is under review Site Plan 0826-SP-014, Buildings I & K, is under review
<b>Tysons Central 123 District</b>	
Tysons II: PCA 84-D-049-5 (6/16/2003)	Site Plan 6028-SP-020, Building G, is under review
Tysons Corner Center: RZ 2004-PR-044 (1/22/2007) PCA 2004-PR-044-02 (Phase 3 & 4); (10/6/2015)	PCA 2004-PR-044-4, CDPA 2004-PR-044-3, and FDPA 2004-PR-044-2 are under review
Arbor Row: RZ 2011-PR-023 (11/20/2012) PCA 2011-PR-023 (Building D, 4/5/2016) PCA/CDPA 2011-PR-023-02 (Blocks B & C-1; 6/25/2019)	Site Plan 25530-SP-004, Buildings A-1 and A-2, is under review Building D is under construction, pursuant to Site Plan 25530-SP-005 Blocks B/C-1 is under construction, pursuant to Site Plan 25530-SP-006
<b>Tysons East District</b>	
Capital One: RZ 2010-PR-021 (9/25/2012) PCA 2010-PR-021 (5/12/2014) PCA 2010-PR-021-02 (7/11/2017) PCA 2010-PR-021-03 (7/15/2020)	Buildings 5a and 6 (Block C) were delivered, pursuant to Site Plan 6835-SP-007 Block A is under construction, pursuant to Site Plan 6835-SP-008 FDPA 2010-PR-021-04, Block D Urban Park, is under review Site Plan 6835-SPV-006, Building 4, is under review
Scotts Run Station South: RZ 2011-PR-010 (4/9/2013) RZ 2011-PR-011 (4/9/2013) PCA 2011-PR-011-03 (7/28/2020)	Block K, Archer Hotel, was delivered, pursuant to Site Plan 8293-SP-001 Block C is under construction, pursuant to Site Plan 8293-SP-002 Site Plan 8293-SP-003, Johnson Block D, is under review Site Plan 7788-SP-007, Athletic Field, is under review
The Commons/McLean Crossing: RZ 2011-PR-017 (6/3/2013)	PCA/CDPA 2011-PR-017 is under review
Capital One East/Scotts Run Station North: RZ 2011-PR-009 (6/2/2015)	FDP 2011-PR-009, interim park, is under review Site Plan 7788-SP-008, interim athletic field, is under review
Highland District: RZ 2014-PR-021 (7/12/16)	Building A is under construction, pursuant to Site Plan 7788-SP-005
<b>West Side District</b>	
No Approved or Pending Major Applications	
<b>Tysons North Central District</b>	
Hanover Tysons: RZ 2018-PR-015 (3/19/2019)	Building was delivered, pursuant to Site Plan 0312-SP-010
The Mile: RZ 2017-PR-015 (7/16/2019)	Building A is under construction, pursuant to Site Plan 1211-SP-003 FDP 2017-PR-015-02, Building B, approved (5/11/2022)
Tysons Park Place: SEA 99-P-34 (6/28/2022)	SEA 99-P-34, approved 6/28/2022
<b>East Side District</b>	
Residence Inn Tysons RZ 2014-PR-025 (4/7/2015)	Site Plan 4717-SP-003, is under review

## Major Applications Approved and Development Activity

Forty-three major rezoning applications, defined as those applications with rail-related intensities or densities, are approved in Tysons. Six of these were approved by the Board prior to 2010 (Plan adoption), with an additional 37 Planned Tysons Corner Urban Center District (PTC) applications approved since that time. Of the 37 PTC applications, one (The Boro I-L) was approved since the last Progress Report, published in October 2021.

### Approved Major Projects

**Table 1** aggregates the total development approved under the major applications in Tysons as of August 1, 2022. As noted, many of the approved applications propose use-options for various buildings, resulting in different maximum development levels depending on the ultimate selection of a residential or non-residential option.

**Table 1: Total Maximum Development Approved by Major Applications**

	# of Buildings	Office (GFA)	Retail (GFA)	Hotel (GFA)	Residential		Total <sup>1</sup> (GFA)
					GFA	DUs	
<b>Implemented<sup>2</sup></b>							
	31	3,411,363	374,289	687,026	4,926,066	4,459	9,548,864
<b>Under Construction</b>							
	7	899,980	123,493	0	2,108,994	1,613	3,209,173
<b>Approved by Site Plan, Not Under Construction</b>							
	5	300,000	63,404	0	721,313	624	1,065,405
<b>Approved by FDP</b>							
	122	18,179,328	5,293,964	1,977,607	17,921,567	15,598	43,020,163
<b>Approved by CDP</b>							
Options that Maximize Employment Options	215	31,018,589	6,386,000	3,325,003	33,229,668	30,755	73,636,390
Options that Maximize Residential Options	215	27,078,506	6,156,950	4,187,853	38,748,368	36,366	75,312,857

<sup>1</sup> Total may not equal sum of land uses shown as total includes public facility uses and/or applications may include a development cap that is less than the sum of individual land uses.  
<sup>2</sup> Implemented since Plan adoption.

## Major Applications Under Review and Indefinitely Deferred

As of August 2022, five major project applications are under review and no projects are indefinitely deferred. Collectively, these applications cover approximately 21 acres of land. FDP only and amendment applications currently under review are not listed as separate applications in this report, although their development data is included with the associated rezoning.

### Major Applications Under Review

**Table 2** provides a summary of the combined total of the proposed CDP and FDP development levels for the pending major applications. Many of the pending applications propose use options for various buildings which may result in different maximums based on the final use selected.

**Table 2: Total Proposed Maximum Development in Major Applications Under Review**

	# of Buildings	Office (GFA)	Retail (GFA)	Hotel (GFA)	Residential		Total <sup>1</sup> (GFA)
					GFA	DUs	
<b>Proposed by FDP</b>							
	8	258,804	17,000	0	2,378,606	2,144	2,669,410
<b>Proposed by CDP</b>							
Options that Maximize Employment Options	11	1,039,804	104,900	220,000	3,622,669	3,195	4,982,373
Options that Maximize Residential Options	11	1,039,804	78,900	220,000	3,647,669	3,207	4,981,373

<sup>1</sup> Total may not equal sum of land uses shown as total includes public facility uses and/or applications may include a development cap that is less than the sum of individual land uses.

## Tyson's Total Development Levels and Land Use Mix

Progress is monitored towards achieving the planned mix of uses and intensity within Tysons. **Table 3** provides the current (as of August 1, 2022) existing development level and land use mix, and the amounts of development under construction, approved but unbuilt, and proposed with pending rezoning applications, using the option that maximizes non-residential development. Development levels and land use mixes are subject to change during the rezoning process for pending applications and/or subsequent to rezoning approval based upon options and selected development levels. Changes, if any, are monitored and will be reflected in future Progress Reports.

**Table 3: Tysons Development Levels: Existing, Under Construction, Approved, and Proposed**

	Existing Development (GFA)	Under Construction (GFA)	Approved, Unbuilt Development <sup>1</sup> (GFA)	Proposed Development, Under Review <sup>2</sup> (GFA)	Total (GFA)
Office	29,894,400	899,980	19,217,400	1,039,804	51,582,002
Retail	5,364,200	123,493	4,954,809	104,900	10,597,530
Hotel	3,728,800	0	1,974,619	220,000	5,983,419
Total Non-Res	38,987,400	1,023,473	26,146,828	1,364,704	68,162,951
Residential	16,640,100	2,108,994	24,313,595	3,622,669	46,918,358
Residential Units	14,253	1,613	23,265	3,195	42,357
Total Development	58,012,000 <sup>3,4,5</sup>	3,209,173 <sup>4,5</sup>	47,536,675 <sup>3,5,6</sup>	4,982,373 <sup>3,5,6</sup>	114,569,472 <sup>3,5,6</sup>

1 Net increase over existing and under construction.  
 2 Net increase over existing, under construction and approved.  
 3 Includes industrial/infrastructure uses and government/institutional uses.  
 4 Includes automobile sales and service.  
 5 Includes public facilities.  
 6 May be lower than sum of Total Non-Residential and Residential due to development maximums.

## District and Application Details

The following case sheets contain information on all of the major approved and proposed zoning applications in Tysons. Major cases are those that include a land use change to implement the Tysons Plan. Case sheets for each application (approved, pending and deferred) are provided and organized by District. The information on each case sheet should be viewed as summary information. For a complete understanding of a particular application, please review the approved or proposed plans and proffers.

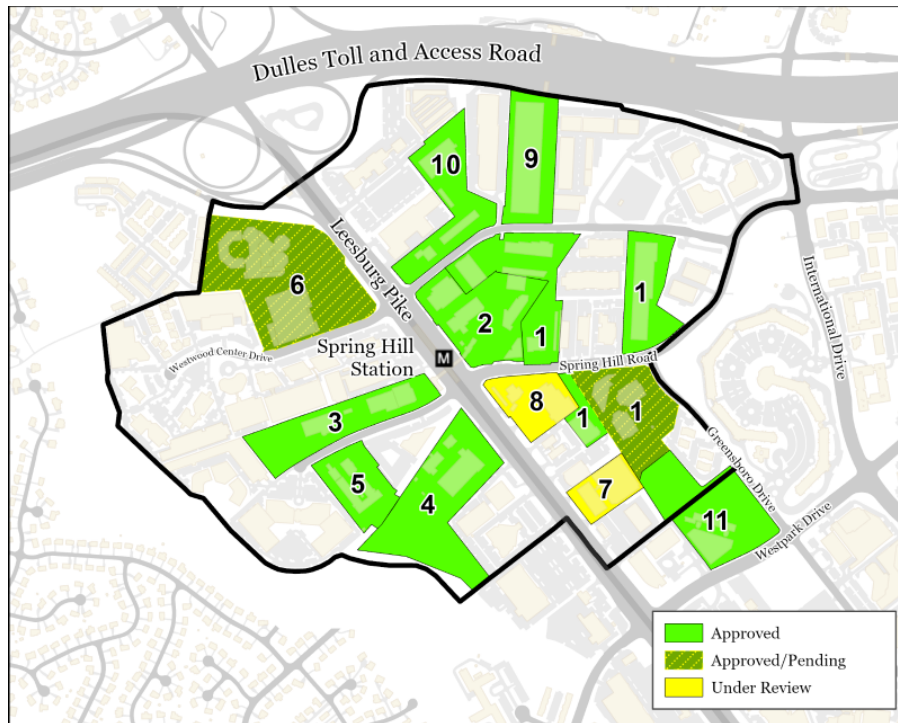
The information from the individual case sheet summary tables is aggregated by District to create the District Overview sheets, and the aggregate data for all of the major approved applications is used to create the tables showing existing, approved and proposed development in all of Tysons.

The case sheet for each application lists the applicable zoning application numbers and associated site plans. Each case sheet provides:

- Related zoning applications, including proffered condition amendments, associated rezonings or final development plans.
- An overview of the development and graphic depiction of the site layout.
- Current development activity on the site, defined as active construction and building deliveries.
- Summaries of the site’s development potential by use, including office, residential, retail and hotel uses, and tables illustrating how the approved or proposed development is progressing.

Pending applications moving through the review process may change substantially, including modifications to the land use mix, intensity levels, application area, or site layout. As such, all information related to pending applications is subject to change, although it is included as proposed development for the purposes of reporting land use information.



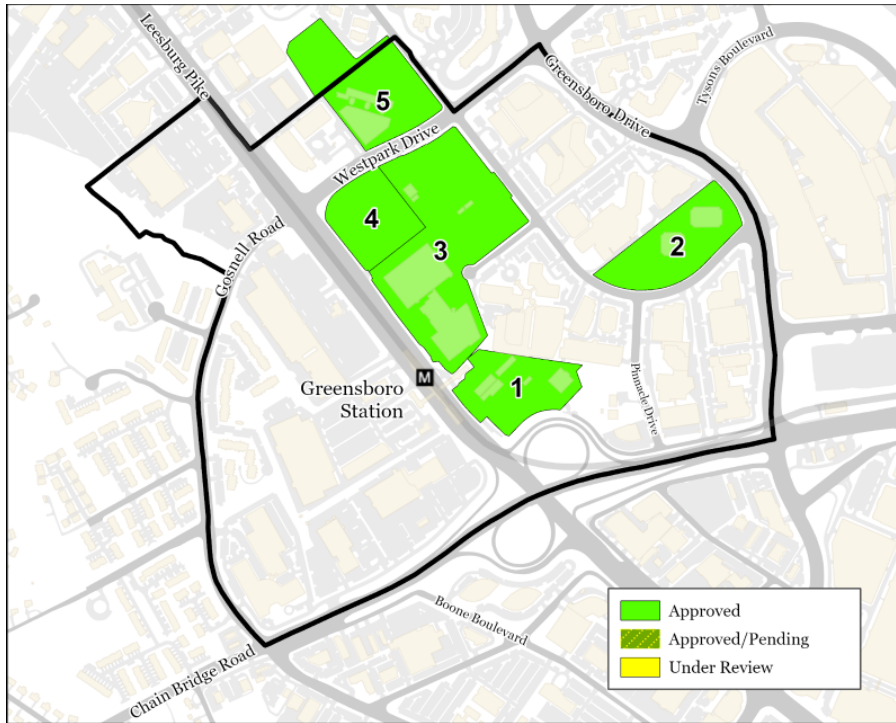


## [Tysons West District](#)

*Click the links below to open the associated document with each application.*

1. [Spring Hill Station](#)
2. [The View](#)
3. [Dominion Square West](#)
4. [Dominion Square East](#)
5. [Sunburst at Spring Hill Station](#)
6. [Tysons West Promenade](#)
7. [The Evolution](#)
8. [The Piazza At Tysons](#)
9. [North Spring Hill Station](#)
10. [West Spring Hill Station](#)
11. [The Boro I-L](#)

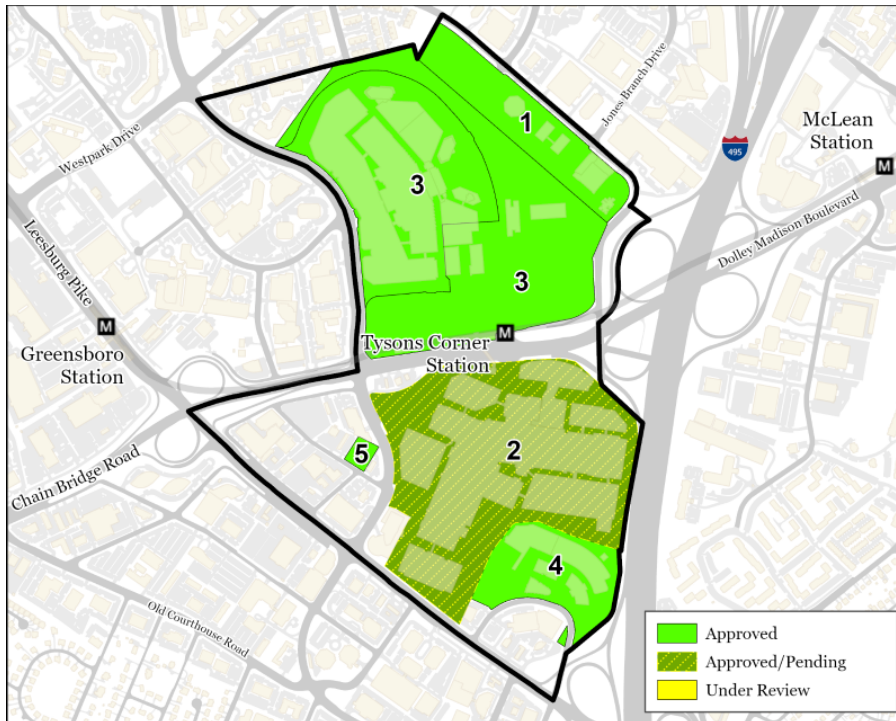
**Tysons Development Map**



**Tysons Central 7 District**

- 1. Tysons Central
- 2. Greensboro Park
- 3. The Boro
- 4. Westpark Plaza
- 5. The Boro Blocks I-L

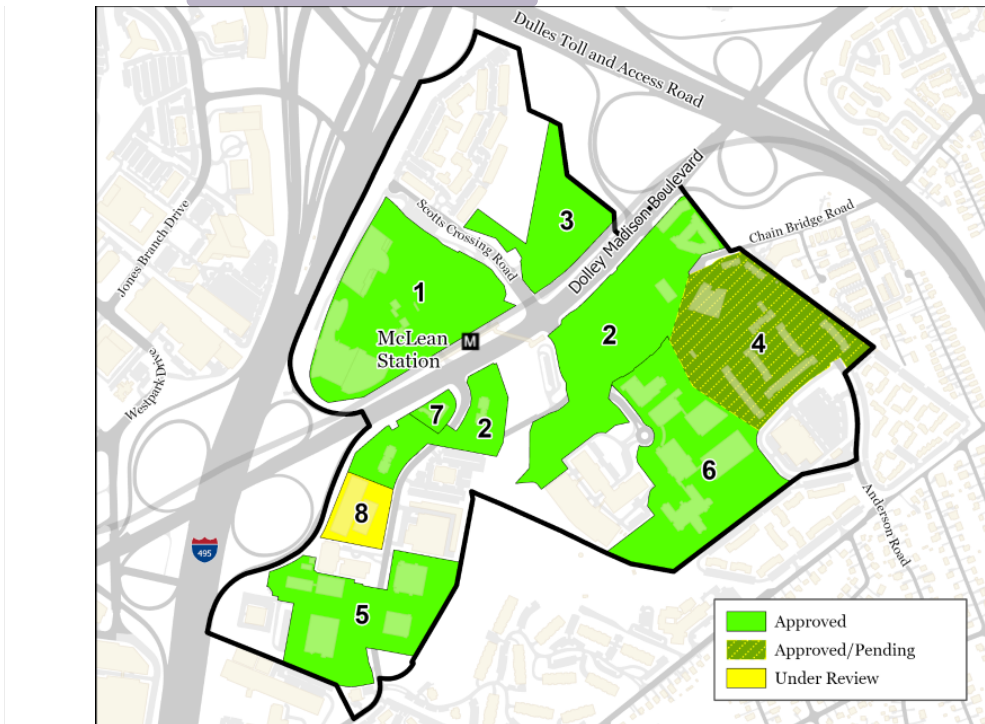
**Tysons Development Map**



## Tysons Central 123 District

1. Arbor Row
2. Tysons Corner Center
3. Tysons II
4. Towers Crescent
5. JR's at Tysons

### Tysons Development Map

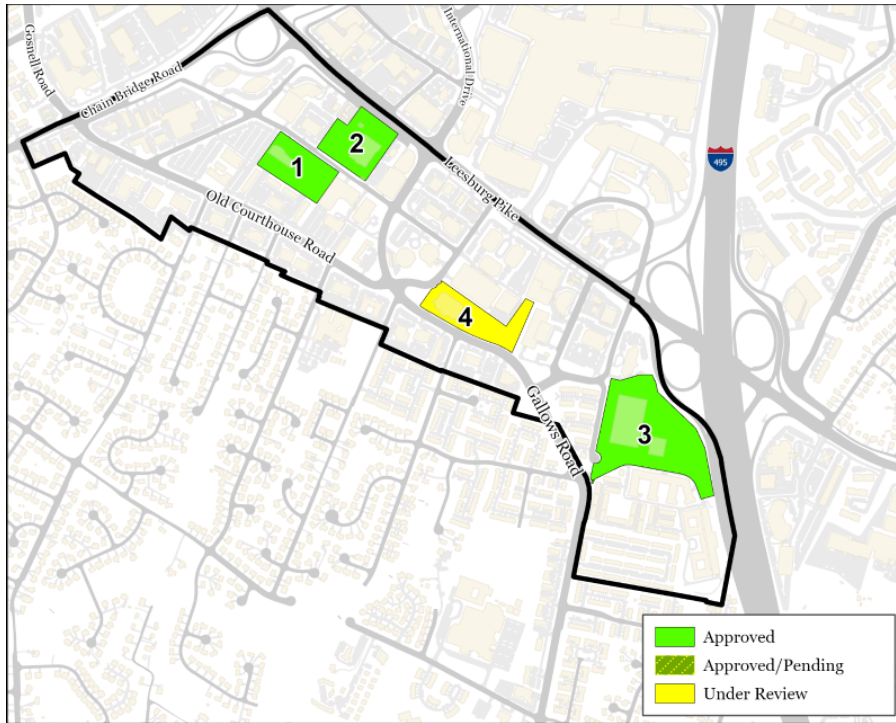


## Tysons East District

1. Capital One
2. Scotts Run Station South
3. Scotts Run Station North
4. The Commons
5. Highland District
6. The MITRE Corporation
7. One Tysons East (1690 Old Meadow)
8. Somos

### Tysons Development Map

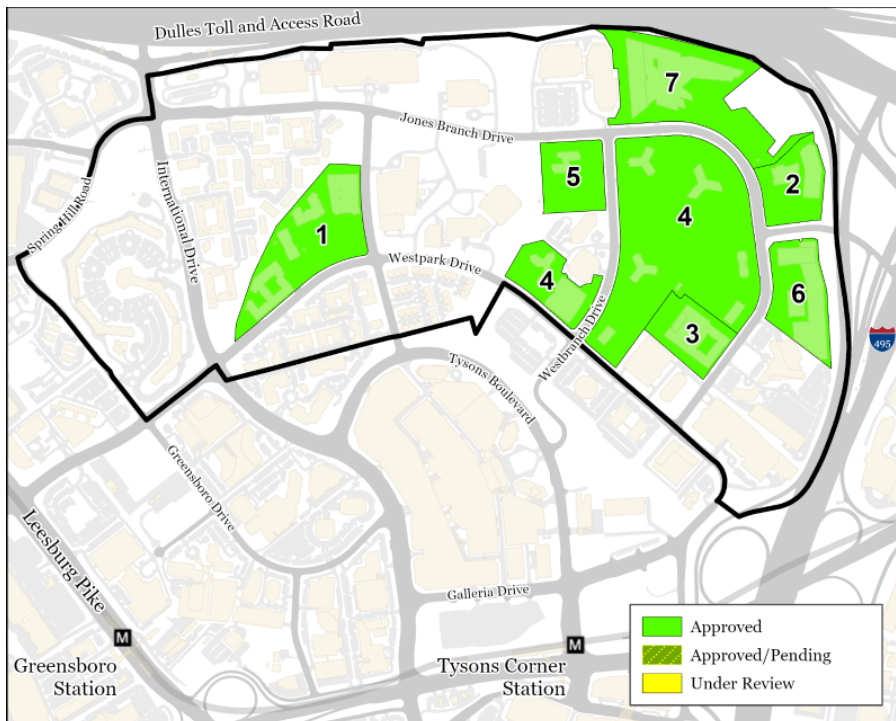




**Old Courthouse District**

- 1. The Mile Athletic Field (Boone Boulevard)
- 2. International Place at Tysons
- 3. Tysons Technology Center
- 4. The Flats at Tysons

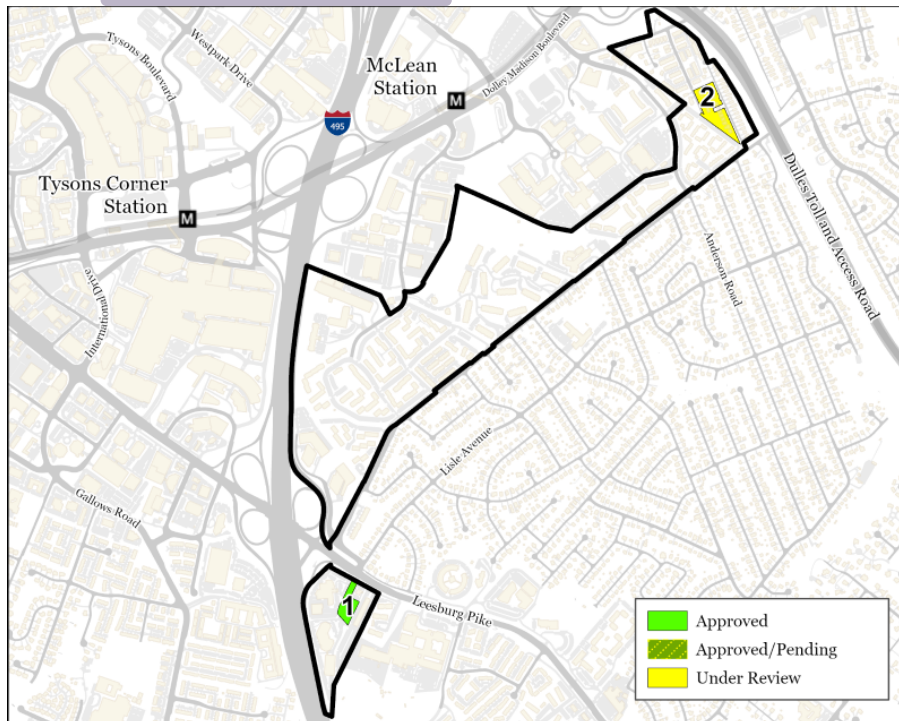
**Tysons Development Map**



**North Central District**

1. [Parkcrest](#)
2. [Tysons Overlook](#)
3. [7915 Jones Branch Drive \(Highgate\)](#)
4. [The Mile](#)
5. [Hanover Tysons](#)
6. [Tysons Park Place](#)
7. [Valo Park](#)

### Tysons Development Map



### East Side District

1. [Tysons Residence Inn](#)
2. [Seneca Avenue](#)

### Tysons Development Map

## Jobs and Housing Balance

A key outcome of this changing land use is reflected in the jobs/housing balance. Balancing residential and non-residential development in Tysons will result in higher levels of activity throughout the day, and more vibrant places. Improving the jobs to housing balance also creates economic and social opportunities by providing employment opportunities for residents without cars.

The Plan goal of four jobs per household (4:1) will likely require residential uses comprising approximately 35 percent of the

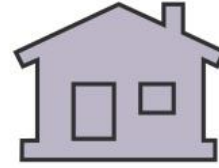
developed area, subject to the types of employment and residential unit sizes.

The jobs to household ratio within Tysons improved from 11.7:1 in 2010 to 6.3:1 in 2022.

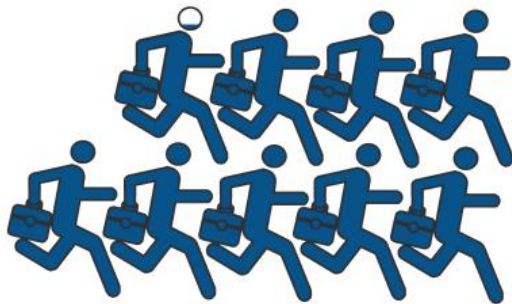
The number of jobs identified in this report reflects a 2015 estimate compiled by Fairfax County and the Metropolitan Washington Council of Governments (MWCOCG). MWCOCG's Cooperative Forecasting Program conducts in-depth population, household and employment estimates, sourced from multiple datasets. The program enables local, regional, and federal agencies to coordinate planning activities using common assumptions about future growth and development. The last major round, in 2015, estimated 88,304 jobs in Tysons and is the most comprehensive and accurate estimate currently available. The number is lower than the Comprehensive Plan's estimate of 105,000, which is based on square footage of office, hotel and retail uses. The next major MWCOCG estimate is expected in 2023 and will reflect 2020 U.S. Census data.



Comprehensive Plan Goal 4 Jobs per Household



2010 11.7 Jobs per Household



2015 8.9 Jobs per Household



2020 6.4 Jobs per Household



2022 6.3 Jobs per Household

### Population and Jobs

The number of dwelling units proposed, approved, and constructed is monitored to develop population estimates. Non-residential land use is also monitored and is used to develop employment population estimates. Tables 4 and 5 summarize the current estimates for existing residential and employment populations, as well as estimates based upon the approved major applications as of August 2022 and pending major applications.

**Table 4** depicts the estimated population changes under the maximum non-residential development. **Table 5** depicts the



estimated population changes under the maximum residential development.

**Table 4: Population and Jobs Estimates; Maximum Non-Residential Development Options**

	Existing	Under Construction	Approved, Unbuilt Development <sup>1</sup>	Proposed Development, Under Review <sup>1</sup>	Total
Residential Population	30,124	2,823	40,768	5,591	79,306
Residential Units	14,253	1,613	23,296	3,195	42,357
Number of Jobs	88,304	3,274	78,455	3,862	173,895

<sup>1</sup> Net increase over existing and under construction.

**Table 5: Population and Jobs Estimates; Maximum Residential Development Options**

	Existing	Under Construction	Approved, Unbuilt Development <sup>1</sup>	Proposed Development, Under Review <sup>1</sup>	Total
Residential Population	30,124	2,823	57,811	5,612	96,370
Residential Units	14,253	1,613	33,035	3,207	52,108
Number of Jobs	88,304	3,274	78,119	3,804	173,501

<sup>1</sup> Net increase over existing and under construction.



## AFFORDABLE AND WORKFORCE HOUSING

A critical aspect of the Tysons' Plan is the provision of housing choices to encourage a population of varied incomes. The Plan encourages all Tysons projects with a residential component to provide a percentage of their units as Affordable and/or Workforce Dwelling Units (ADUs/WDUs) following the [WDU Policy and Comprehensive Plan amendment](#) adopted in February 2021. All PTC approved rezoning applications have committed to provide affordable/workforce units; using Option 1 in the WDU Policy and the total number of approved units to date as the baseline, as many as 4,683 workforce housing units could be developed in Tysons.

New non-residential development within Tysons is also expected to contribute towards expanding housing choices by providing a cash or in-kind contribution. All approved PTC applications have proffered cash contributions to implement this Plan objective, with most including 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. The Tysons Housing Trust Fund which receives these contributions has a balance of approximately \$1,237,613 as of May 31, 2022. Staff and the Tysons Partnership are collaborating on policies to maximize the provision of affordable housing opportunities within Tysons through the Tysons Housing Trust Fund.

In 2022, \$8,799,622 of the Tysons Housing Trust Fund was allocated to the construction of affordable housing at the [Dominion Square West development](#), which proposes two buildings with a total of 500 affordable units. An additional affordable housing

project, Somos, would facilitate the delivery of at least 300 affordable units.

Project Name <sup>1</sup>	Program	Date Delivered <sup>2</sup>	Number of Units
The Reserve at Tysons Corner	ADU - Rental	April 2009	40
Ovation at Park Crest	ADU - Rental	April 2014	4
The Ascent at Spring Hill Station	WDU - Rental	May 2014	81
VITA	WDU - Rental	April 2015	39
Nouvelle	WDU - Rental	February 2016	77
Adaire	WDU - Rental	June 2016	80
Haden	WDU - Rental	August 2016	85
Highgate at The Mile	WDU - Rental	August 2017	66
Kingston at McLean Crossing	WDU - Rental	April 2018	64
Lumen	WDU - Rental	June 2019	80
The Boro (Bolden) <sup>3</sup>	WDU - Rental	June 2019	17
The Boro (Rise) <sup>3</sup>	WDU - Rental	June 2019	71
Hanover Tysons	WDU - Rental	March 2022	69
<b>TOTAL</b>			<b>773</b>

1 ADUs and WDUs listed in this table only include projects constructed and delivered through Fairfax County's ADU and WDU programs.

2 Delivered, for ADU and WDU purposes, is defined as projects with recorded restrictive covenants in the land records and executed WDU Program Notice of Availability and Rental Offering Agreements.

3 The number of WDUs was reduced in 2022, as the applicant opted in to the WDU Policy adopted by the Board in 2021. This reflects the updated reduced number of WDUs, which serve lower AML limits.

ADUs and WDUs Delivered in Tysons as of August 1, 2022



# TRANSPORTATION

## Overview

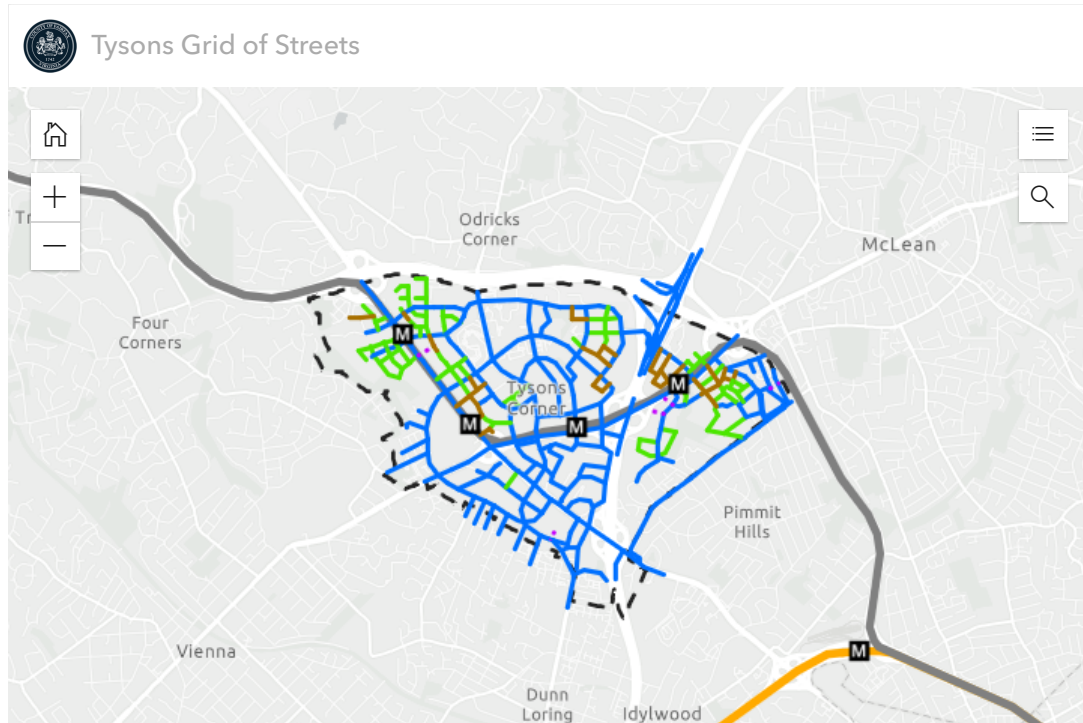
The Plan's Transportation element supports Tysons' land use and development patterns and recommends phased development in coordination with the provision of additional transportation infrastructure and capacity, as well as with programs to reduce vehicular trips.

Monitoring the performance of the Tysons transportation system is critical to achieving Plan goals. Monitoring relies on tracking the critical transportation system components of walking, bicycling, transit use, and private automobile usage. Progress towards achieving parking management and Transportation Demand Management (TDM) goals is also monitored and assessed.

Data to support Transportation analysis is collected annually in the spring. Data collection and review during the global COVID-19 pandemic gave Fairfax County the ability to evaluate the impacts to trip patterns and transportation systems in Tysons before and during the pandemic. This information may not always generate noticeable trends but does allow the county to understand the impacts of reduced transit service, increased teleworking, and changes to peak periods of traffic. Data in this section was



collected in April 2022. The overall analysis and summary of data represents trends and changes since 2010.



## Infrastructure Implementation

### Tysons Grid of Streets - Implementation Progress

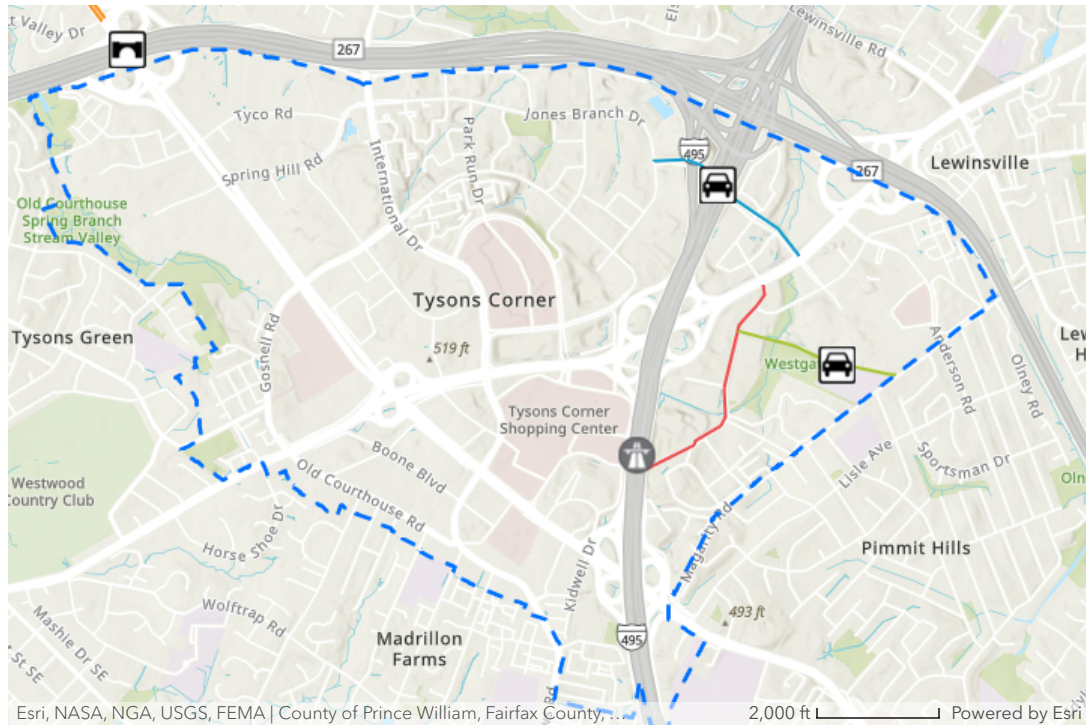
The Comprehensive Plan's conceptual grid of streets, shown in [Map 7](#), sets a Tysons street network that provides network diversity, direct connections among various locations, and a variety of transportation modes. Implementation of the grid occurs primarily through the redevelopment process.

**Figure 1** illustrates implementation progress for the conceptual Tysons street network as of June 2022, showing the following information:

- "Existing" – Existing network prior to the adoption of the conceptual Tysons network in the Comprehensive Plan,
- "Constructed" – Network links implemented since adoption of the Plan,
- "Approved Through Rezoning" – Approved network links not built yet,
- "Pending Rezoning" – currently proposed by a rezoning application.

The County will continue to monitor and report annually on the implementation of the grid of streets.

**Figure 1: Tysons Grid of Streets Rezoning Status as of August 2021**



### Infrastructure Improvements

The Fairfax County Department of Transportation (FCDOT) has advanced multiple transportation projects necessary for Plan implementation. Explore the map for the status of each and more information on the following projects:

Lincoln Street Project - In Process



Old Meadows Rd Improvements - In Process



Pedestrian and bicycle bridge under construction over I-495

Route 7 Widening - Under Construction

Jones Branch Connector - Complete

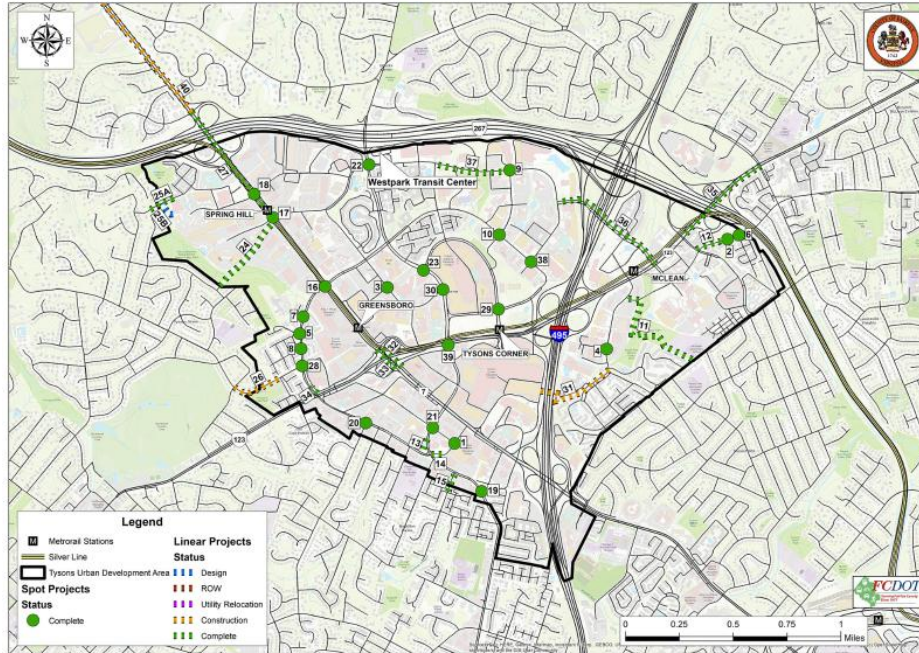


Route 7 Bridge Over DTR - Complete





Tysons Metrorail Station Access Improvement Projects



## Tysons Metrorail Station Access Management Study Improvement Projects (TMSAMS)

The TMSAMS projects focus on transit, bicycle, and pedestrian improvement projects to enhance access to the Metrorail Stations in Tysons. As shown in Figure 2, as of July 2022, 37 of the 41 projects are complete; three projects are under construction and one is in design (25B, Phase II of Ashgrove Trail). Additional information on TMSAMS, including project status, is available [here](#).

Completed Studies	Type	Overview	Status
Lincoln Street Feasibility Study	Road	Lincoln Street, as part of the future Tysons' Grid of Streets Plan, will provide connection between Old Meadow Road and Magarity Road as a two-lane local roadway with multimodal accommodations.	Completed 2022.
Countywide Transit Network Study	Transit	Study identified transit needs throughout county and includes recommendations specific to Tysons.	Completed 2016
Tysons East Dulles Connector Study	Road	Two alternatives were recommended to facilitate a new connection from the Dulles Connector Road to the Tysons East roadway network.	Completed 2016. Two preferred alternatives have been selected to be carried forward for further study in a future Interchange Modification Report (IMR). To date, \$2M has been approved for preliminary design.
State Street Study	Road	Study includes potential alignments and impacts for the newly proposed State Street. Three options identified.	Completed 2014. The County purchased a key piece of property for the construction of State Street in June 2019.
Dulles Toll Road Ramp Study	Road	Study includes an operational analysis of, and conceptual designs for, new ramps from the Dulles Toll Road to Tysons.	Completed 2014. In May 2019, the Board allocated \$15 million to advance two of the connections (Boone Boulevard, Greensboro, and Jones Branch Drive). Actual schedules for implementing these projects will depend on the rate of development in Tysons; however, the study will be a resource for developers in the Tysons West area as they plan their projects.
Consolidated Traffic Impact Analysis (CTIAs)	Road	Three CTIAs were conducted to determine current and future traffic conditions associated with planned densities and new developments and to help refine the grid network.	The Tysons East CTIA was approved in April 2013; the Tysons West CTIA was approved in October 2013; and, the Tysons Central CTIA was approved in December 2013. In addition to satisfying VDOT Chapter 870 requirements for the Plan, the CTIAs are used by staff and applicants in developing traffic studies for individual applications.
Ultimate Operation Study for the Tysons Circulator	Transit	Study covers the development of a long-term Circulator System in Tysons by 2050.	Completed 2013, the final report was published in Spring 2013.
Tysons Multimodal Transportation Hub Analysis	Transit	Recommendations were made for multimodal transportation hubs close to Metrorail or other activity centers.	Completed 2013

## Transportation Studies

The following charts contains the status of the transportation studies that have been completed (**Table 1**) or are in process (**Table 2**).

### Completed Studies

- [Lincoln Street Feasibility](#)
- [Countywide Transit Network Study](#)
- [Tysons East Dulles Connector Study](#)



Tysons East Dulles Connector Study

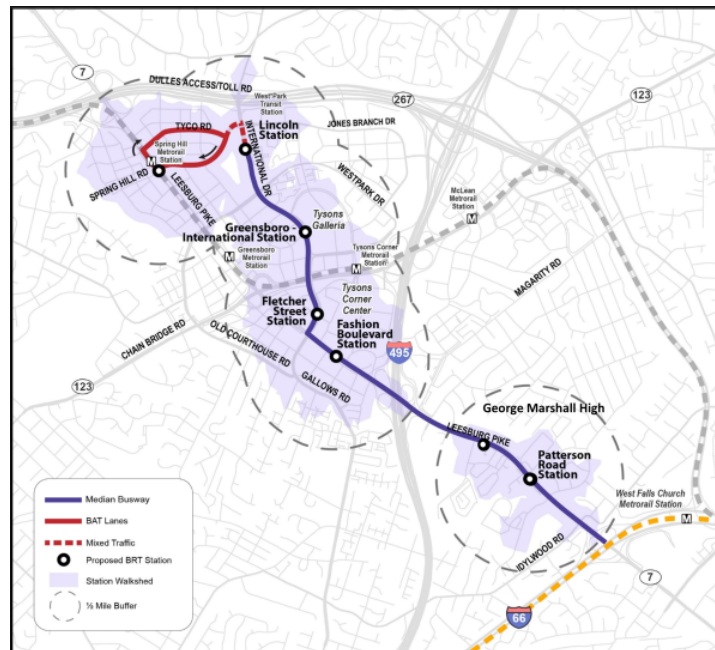
- [State Street Study](#)
- [Dulles Toll Road Ramp Study](#)
- [Consolidated Traffic Impact Analysis \(CTIAs\)](#)
- [Ultimate Operation Study for the Tysons Circulator](#)
- [Tysons Multimodal Transportation Hub Analysis](#)



In Process Studies	Type	Overview	Status
Route 7 Corridor Transit Study (Envision Route 7/NVTC Study)	Transit	Assessment of travel needs within the Route 7 corridor between Tysons and the City of Alexandria, primarily focused on I-66 to Alexandria.	In Process - Phase III completed Fall 2019. Phase IV commenced in February 2022 and is expected to be completed by Summer 2023. Will prepare traffic analysis for the corridor, from Tysons to Seven Corners via East Falls Church.
County Route 7 Bus Rapid Transit (BRT) Study	Transit	Assessment of how a BRT system will function along the Route 7 Corridor from Spring Hill Metrorail to the I-66 Interchange, being coordinated with regional NVTC Study.	Completed - Preferred alternative selected with public input (Route 7, north of I-66 to Spring Hill Metrorail via International Drive). Currently working on a plan amendment expected to be completed by late 2022 to incorporate BRT plan text regarding the preferred route.
Route 7 Widening Study	Road	Evaluation of options to widen Route 7 between Route 123 and the Capital Beltway as well as from I-495 to I-66.	In Process - being coordinated with County Route 7 BRT Study. Concept of center running BRT being incorporated in Route 7 design. Assumes alignment along International Drive. Also being coordinated with the VDOT Pipeline Study along Route 7 (from International Drive to I-66).
Route 7/123 Intersection Study	Road	Evaluation of options to reconfigure the intersection of Route 7 and Route 123 to accommodate future traffic demand.	Being coordinated with County Route 7 BRT Study and Route 7 Widening Study. Study of two-quadrant option to restart Summer 2022.
Route 123 Modified Intersection Treatment (Inside and Outside the Beltway)/Route 123 Corridor Study	Road	Refinement of concepts for Route 123 inside the Beltway (between I-495 and Anderson Road) and improvement option identification for Route 123 outside the Beltway (between I-495 and International Drive).	In Process – Development and analysis of future baseline and alternatives completed in Fall 2021. Preferred alternative analysis completed Spring 2022. Currently working on the study report and preparing for stakeholder meeting in Fall 2022.
Tysons Neighborhood Traffic Study	Road	Analysis of 2030 traffic impacts and potential mitigation measures for intersections in the neighborhoods surrounding Tysons.	In Process – Results of the analysis of intersections were presented to district supervisors for comment in spring 2020. Memo regarding analysis was presented to citizen organizations for comment in Fall 2020. The following intersections will undergo further monitoring: <ul style="list-style-type: none"> <li>Chain Bridge Road at Gosnell Road and Old Courthouse</li> <li>Dolley Madison Road at Georgetown Pike</li> <li>The Beltway Ramps at Georgetown Pike</li> </ul>
Additional Ramps to Dulles Toll Road	Road	Study of potential connections between Dulles Toll Road and Tysons Grid of Streets, including possible connections at Greensboro Drive, Boone Boulevard Extended, and Jones Branch Drive.	In Process – Study began in January 2021. Conducting traffic study and estimated to be completed late 2022.
I-495 NEXT	Road	VDOT conducted an environmental study about plans to extend the 495 Express Lanes by approximately three miles from the 495 and Dulles Toll Road interchange to the vicinity of the American Legion Bridge.	In Process –Conducted an environmental study. The study began in April 2018 and was completed in Fall 2019. National Environmental Policy Act public hearings held Fall 2020. The project was endorsed by the Board of Supervisors in Spring 2021.

### In Process Studies

- [Route 7 Corridor Transit Study \(Envision Route 7/NVTC Study\)](#)
- [County Route 7 Bus Rapid Transit \(BRT\) Study](#)



**Route 7 BRT Preferred Alignment**

- Route 7 Widening Study
- Route 7/123 Intersection Study
- Route 123 Modified Intersection Treatment (Inside and Outside the Beltway)/Route 123 Corridor Study



Route 123 Corridor Study

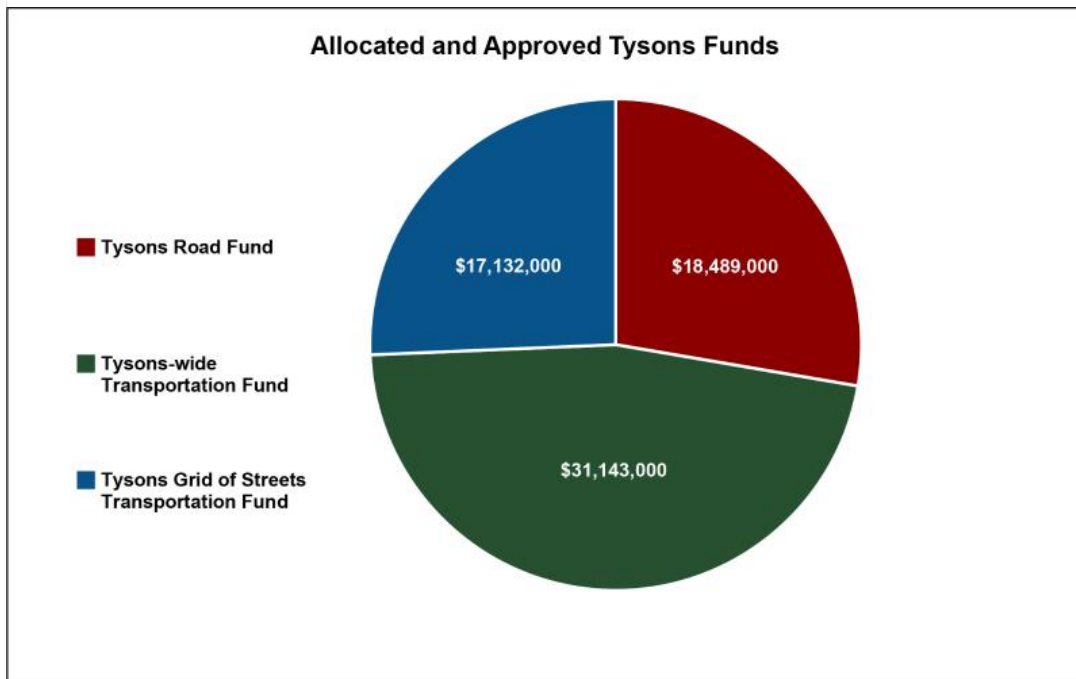
- Tysons Neighborhood Traffic Study
- Additional Ramps to Dulles Toll Road
- I-495 NEXT

## Transportation Funding

The transportation infrastructure needed to support new development includes internal grid streets, new transit routes, and improved roadway and transit connections. The needed improvements and their associated general timeframes are found in the Comprehensive Plan: “**Table 7**: Transportation Infrastructure, Programs, and Services, As They Relate to the Level of Development in Tysons” and in the “**Table 7B**: Transportation Infrastructure Resulting from Changes in Land Use Distribution and Resulting from Further Analysis and Planning of the Grid of Streets.”

The transportation improvements identified in Table 7 and Table 7B of the Plan require capital investments and on-going operating funds. In 2013, the Board endorsed the transportation funding plan for the **Table 7** improvements and directed staff to implement the funding plan for Tysons. The Board’s recommendations 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, including both public and private funds.

The funding plan, estimated in 2017, at \$2.8 billion dollars over 40 years, is reviewed regularly and revised periodically as necessary to reflect refined project cost estimates and schedule updates for project implementation. The funding plan does not include the **Table 7B** projects, as they were identified after the development of the funding plan. The County is exploring opportunities for local, regional, state, and federal funding sources, and developer contributions, where appropriate, to address the **Table 7B** projects.



### Road Funds

Two road funds dedicated to Tysons were established in 2013. A third, previously existing fund also remains. Contribution rates for all funds are reviewed annually. The three funds, with their contribution rates effective April 1, 2022, are as follows:

***The Tysons Grid of Streets Transportation Fund (Tysons Grid Fund):***

Creates a mechanism for redevelopment projects to provide construction of, or funding for, the local grid of streets. Contribution rates are \$8.01 per gross square foot (GSF) of building structure of the total new non-residential space and \$1,244.41 per unit of new residential uses.

***The Tysons-wide Transportation Fund (Tysons-wide Fund):***

Creates a mechanism for redevelopment projects to contribute towards the Table 7 Tysons-wide transportation improvements (as one of multiple funding sources). Contribution rates are \$7.02 per GSF of non-residential use and \$1,244.41 per unit of new residential uses.

***The Tysons Road Fund (previously existing):***

Remains as a funding source for general transportation projects in Tysons. Applications approved prior to the adoption of the Comprehensive Plan in June 2010, continue to provide proffered contributions to this fund. Contribution rates are \$5.20 per GSF of non-residential use and \$1,154.47 per unit of new residential uses.

As of April 2022, approximately \$66.76 million from these funds was allocated to projects including:

- Modified Intersection Treatment Projects on Route 123 (east of I-495)
- Route 123/Route 7 Interchange Project
- Route 123 Widening (Route 7 to I-495)
- Improvements to Tysons Grid of Streets (Lincoln Street, State Street, Center Street)
- Tysons\*West Park Transit Center Ramp to Dulles Toll Road
- Tysons East Dulles Connector Ramps Study
- Greensboro Ramp to Dulles Toll Road (Land Acquisition)
- Scotts Run Station North (Land Acquisition)

### **Tysons Transportation Service District**

To provide additional revenue for the **Table 7** Tysons-wide projects, the Board established the Tysons Transportation Service District (the Service District), a special tax assessment district which collects revenue based upon the assessed value of all properties within the district. Service District revenue may only be used for transportation improvements within the Service District

The Board of Supervisors held the service district rate at \$0.05/\$100 of assessed value for FY 2022. In FY 2022, the Service District collected approximately \$8.6 million in Service District revenues. As of March 31, 2022, a total of \$13.9 million in Service District funds was allocated to projects. These projects include:

- Route 7 Widening (I-496 to I-66) - \$17.5 million
- Route 7 Widening (Route 123 to I-495) - \$2.2 million
- Route 7 Widening (Jarrett Valley to Reston Avenue) - \$8.8 million
- Route 123 Widening (Route 7 to I-495) - \$2 million
- Route 123 Widening (Old Courthouse Road to Route 7) - \$2.25 million
- Tysons/Old Meadow Pedestrian Bridge - \$4.6 million
- Greensboro Ramp to Dulles Toll Road - \$1 million

The \$39.2 million in estimated Service District revenues will be allocated to specific Table projects between FY2021 and 2025.

### **Pedestrian & Bike**

The Plan for Tysons recommends friendlier and safer walking and bicycling using the following strategies:

- Employment of sound planning
- Implementation of a network of interconnected sidewalks, trails, shared-use paths and on-road bike routes

- Provision of ample, safe, and convenient bicycle parking options
- Creation of a robust wayfinding system within Tysons

Certain trail and sidewalk improvements identified in the Tysons Metrorail Station Access Management Study (TMSAMS) are being implemented to make walking and biking safer and more attractive activities in Tysons. Within this reporting cycle, progress includes:



### **Pedestrian Bridge over I-495 to Tysons Corner**

This project will build a pedestrian and bicycle bridge over the Beltway/I-495, in the vicinity of Route 123, to improve bicycle and pedestrian safety and connectivity in Tysons. Improvements include a new 10-foot shared-use path from near Tysons One Place and Fashion Boulevard to Route 123 and Old Meadow Road via the new pedestrian and bicycle bridge, mostly following Old Meadow Road. Design approval for the bridge portion including the connection to Old Meadow Road was completed in November 2018. Construction on the bridge began Spring 2021 with an estimated completion in Fall 2022.





## Ashgrove Trail

The Ashgrove Trail extension will connect cyclists and pedestrians from the Tysons Green community to Westwood Center Drive, and ultimately to the Spring Hill Metrorail Station. This project is locally funded through the Commercial and Industrial Property Tax Fund in coordination with the Fairfax County Park Authority (FCPA) and the Department of Public Works and Environmental Services (DPWES) to combine and/or co-locate facilities to minimize impacts. Phase I, as shown in Figure 2: Tysons Metrorail Station Access Improvement Project Status, was completed in 2014. Phase II, shown in yellow, is currently on hold pending additional community input.”

## Bikeshare

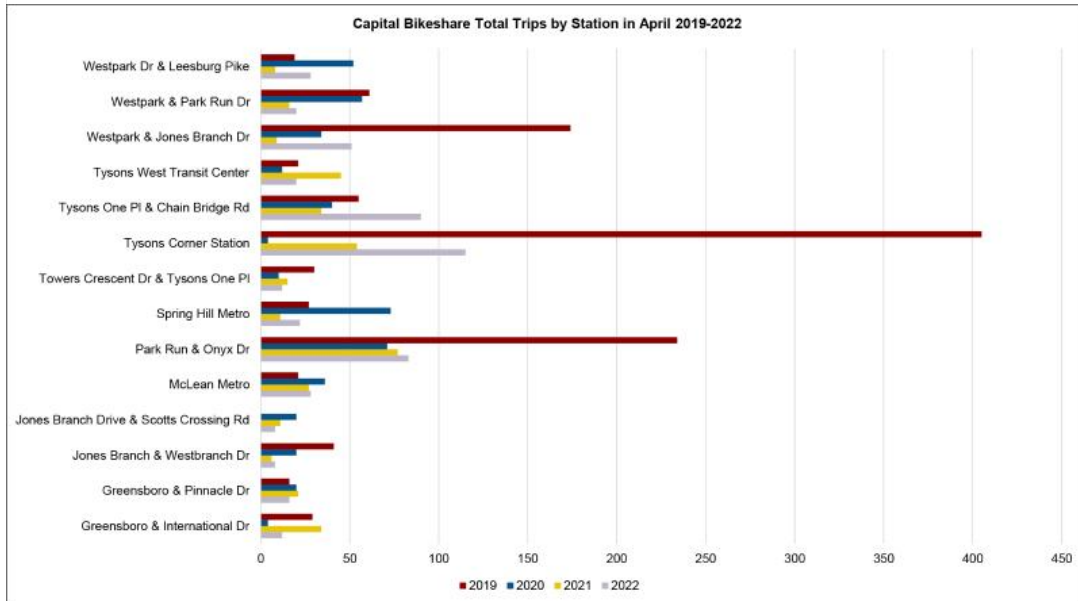
After the addition of approximately ten miles of bike lanes in Tysons, the Tysons Partnership and FCDOT brought Capital Bikeshare to Tysons, partnering to financially support the launch and operations in October 2016. The map shows the 14 existing Tysons bikeshare stations.

In 2017, Fairfax County DOT was awarded a \$500,000 Transportation Alternatives Program grant to expand Capital Bikeshare in the Providence District, with provisions for expanding new bikeshare stations in Tysons. Fairfax



County DOT recently identified preliminary locations for two new stations and are continuing to finalize new station locations within Tysons.

**Figure 3: Existing Capital Bikeshare Docking Stations 2022**



**Figure 4** compares the Capital Bikeshare total trips in April 2019 - April 2022 by station within Tysons. Most stations saw an increase in total trips in 2022.

Implementation	Facility	Type
Existing	Gallows Road (Cottage Street to Old Courthouse Road)	On-Road Bike Lane
	Towers Crescent Drive / Shop Tysons Blvd	On-Road Bike Lane
	Oak Street (Gallows Road to Sandburg Street)	On-Road Bike Lane
	Ashgrove Plantation Trail (on Park Authority property)	Shared-Use Path
	Greensboro Drive (Spring Hill Road to Solutions Drive)	On-Road Bike Lane
	Westbranch Drive (Westpark Drive to Jones Branch Drive)	On-Road Bike Lane
	Jones Branch Drive	Climbing Lane (7921 Jones Branch Drive to Westpark Drive) Shared Use Markings (International Drive to 7921 Jones Branch Drive)
	Westwood Center Drive (Route 7 to the end)	Shared Use Markings
	Park Run Drive (Jones Branch Drive to Tysons Boulevard)	On-Road Bike Lane
	Westpark Drive (Galleria Drive to International Drive)	Climbing Lane
	Vesper Trail	Shared-Use Path
	Kidwell Drive	On-Road Bike Lane
	Scotts Run Drive (Jones Branch Connector)	On-Road Bike Lane
	Scotts Run Trail	Shared-Use Path
Proposed	Ashgrove Plantation phase II (connecting to Westwood Center Drive)	Shared-Use Path

Source: The Bicycle Master Plan, 2014. The Plan covers an area within a 3-mile radius of the urban center.

## Bicycle Infrastructure

The 2014, [Fairfax Countywide Bicycle Master Plan \(Bicycle Plan\)](#) provides strategies for making bicycle travel a viable transportation alternative and includes bicycle infrastructure recommendations to replace the conceptual bicycle network provided in the Plan. The Bicycle Plan also includes recommendations for bicycle wayfinding and signage. Implementation of the Bicycle Plan, including shared use paths and on-road bike routes, is expected to occur as part of improvements to the network. Table 3 outlines the location of existing and proposed bicycle facilities in the Tysons area.

**Table 3: Existing and Proposed Bicycle Facilities in Tysons**



In Summer 2020, FCDOT launched the ActiveFairfax Transportation Plan project, building on previous work to create a comprehensive, countywide plan to enhance safety and efficiency for pedestrians, cyclists, and users of other active transportation modes. FCDOT collected citizen comments and suggestions regarding updates and potential projects through a web-based map and held virtual meetings in Spring 2021. The project is expected to run through 2023. More information is found [here](#).

The two-phased plan will feature collaboration with partners across the region. Specifically, the ActiveFairfax Transportation Plan will:

#### Phase One (Completed)

- Developed a vision to help shape the future of active transportation in Fairfax County
- Consolidated previous active transportation planning efforts into one cohesive document that is easy-to-digest and track performance
- Documented existing conditions through the lens of health, equity, demand, and safety; and
- Provided clear direction to improve safety for our most vulnerable transportation users

#### Phase Two (Underway)

- Encourage livable street design through the development of tools and products that ensure the county's transportation



network connects people to where they live, work, play, learn and take transit;

- Support access to safe, comfortable, and connected active transportation facilities, such as shared-use paths, bike lanes and sidewalks, for people of all ages, incomes and abilities; and
- Prioritize investment of active transportation facilities in Fairfax County to develop an implementation strategy that is equitable and transparent.



## Trip Monitoring

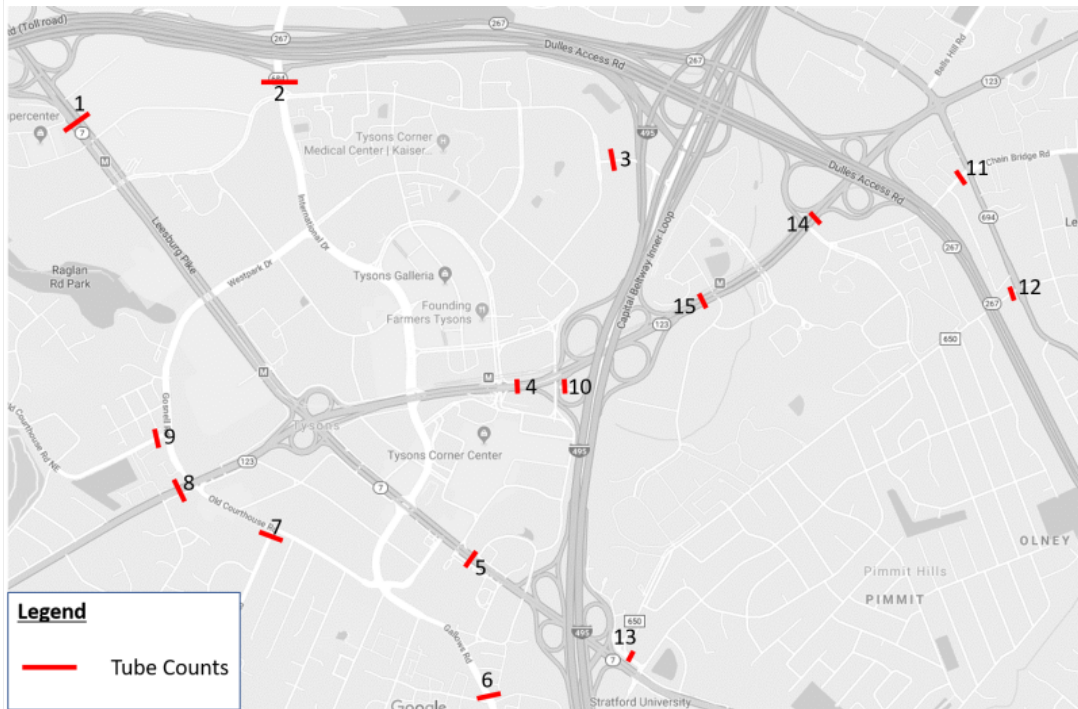
### Travel Monitoring

Travel monitoring in Tysons began in 2011, and is assessed annually for the morning (AM) and evening (PM) peak travel times. No monitoring took place in 2014, due to the opening of the Silver Line. Peak travel is measured as peak hour and peak period. The peak hour represents the single AM and PM hour with the highest

number of trips, while peak period represents the top three consecutive hours of the highest number of trips in the AM and the PM. Tysons peak hours are traditionally 8:00 AM – 9:00 AM and 4:45 PM – 5:45 PM. The peak periods are traditionally 7:00 AM – 10:00 AM and 4:00 PM – 7:00 PM.

For the purposes of this report, travel is characterized during the peak period, unless otherwise noted. The three primary metrics and their associated results that are used to monitor travel in Tysons are:

- Person Travel,
- Vehicle Travel, and
- Level-of-Service (LOS) analysis.



### Person Travel

A person trip is a trip made by one person in any mode of transportation. Person trips account for auto occupancy (the driver and the number of passengers in a vehicle), transit users and trips made using non-motorized modes, so that every traveler is counted. Counting people, not cars, allows for a holistic evaluation of the number of travelers to, through and from Tysons. Trips that begin and end within Tysons are not specifically attributed in the data. Person trips entering and exiting Tysons, including through trips, are assessed using vehicle, pedestrian, and bicycle counts, as well as bus and rail ridership data collected at the boundaries of Tysons. Fairfax County will continue to assess the characteristics of person trips and trends of single-occupancy vehicle (SOV) and Non SOV trips. The percentage of person trips made by transit, walking, and biking is expected to increase to the target levels identified in the Comprehensive Plan as improvements are made to



transit service, pedestrian access and bicycling and high-density development is added near Metrorail stations. **Figure 5** depicts the 15 locations of traffic entering and exiting Tysons and where counts were conducted in Spring 2022.

**Tables 4a and 4b** highlight the changes in peak period person trips, including SOV trips and Non-SOV trips throughout the course of the study period. Total person trips for the AM and PM increased from 2021 to 2022. This change is attributable to the lifting of COVID-19 pandemic restrictions and businesses implementing hybrid work schedules to bring employees back to the office. Trips increased, but not to pre-pandemic levels. The many companies offering hybrid work schedules and full-time teleworking may impact future trip totals.

Year	Morning			Evening		
	Total Person Trips	SOV	Non-SOV	Total Person Trips	SOV	Non-SOV
2015-2016	0.61%	0.63%	0.54%	-6.95%	-4.30%	-12.96%
2016-2017	2.27%	3.98%	-1.96%	9.49%	4.27%	22.49%
2017-2018	-6.46%	-6.50%	-6.34%	-0.84%	-0.54%	-1.49%
2018-2019	-6.40%	-8.97%	0.35%	-11.53%	-23.90%	16.52%
<b>Pandemic</b>						
2019-2020	-69.33%	-68.03%	-72.39%	-60.91%	-59.40%	-63.14%
2020-2021	122.84%	102.74%	178.19%	127.53%	135.05%	115.26%
2021-2022	14.42%	14.10%	15.05%	3.61%	4.19%	2.57%

**Table 4a: AM and PM Trip Changes Over Time (Growth Rates, Peak Period by Reporting Period)**

Year	Morning			Evening		
	Total Person Trips	SOV	Non-SOV	Total Person Trips	SOV	Non-SOV
2011-2016	7.32%	5.60%	12.43%	2.62%	1.78%	4.89%
2011-2017	6.46%	5.33%	9.89%	3.73%	2.19%	7.64%
2011-2018	4.51%	3.55%	7.41%	2.33%	1.33%	4.93%
2011-2019	3.08%	1.90%	6.50%	0.48%	-2.23%	6.31%
<b>Pandemic</b>						
2011-2020	-9.91%	-10.42%	-8.33%	-9.52%	-11.33%	-5.49%
2011-2021	-1.37%	-2.79%	2.43%	-0.78%	-2.25%	2.62%
2011-2022	-0.03%	-1.50%	3.88%	-0.43%	-1.85%	2.88%

**Table 4b: AM and PM Trip Changes Over Time (Growth Rates, Peak Period since 2011)**

Bicycle and pedestrian counts were taken at the 15 locations shown in **Figure 5**. Although these counts do not necessarily capture trips internal to Tysons, they reflect most trips crossing into and out of Tysons. Bicycle and pedestrian person trips make up less than one percent of person trips entering and exiting Tysons in the AM and PM. Although cyclists and pedestrians make up a small portion of overall trips, Non-SOV trips, including cycling and walking, are growing at a faster rate than SOV trips.

**Table 5** summarizes total person movement, by travel mode, entering and exiting Tysons during the AM and PM peak periods (weekday) in 2022.

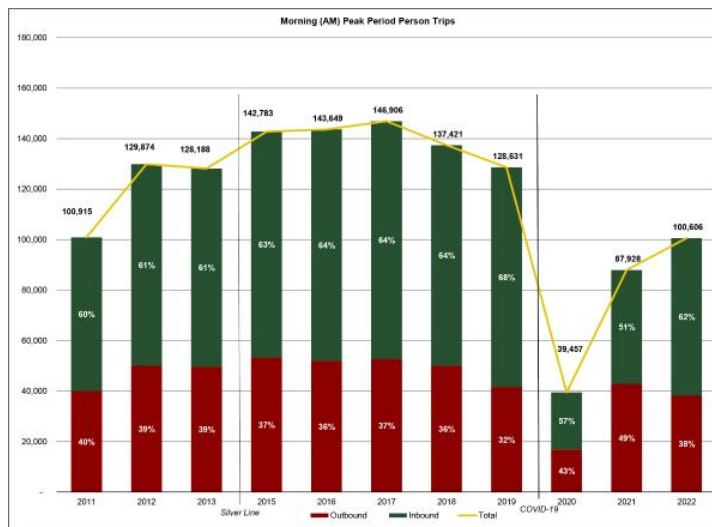
Peak Period	Morning (7:00-10:00)				Evening (4:00-7:00)			
	Inbound		Outbound		Inbound		Outbound	
	Person Trips	Percent of Total	Person Trips	Percent of Total	Person Trips	Percent of Total	Person Trips	Percent of Total
Single Occupancy Vehicles (SOV)	41,530	67%	25,425	66%	35,862	60%	43,279	68%
Carpool	19,671	32%	11,731	31%	22,230	37%	18,606	29%
Rail Passengers	471	1%	697	2%	993	2%	768	1%
Bus Passengers	571	0.92%	272	0.70%	294	0.50%	499	0.80%
Bicycles	2	0.003%	3	0.01%	9	0.02%	14	0.02%
Pedestrians	120	0.19%	113	0.30%	152	0.26%	192	0.30%
<b>Total</b>	<b>62,365</b>	<b>100%</b>	<b>38,241</b>	<b>100%</b>	<b>59,540</b>	<b>100%</b>	<b>63,358</b>	<b>100%</b>

Notes:  
1. Person travel totals are derived from traffic volume and auto occupancy counts and transit passenger counts taken by the FCDOT in spring 2022 and from ridership counts from Fairfax Connector, PRTC buses, and Metro bus 28A and 23T. Peak periods of travel are 7:00 – 10:00 a.m. and 4:00 – 7:00 p.m. Peak hours of travel are 8:00 – 9:00 a.m. and 4:45 – 5:45 p.m.  
2. For the purpose of this report, SOV person trips are reported as trips made by an automobile with only one occupant (the driver) based on data collected in April 2022.  
3. Carpool person trips are auto trips with more than one occupant and are derived from auto occupancy data based on data collected in April 2022.  
4. Rail passengers are derived from WMATA ridership statistics for peak period travel in April 2022.  
5. This table represents vehicles and rail passengers entering and exiting Tysons as well as through trips.

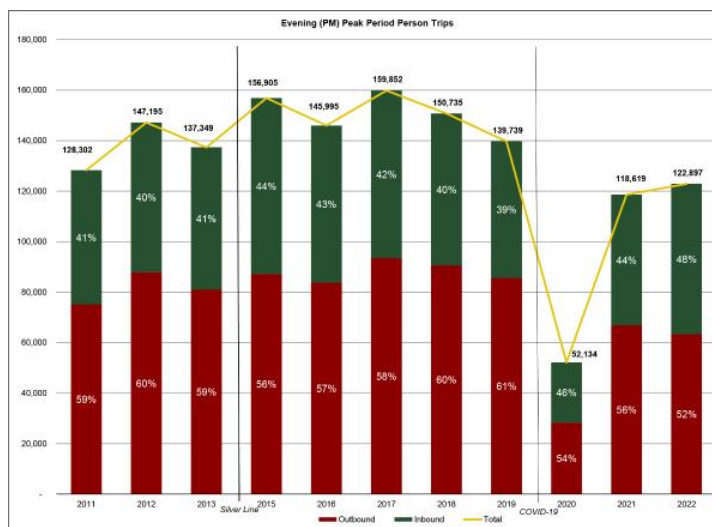
**Table 5: Person Trips by Mode Entering and Exiting Tysons per AM and PM Peak Periods (2021)**

Impacts from the COVID-19 pandemic are seen in the unprecedented low number of person trips from the prior year.

**Figure 6** provides a graphic representation of the AM and PM peak period person trips from 2011 to 2022.



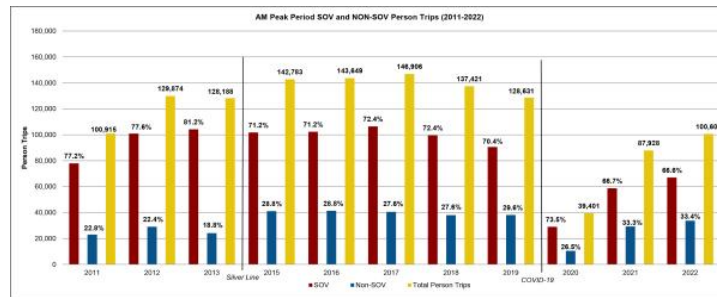
**Figure 6: Person Trips in AM Peak Periods (2011-2022)**



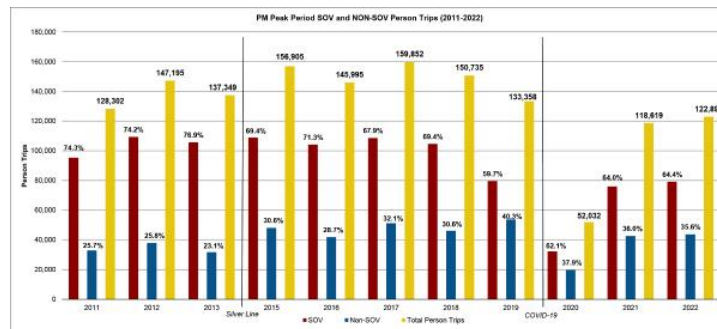
**Figure 6: Person Trips in PM Peak Periods (2011-2022)**

The **Figure 6** information that is most striking is the 2020 reduction in person trips compared to previous years. AM trips ranged from approximately 100,000 to 150,000 trips between 2011 and 2019. Trips in 2020 dropped to under 40,000 due to pandemic-related changes. In 2021 and 2022, person trips rebounded, while still below the average from past years; a sign that travel conditions are slowly returning to pre pandemic levels. The number of person trips is higher in the evening as compared to the number of person trips in the morning. The peak direction of travel during the AM and PM continues to be inbound in the morning and outbound in the evening. Even with the pandemic-related reduction in trips, this reflects Tysons' status as a major employment center, attracting trips in the morning and dispersing them in the evening.

**Figures 7 and 8** show the change in person trips in the AM and PM peak periods from 2011 to 2022, and a breakdown of SOV and Non-SOV percentages of trips associated with each year for each peak period. From the Silver Line opening to the COVID-19 pandemic, SOV trip numbers are relatively flat for both the AM and PM peaks. 2020 SOV trips were noticeably lower than they were in other years. In 2021, both SOV and Non-SOV trips rebounded but are still below pre-pandemic levels, although the percentage of SOV versus Non-SOV trips has improved compared to recent years. Transit data for 2022 is still impacted by the COVID-19 pandemic, as are businesses offering employees hybrid work schedules.



**Figure 7: AM Peak Period SOV and Non-SOV Person Trips (2011-2022)**



**Figure 8: PM Peak Period SOV and Non-SOV Person Trips (2011-2022)**



## Vehicle Travel

Changes in the number of vehicle trips entering and exiting Tysons are assessed annually through vehicle counts during the AM and PM weekday peak periods of travel. Morning and evening peak period vehicle trips increased from 2021 to 2022 but are still below pre-pandemic levels. **Table 6** illustrates this change over time and the increase from 2021 to 2022. Person trips in 2022, show travel conditions slowly returning to pre-pandemic levels.

Year	AM (7:00 - 10:00)				PM (4:00 - 7:00)			
	SOV		Non-SOV		SOV		Non-SOV	
	Person Trips	Percent of Total	Person Trips	Percent of Total	Person Trips	Percent of Total	Person Trips	Percent of Total
2011	77,910	77%	23,005	23%	95,353	74%	32,949	26%
2012	100,827	78%	29,047	22%	109,268	74%	37,927	26%
2013	104,128	81%	24,090	19%	105,606	77%	31,743	23%
<b>Silver Line Completion</b>								
2015	101,675	71%	41,108	29%	108,839	69%	48,066	31%
2016	102,320	71%	41,329	29%	104,157	71%	41,838	29%
2017	106,389	72%	40,518	28%	108,604	68%	51,248	32%
2018	99,472	72%	37,949	28%	104,596	69%	46,139	31%
2019	90,548	70%	38,083	30%	85,976	62%	53,763	38%
<b>COVID-19 Pandemic</b>								
2020	28,944	73%	10,457	27%	32,316	62%	19,716	38%
2021	58,680	67%	29,248	33%	75,960	64%	42,659	36%
2022	66,955	67%	33,651	33%	79,141	64%	43,756	36%

**Table 6: AM and PM Peak Period SOV and Non-SOV Trips (2011-2022)**

**Figure 9** shows that total traffic volumes are slightly higher in the PM peak period than in the AM peak period, which is consistent with the trend seen in previous years. Figure 9 also shows the total number of vehicles counted at the 15 locations during the peak AM and PM peak period, 2011 to 2022.



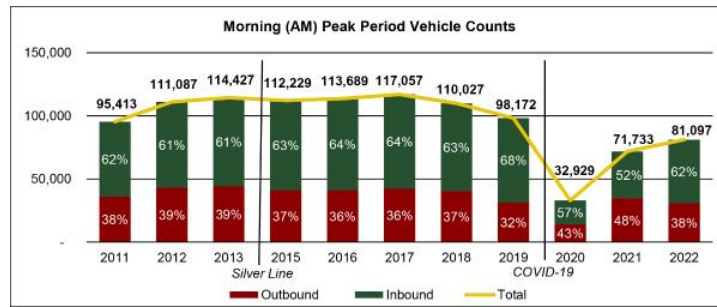


Figure 9 : Vehicle Counts in AM Peak Period 2022

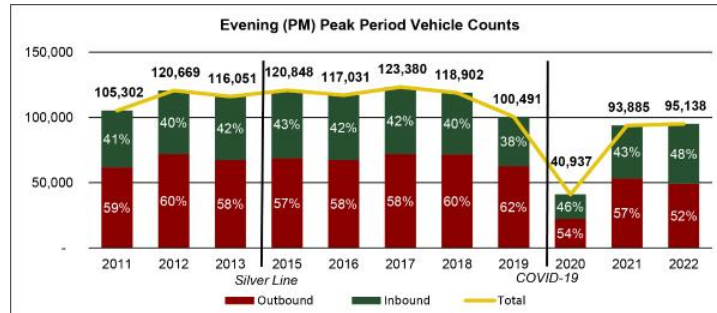


Figure 9 : Vehicle Counts in PM Peak Period 2022

Vehicle counts tabulated for the peak period (7:00 am-10:00 am and 4:00 pm-7:00 pm) are shown in **Table 7**.

West of Capital Beltway	AM Enter	AM Exit	PM Enter	PM Exit
1. Route 7, North of Tyco Road	7,610	4,124	5,486	8,030
2. Spring Hill Road, North of International Drive	3,376	1,330	2,212	3,194
3. I-495 / Express Lane Access	1,423	825	862	1,865
4. Rt. 123, East of Tysons Blvd.	6,231	3,206	4,714	5,399
5. Rt. 7, East of Tysons Corner SC Entrance	7,940	5,539	7,952	8,286
6. Gallows Road, South of Science Applications Ct.	2,931	1,971	2,904	3,322
7. Woodford Rd., South of Old Courthouse Rd	358	556	759	613
8. Rt. 123, West of Old Courthouse Road	3,681	2,057	2,826	3,964
9. Old Courthouse Rd, West of Gosnell Road	1,287	806	917	1,512
10. West Park Drive	5,819	5,493	7,365	5,555
<b>Totals 2022</b>	<b>40,655</b>	<b>25,907</b>	<b>35,997</b>	<b>41,739</b>
Totals (Post Silver Line - 2015)	50,713	24,078	32,731	49,500
Fall 2013 (Pre-Silver Line Opening)	52,644	26,921	32,124	47,680

Notes:  
 1 Traffic counts were taken by FCDOT in April 2022.  
 2 The AM peak period is 7:00 – 10:00 a.m. and the PM peak period is 4:00 – 7:00 p.m.  
 3 Express ramps include the I-495 ramps to Westpark Drive and Jones Branch Drive.  
 4 Point 13 reflects different count locations at the same intersection due to the inbound and outbound cordon line counts at two points to/from Tysons.

**Table 7: Motorized Vehicles Entering and Existing Tysons in the Peak Period (2022) - West of the Capital Beltway**

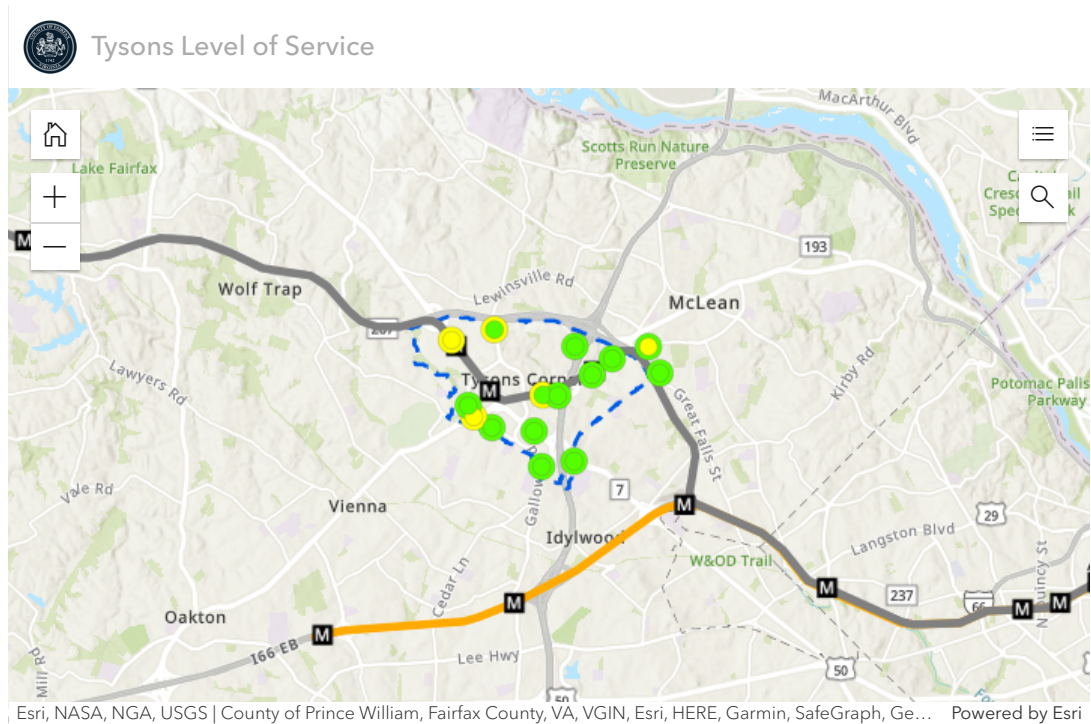


East of Capital Beltway	AM Enter	AM Exit	PM Enter	PM Exit
11. Chain Bridge Road, West of Great Falls St.	967	570	836	957
12. Magarity Road, West of Great Falls St.	830	1,172	1,252	1,016
13. Lisle St/Magarity Road, North of Rt. 7	867	743	1,239	845
14. Rt. 123, East of Anderson Road	6,443	1,806	5,882	3,122
15. Rt. 123, West of Old Meadow Road	604	534	787	1,466
<b>Totals 2022</b>	<b>9,711</b>	<b>4,824</b>	<b>9,996</b>	<b>7,406</b>
Totals (Post Silver Line - 2015)	20,482	16,956	19,415	19,202
Fall 2013 (Pre-Silver Line Opening)	17,606	17,256	16,642	19,605

Notes:

- 1 Traffic counts were taken by FCDOT in April 2022.
- 2 The AM peak period is 7:00 – 10:00 a.m. and the PM peak period is 4:00 – 7:00 p.m.
- 3 Express ramps include the I-495 ramps to Westpark Drive and Jones Branch Drive.
- 4 Point 13 reflects different count locations at the same intersection due to the inbound and outbound cordon line counts at two points to/from Tysons.

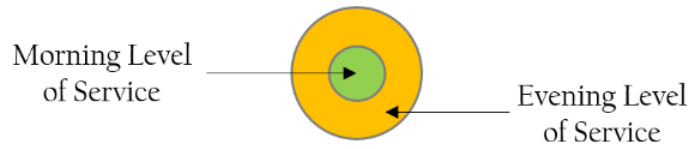
**Table 7: Motorized Vehicles Entering and Existing Tysons in the Peak Period (2022) - East of the Capital Beltway**



### Traffic Level-of-Service Analysis in 2022

Traffic level-of-service (LOS) for intersections is a measure of average vehicle delay (seconds per vehicle) and is used to determine transportation system performance. For signalized intersections, service levels are measured from LOS A to LOS F. LOS E is the standard for adequate vehicle travel conditions in Tysons during the AM and PM peak hours. Annual LOS analysis of 15 key intersections in Tysons provides a representative sample of the level of traffic delay on a typical weekday during the AM and PM peak periods.

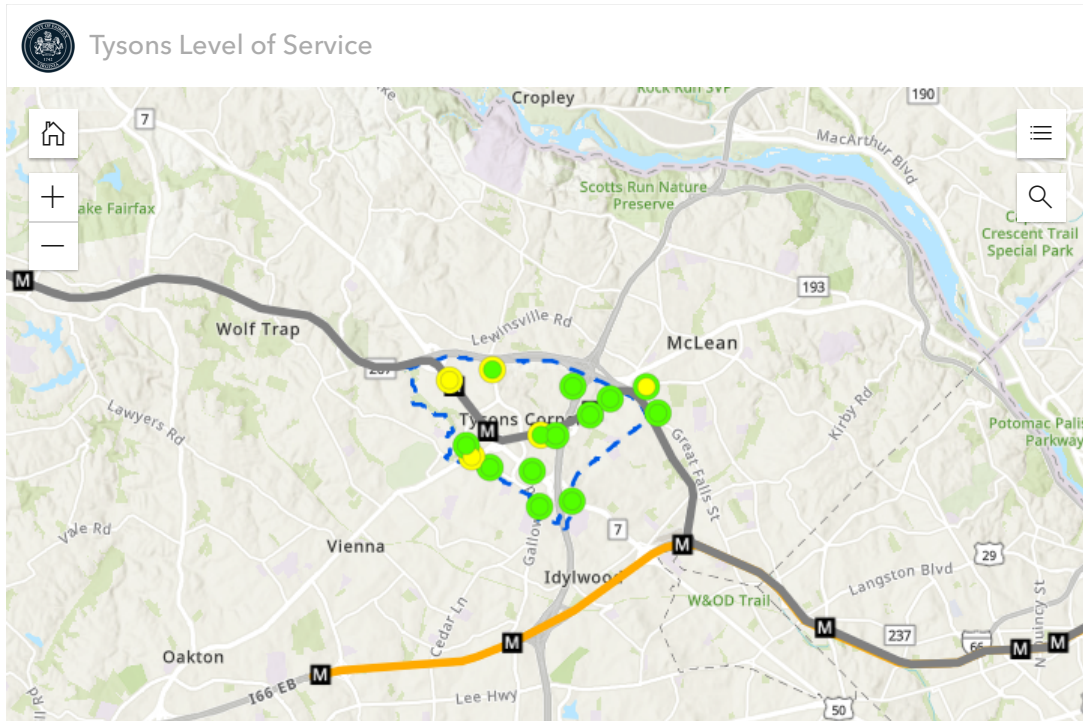
The interactive map on the right depicts the most recent LOS for the 15 key Tysons intersections during the AM and PM peak hours in Spring 2022. Vehicle counts tabulated for the 2022 AM and PM peak hours serve as the basis for the LOS assessment. The decreased AM and PM peak hour traffic volumes in Tysons did, however, result in all intersections operating above LOS F. In fact, most intersections were operating in LOS A, B, or C.



Symbology for the Map LOS data points

	Delay (s/vehicle)
LOS	Signalized Intersections
A	≤ 10
B	> 10 - 20
C	> 20 - 35
D	> 35 - 55
E	> 55 - 80
F	> 80

Color ramp for corresponding delay times



### Traffic Level-of-Service Analysis since 2011

Assessed over time, LOS demonstrates changes in transportation system performance, indicating to what degree a balance is maintained between the growth of Tysons, the implementation of transportation improvements and the adequacy of the roadway system. Tables 8 and 9 show LOS from 2011 to 2022 at the 15 intersections assessed in Tysons during the AM and PM peak hours.



In 2022, traffic increased from 2021, but still has not reached pre-COVID-19 levels. LOS conditions are similar to what was seen last year.

2011 to 2022 Intersection AM Peak Hour LOS	2011	2012	2013	2015	2016	2017	2018	2019	2020	2021	2022
1. Route 7 at Tyco Road	●	●	●	●	●	●	●	●	●	●	●
2. Spring Hill Road at International Drive	●	●	●	●	●	●	●	●	●	●	●
4. Route 123 at Tysons Boulevard	●	●	●	●	●	●	●	●	●	●	●
5. Route 7 at Tysons Shopping Mall Ent.	●	●	●	●	●	●	●	●	●	●	●
6. Gallows Road at Science Applications Court	●	●	●	●	●	●	●	●	●	●	●
7. Woodford Road at Old Courthouse Road	●	●	●	●	●	●	●	●	●	●	●
8. Route 123 at Old Courthouse Road	●	●	●	●	●	●	●	●	●	●	●
9. Old Courthouse Road at Gosnell	●	●	●	●	●	●	●	●	●	●	●
11. Chain Bridge Road at Great Falls Street	●	●	●	●	●	●	●	●	●	●	●
12. Magarity Road at Great Falls Street	●	●	●	●	●	●	●	●	●	●	●
13. Lisle Street at Magarity Road at Route 7	●	●	●	●	●	●	●	●	●	●	●
14. Route 123 at Anderson Road	●	●	●	●	●	●	●	●	●	●	●
15. Route 123 at Old Meadow Road	●	●	●	●	●	●	●	●	●	●	●

**Table 8: Tysons AM Peak Hour Intersection Level of Service from Year 2011 to Year 2022**

2011 to 2022 Intersection PM Peak Hour LOS	2011	2012	2013	2015	2016	2017	2018	2019	2020	2021	2022
1. Route 7 at Tyco Road	●	●	●	●	●	●	●	●	●	●	●
2. Spring Hill Road at International Drive	●	●	●	●	●	●	●	●	●	●	●
4. Route 123 at Tysons Boulevard	●	●	●	●	●	●	●	●	●	●	●
5. Route 7 at Tysons Shopping Mall Ent.	●	●	●	●	●	●	●	●	●	●	●
6. Gallows Road at Science Applications Court	●	●	●	●	●	●	●	●	●	●	●
7. Woodford Road at Old Courthouse Road	●	●	●	●	●	●	●	●	●	●	●
8. Route 123 at Old Courthouse Road	●	●	●	●	●	●	●	●	●	●	●
9. Old Courthouse Road at Gosnell	●	●	●	●	●	●	●	●	●	●	●
11. Chain Bridge Road at Great Falls Street	●	●	●	●	●	●	●	●	●	●	●
12. Magarity Road at Great Falls Street	●	●	●	●	●	●	●	●	●	●	●
13. Lisle Street at Magarity Road at Route 7	●	●	●	●	●	●	●	●	●	●	●
14. Route 123 at Anderson Road	●	●	●	●	●	●	●	●	●	●	●
15. Route 123 at Old Meadow Road	●	●	●	●	●	●	●	●	●	●	●

**Table 9: Tysons PM Peak Hour Intersection Level of Service from Year 2011 to Year 2022**



Increased transit use and improved transit service are Plan recommendations critical to the future success of Tysons. Bus transit monitoring began in 2011, and rail ridership monitoring began with the opening of the Metrorail Silver Line in 2014. The metrics collected include bus passenger counts and entries and exits at each Silver Line station. These metrics are supplemented by data from transit operators and other sources. Transit usage is also measured through surveys of residential, retail and employment sites.

Tysons Stations	Silver Line Opening August 2014	April 2015	April 2016	April 2017	April 2018	April 2019	COVID-19 Pandemic	April 2020	April 2021	April 2022	Percent Change April 2021 - April 2022
McLean	1,439	1,619	1,623	1,673	1,832	2,278			6	355	690
Tysons Corner	2,993	3,032	3,147	3,127	3,452	3,632		197	651	1,106	52%
Greensboro	893	1,075	1,139	1,122	1,252	1,501		8	241	403	50%
Spring Hill	1,316	1,410	1,264	1,220	1,188	1,226		126	215	215	0%
<b>Total Tysons Stations</b>	<b>6,641</b>	<b>7,136</b>	<b>7,173</b>	<b>7,142</b>	<b>7,723</b>	<b>8,638</b>		<b>337</b>	<b>1,461</b>	<b>2,414</b>	<b>49%</b>
<b>Reston Stations</b>											
Wiehle-Reston East	8,434	8,558	7,780	7,447	7,721	8,291		297	903	2,274	86%

### Silver Line Rail Service since 2014

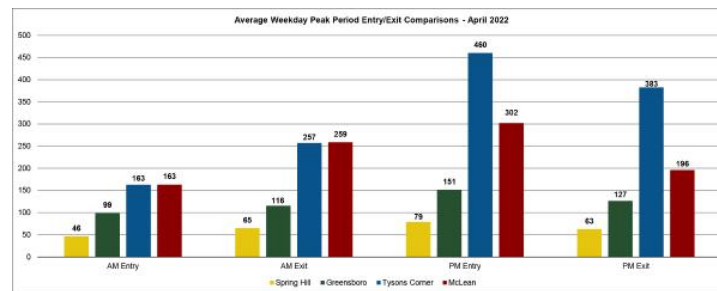
Monitoring of Silver Line usage began with the first full month of operation in August 2014. **Table 10** shows typical weekday ridership entries of the Silver Line by station. The final column displays the percentage change in ridership entries between 2021 and 2022 conditions.

Low ridership in 2022 is due to the ongoing COVID-19 pandemic, with ridership starting to increase, but not yet to pre-pandemic levels. Increased teleworking and “hybrid” work policies substantially reduced Tysons travel. The table shows improvement in ridership for each station along the line. The most active Tysons Metrorail station is Tysons Corner, averaging approximately 1,106 passengers per day (total entries) on weekdays.



### 2021 Silver Line Ridership Characteristics

The ridership information in **Table 10** is further broken down by AM and PM entries into and exits out of the four Tysons Silver Line stations, as shown in **Figure 11**. Typical weekday ridership will continue to be assessed annually to understand ridership trends related to the COVID-19 pandemic, as well as post pandemic conditions.



**Figure 11: Average Weekday Peak Period Entry/Exit Comparisons - April 2022**

Ridership information was broken down into average daily station exits for a weekday, Saturday, and Sunday condition, as shown in **Figure 12**. Weekend ridership during the recovery of the COVID-19 pandemic was higher as compared to weekdays. All stations saw an increase in ridership in 2022 compared to 2021.



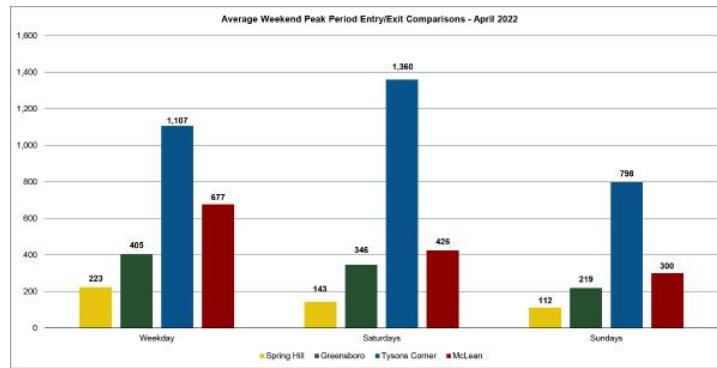


Figure 12: Average Weekend Peak Period Entry/Exit Comparisons - April 2022



### Transit Service Enhancement

The Plan calls for a robust transit network to provide alternatives to automobile travel and to support a balance between land use and transportation. As of Spring 2022, 14 Fairfax Connector bus routes operated circulator, express, peak, and local bus service in Tysons. Due to the COVID-19 pandemic, ridership was still substantially lower than it was prior to 2020.

The first phase of the Circulator System, serving the Metrorail stations in Tysons, was implemented with the opening of the Silver Line Phase 1 and consists of bus service operating on three routes in mixed traffic on existing rights-of-way. The routes were modified in their first year of operation to improve performance, reliability, and attractiveness. This circulator service will continue to evolve as new roadway facilities open throughout Tysons.

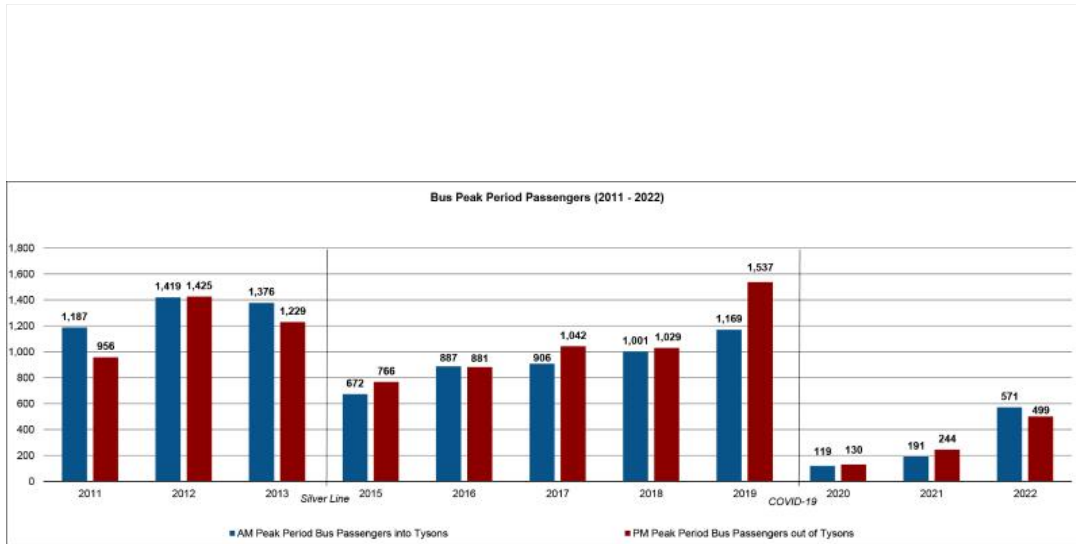
Table 11 summarizes the Connector routes that serve Tysons. Fairfax Connector buses servicing Tysons resumed full service on

August 20, 2020. The map in **Figure 13** depicts the Metrorail line and stations, Metrobus and Fairfax Connector routes, and the non Metrorail related bus transfer center at Tysons West\*Park, as they would normally operate, with no pandemic related adjustments.

Service Type	Number	Name/Route	Type
Tysons Circulator (Central Tysons)	423	Park Run – Westpark	Inside Tysons Only (weekday, weekend)
Tysons Circulator (North Tysons)	424	Jones Branch Drive	Inside Tysons Only (weekday, Sat only)
Local Service	494	Lorton – Springfield – Tysons	To/From Tysons (Weekday)
Local Service	495	Burke Centre – Tysons	To/From Tysons (Weekday)
Peak Service	432	Old Courthouse – Beulah	To/From Tysons (weekday peak only)
Peak Service	462	Dunn Loring – Navy Federal – Tysons	To/From Tysons (weekday peak only)
Peak Service	724	Lewinsville Road	To/From Tysons (weekday peak only)
Local Service	401/402	Backlick – Gallows	To/From Tysons (weekday, weekend)
Local Service	463	Maple Avenue – Vienna	To/From Tysons (weekday, weekend)
Local Service	467	Dunn Loring – Tysons	To/From Tysons (weekday mid-day, evening, and weekend)
Local Service	574	Reston – Tysons	To/From Tysons (weekday, weekend)
Local Service	703	Pimmit Hills	To/From Tysons (weekday, Sat only)
Local Service	721	Chain Bridge Road – McLean-Langley	To/From Tysons (weekday, weekend)
Peak Service	722	Chain Bridge Road – McLean-Langley	To/From Tysons (Weekday peak only)

- Notes:
- 1 Routes reflect service as of Spring 2022.
  - 2 Bus 467 was operating during this time but does not operate during peak periods.
  - 3 In July 2021, Tysons Circulator Route 422 was eliminated, and service was added to 467.
  - 4 Bus 703 replaced the former Metrobus 3T route.
  - 5 Bus 422 was eliminated due to low ridership.

**Table 11: Fairfax Connector Routes Serving Tysons - 2021**



## Bus Transit Use

Estimates of bus ridership are assessed using Automatic Passenger Counters (APC) of riders at bus stops located on the border of Tysons and do not capture Circulator trips internal to Tysons. AM and PM peak period passenger counts by route are shown in **Table 12**. Bus ridership in the peak periods increased slightly over 2021.

Fairfax County took over operations of Metrobus 3T (FC Local Service 703) and resumed service in July 2021.

Bus Route Description and Number	AM Peak Period		PM Peak Period	
	Enter	Exit	Enter	Exit
1 Fairfax Connector (FC) Express 494, 495	171	122	38	75
2 FC Local/Peak Service 432, 462, 724, 574	59	49	65	61
3 FC Local Service 401/402	74	26	31	59
4 FC Local Service 463, 703, 721	43	37	42	44
5 PRTC OmniRide: Manassas, Linton Hall	63	0	0	46
6 Metrobus - Tysons Corner Center 28A	140	24	100	160
7 Metrobus - Tysons Corner Station 23T	21	14	18	54
<b>Spring 2022 Totals</b>	<b>571</b>	<b>272</b>	<b>294</b>	<b>499</b>
Spring 2021 Totals	208	47	88	263
Spring 2020	119	67	107	130
Spring 2019	1,169	374	641	1,537
Spring 2018	1,001	342	563	1,029
Spring 2017	906	314	510	1042
Spring 2016	887	334	397	881
Spring 2015 (Post Silver Line)	672	146	206	776
Fall 2013: Pre-Silver Line Opening	1,376	332	544	1,229

Notes:

- 1 Estimates of bus ridership are computed for the 7:00 – 10:00 AM and the 4:00 – 7:00 PM peak periods.
- 2 Counts of bus passengers were field counted or taken from Automatic Passenger Counts (APC).
- 3 Circulator Bus ridership is internal to Tysons and is not included in the totals entering and exiting the area.
- 4 Counts reflect service as of Spring 2022.

**Table 12: Bus Route Description and Number of Passengers**

**Figure 14** summarizes the results of peak period ridership counts between 2011 and 2022. Prior to the COVID-1 pandemic, ridership on bus routes serving Tysons showed an upward trend, rising to levels slightly higher than before the 2014 opening of the Silver Line Metrorail. Due the pandemic, only 6 of the 14 Fairfax Connector buses serving Tysons were operating during the peak periods in Spring 2020. Fairfax Connector bus services returned to full service in August 2020. In 2022, bus ridership continues to increase, but remains low compared to pre-pandemic years. Bus ridership information and data will continue to be collected and monitored annually.

## Transportation Demand Management (TDM)

TDM refers to a variety of strategies aimed at lessening the demand on the transportation system by reducing single-occupancy vehicle trips during peak periods, and expanding the transportation choices available to residents, employees, and visitors. TDM programs embrace the latest information technology techniques to encourage teleworking and increase transit ridership. They also provide information to commuters and other trip makers to aid in choosing travel modes and the times they travel. Successful TDM outcomes result in decreased peak-period congestion and a more efficient use of the transportation system.

The County sets appropriate trip reduction goals for each development. Various factors, such as accessibility to transit and type of development, help define the needed level of TDM participation. Developers, to date, are meeting their proffered trip reduction goals.

The County actively promotes TDM programs and strategies to support residents, property owners, companies, and tenants through TDM outreach. Since 2010, Fairfax County has partnered with the National Center for Transit Research to recognize employers who excelled in implementing commuter programs such as ride-sharing, transit benefits, biking and walking, teleworking, alternate work schedules and other strategies as the Best Workplaces for Commuters (BWC). The goal of the Fairfax County Best Workplaces for Commuters Program is to recognize employers at a national level and highlight their efforts in instituting creative ways of improving commutes and aiding in traffic and trip reduction efforts within the county. Four new employers were added in 2022, bringing the total number Tyson’s affiliated BWC employers to 44.

The COVID-19 pandemic increased the number of employers allowing telework options, which in turn reduced traffic congestion and trips, improving commutes for those still traveling to their work site. With hybrid schedules requiring employees to be in the office, a gradual increase of trip and person counts from 2021 to 2022 is noticed.

TDM programs are a key method of supporting transit-oriented development in Tysons. In 2013, the County adopted new countywide TDM Guidelines, which set specific trip-reduction goals based on a site’s distance from Metrorail stations. **Table 13** shows the reduction goals (in percentages) using the trip generation rates found in the Institute of Transportation Engineers Trip Generation Manual. The Tysons trip reduction goals are higher than most in the County.

Gross Square Feet (GSF) of Development in Tysons	Distance from Metrorail Station			
	0 to 1/8 Mile	1/8 to 1/4 Mile	1/4 to 1/2 Mile	Beyond 1/2 Mile
	Trip Reduction Goal			
Up to 65,000,000	45%	35%	30%	25%
65,000,000	50%	40%	35%	30%
84,000,000	55%	45%	40%	35%
90,000,000	58%	48%	43%	38%
96,000,000	60%	50%	45%	40%
105,000,000	63%	53%	48%	43%
113,000,000+	65%	55%	50%	45%

**Table 13: Tysons Trip Reduction Goals**



Development	Primary Method	Goal	2017 Performance	2018 Performance	2019 Performance	2020 Performance	2021 Performance
Towers Crescent	Counts	24% trip reduction	46% trip reduction	46% trip reduction	47% trip reduction	95% trip reduction	92% trip reduction
Tysons II	Surveys	20% Non-SOV	No report submitted	20% Non-SOV trip reduction	20% trip reduction	No trip counts due to COVID-19 pandemic	No report submitted
The Reserve	Surveys	20% Non-SOV	25% Non-SOV trip reduction	27% Non-SOV trip reduction	30% Non-SOV trip reduction	60% non-SOV trip reduction	63% Non-SOV trip reduction
Park Crest	Surveys	18% Non-SOV	21% Non-SOV trip reduction	36% Non-SOV trip reduction	42% Non-SOV trip reduction	No trip counts due to COVID-19 pandemic	49% Non-SOV trip reduction
Tysons Corner Center - Office	Surveys	29% Non-SOV	62% AM, 70% PM trip reduction	67% AM, 74% PM trip reduction	67% AM, 74% PM trip reduction	97% AM, 98% PM trip reduction	Trip Counts not required in 2021. The next trip counts for the site will be conducted in 2024
Tysons Corner Center - Residential	Surveys	47% Non-SOV	68% AM, 73% PM trip reduction	71% AM, 76% PM trip reduction	72% AM, 77% PM trip reduction	85% AM, 72% PM trip reduction	Trip Counts not required in 2021. The next trip counts for the site will be conducted in 2024
MITRE	Counts	31% trip reduction	64% trip reduction	68% trip reduction	63% trip reduction	91% trip reduction	71% trip reduction
Arbor Row	Counts	30% trip reduction	50% trip reduction	57% trip reduction	55% trip reduction	71% trip reduction	63% trip reduction
Tysons Spring Hill Station (The Ascent)	Counts	35% trip reduction	78% trip reduction	78% trip reduction	No trip counts required in 2019	No trip counts required in 2020	Trip Counts not required in 2021
Tysons Spring Hill Station (The Adaire)	Counts	35% trip reduction	82% trip reduction	58% trip reduction	No trip counts required in 2019	No trip counts required in 2020	Trip Counts not required in 2021
Amherst Property (The Highgate)	Counts	30% trip reduction	Not required to report until 2018	73% trip reduction	63% trip reduction	73% trip reduction	66% trip reduction
Scott's Run (The Haden)	Counts	30% trip reduction	67% trip reduction	60% trip reduction	57% trip reduction	66% trip reduction	56% trip reduction
Capital One	Counts	35% trip reduction	N/A	N/A	20% AM, 39% PM trip reduction	95% trip reduction	72% Reduction AM, 89% Reduction PM

## Monitoring TDM Goals

Attainment of TDM vehicle trip reduction goals for each new development is monitored annually or biennially beginning with occupancy of a sites first buildings. Numerous developments in Tysons currently implement TDM plans and submit annual reports. Under the 2013 TDM Guidelines, program attainment is monitored to capture achieved trip reduction targets through annual vehicle traffic counts. Surveys are also conducted on a three-year basis to gather data on mode split and travel behavior to help identify future TDM program element improvements or enhancements.

Tysons' developers contribute to a "Remedy Fund," which can be drawn upon to enhance TDM programs if their TDM plan goals are not met. The structure of the Remedy Fund creates an incentive to achieve higher goals than those specified in the Plan, as developers can receive portions of this fund back if they exceed their goals. Development in Tysons also contributes to a "Penalty Fund" fund; a cash escrow or Letter of Credit given to the County for TDM purposes if Remedy Funds are exhausted. In combination with transit service and service level improvements, effectively administered TDM programs result in substantially higher transit and Non-SOV usage among employees and residents in Tysons.

To date, the thirteen developments in Tysons required to submit TDM Annual Reports are meeting or exceeding their trip reduction goals. Due to the COVID-1 pandemic, some developments did not submit reports this past year. Fairfax County will continue to collect annual reports to monitor progress and achievement of TDM goals. Where TDM reports are not submitted or goals are not met, the County will take further action as dictated by the development's

commitments. Further actions include non compliance fees and the use of Remedy and/or Penalty funds.

During the land development process, developers typically include TDM strategies in their transportation proffers to mitigate traffic impacts. These proffers contain commitments to provide TDM services, goals for trip reduction percentages, and remedies/penalties for nonattainment of proffered goals.

**Table 14** illustrates the trip goals and the numbers reported in 2021 for those developments currently submitting annual reports. Trip counts for trip reduction goals were suspended in 2020 due to the COVID-19 pandemic. Trip counts collected in 2020 will not count towards the completion of the TDM proffer commitments. Due to the age of the proffers for these developments, the metrics and methodologies may differ from the standardized methods used in more recent zoning cases (after the 2013 TDM Guidelines were adopted).



### **Tysons TMA**

On July 1, 2014, the Board established a new Tysons Transportation Management Association (TMA), with the mission to reduce trips by commuters and residents in Tysons. The Board appointed the Tysons Partnership as the operator and administer.

In December 2014, the Board and the Partnership signed an agreement containing the details of the TMA's work, which includes five key functions to help achieve the Tysons-Wide TDM and Vehicle Trip Reduction Goals. The functions include communications and marketing, advocacy, and partnerships, TDM

Implementation, membership and administration, and proffer compliance.

The TMA coordinates outreach and assists in coordinating TDM programs occurring through development proffers and other means; using strategies such as the distribution of information via its website, mailings, events, and meetings to achieve single-occupancy vehicle (SOV) trip reductions. Outreach to employers and employees is conducted to encourage the use of commuting alternatives such as ridesharing, use of rail and bus, flex-time and remote workplaces, among other TDM strategies. TMA holds quarterly meetings that are attended by the group's board members, local developers, and county staff to discuss TDM strategies and progress in Tysons.

### **Parking Management**

Parking in Tysons serves the existing and proposed land uses and is an integral part of the overall transportation system. The Plan recommends limiting parking in areas closest to rail stations to encourage non-vehicular travel. Plan guidance, and the associated Planned Tysons Corner (PTC) zoning regulations, generally eliminate minimum parking levels for office and hotel uses and set maximum parking requirements. Parking capacity will be created via on-street parking spaces, however, the Plan's vision is to decrease automobile dependency and create a more walkable, transit-oriented urban center by reducing off-street private parking. Rather than providing parking for each individual use, parking should be shared and treated as a common resource for multiple uses.

### **Parking Monitoring**

Parking supply within Tysons is addressed through the implementation of Plan guidance during development review. Each development is expected to not exceed maximum parking ratios, to create shared parking solutions, and to use other recommended methods to minimize the amount of parking provided.

Fairfax County is currently developing a Managed Parking Study for the Tysons Urban Center and the Reston Transit Station Areas, as the Comprehensive Plans for these areas envision managed street parking. The plan will encourage the turnover of spaces in newly developed areas, discourage commuter parking near Metrorail and on streets with street-level retail, discourage long-term residential and commercial parking on streets serving mixed use development, and provide guidance on other curbside management best practices. FCDOT anticipates developing a framework applicable to other emerging urban development areas around the County.

FCDOT has completed Phase I of the study establishing existing conditions for street parking, identifying the many County departments involved with on-street parking and enforcement, and reviewing parking programs in other comparable jurisdictions. FCDOT continues to monitor the utilization of newly developed on-street parking throughout Tysons Urban Center, especially on VDOT maintained streets. Much of the newly developed on street parking is currently on private streets, or on streets not yet accepted into the VDOT system. When funding is available, FCDOT will work to develop a curbside management plan that includes parking enforcement recommendations.



**The Ascent. Source: Fairfax County**

### **Interim Parking**

The Board directed staff 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.

The one interim commuter parking lot in Tysons, a 711-space lot at the McLean Station, opened in July 2014, concurrent with the beginning of rail service. In April 2022, 372 of these spaces were filled on an average weekday, down from 489 in April 2021. As of July 2022, the interim parking facility is closed to the public due to Capital One redevelopment.

In addition to interim parking agreements, several approved rezoning applications include interim parking use options for commercial parking, generally in underutilized parking lots or structures.





## ENVIRONMENTAL STEWARDSHIP

The Comprehensive Plan sets high standards for environmental stewardship in Tysons by providing guidelines for stormwater design and management, green building design, and energy and resource conservation. The protection of both the natural and man-made environments is embedded in the proposed land-use patterns and multi-modal transportation systems. Success in these areas will reduce land consumption and vehicle miles traveled, thus reducing the environmental impact of development.

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## Stormwater Design and Management

The Tysons approach to stormwater management includes stringent standards for mitigating development impacts while encouraging a progressive approach that recognizes evolving technologies and integrates innovative stormwater management strategies into the site design.



## Stormwater Management within Proposed Developments

New development in Tysons is expected to retain on-site and/or reuse the first inch of rainfall to the extent practicable. In addition, development proposals are expected to provide green building measures that manage how the building design moves rainwater and that reduce water consumption to minimize stormwater impacts.

County staff developed the Tysons Corner Stormwater Toolkit (Toolkit) in 2012, to aid design teams and reviewers by following a Compliance Flowchart, a Conformance Checklist, and a Compliance Spreadsheet. These tools – [“How To” guide and the Toolkit](#) – assist in design and serve as the basis for discussion in collaborative meetings between applicants and county staff.

Approved projects that utilized the Toolkit include: The Boro Block J, Hanover Tysons, Mitre Building #5, Archer Hotel, The Mile Building A, Scotts Run Fire Station #44, Arbor Row Blocks A1/A2 and B/C1, and Scotts Run South Buildings C and D. These projects feature bioretention tree pits along the streetscape as a successful approach to treating streetscape and roadway runoff.



Some projects include green roofs to reduce site imperviousness. The use of stormwater planters at grade level or on top of the building podium helps treat rooftop runoff. Mitre Building #4, various blocks of the Capital One campus, and Blocks B and C of The Boro, each installed rainwater harvesting systems to capture and reuse the rainwater from the roof for cooling towers and other building uses.



### **Other Stormwater Initiatives**

The September 2011 County and VDOT Memorandum of Agreement (MOA) sets the design and maintenance standards for the public streets in Tysons. The MOA allows for the installation of certain non-standard facilities within the right-of-way, including “special drainage features, underground storage and mechanical vault structures, and innovative drainage features such as rain gardens.” County staff works closely with VDOT to ensure that appropriately designed facilities can receive permits for public right-of-way installations.



## Stream Restoration and Natural Resource Management

The existing stream valley parks in Tysons require protection, enhancement, and management to ensure the long term viability of these important urban habitats. The Plan recommends that developments contribute toward stream restoration and the stabilization of adjacent stream valleys.

	Location			Commitment			
	Scotts Run	Arbor Row Stream Valley	Old Courthouse Spring Branch	On-site restoration	Adjacent to site restoration	Design plans for restoration	Cash contribution
Capital One PCA 2010-PR-021	X			X			
Scotts Run Station North RZ 2011-PR-009	X					X <sup>3</sup>	
Scotts Run Station South RZ 2011-PR-010/011	X				X	X	
Arbor Row RZ 2011-PR-023		X		X <sup>1</sup>			
Tysons West Promenade RZ 2011-HM-032			X				X
Amherst (Jones Branch Drive) RZ 2014-PR-004	X			X <sup>2</sup>	X <sup>2</sup>		
The Highland District RZ 2014-PR-021	X						X
Sunburst RZ 2011-HM-027			X				X
One Tysons East RZ 2015-PR-014	X						X

<sup>1</sup> The stream restoration is located on the Hanover property, dedicated by the applicant as part of the Arbor Row application, and now known as Ken Lawrence Park.

<sup>2</sup> The stream work on and off-site is not a full restoration but is included here as a natural stabilization design. This project was completed in 2016.

<sup>3</sup> Contributions are directed towards a public improvement proffer described in Scotts Run South, which include Scotts Run stream restoration along with funding for an athletic field and bridge improvement.



## Proffered Stream Valley Improvements

Stream valley parks exemplify the concept of park space assisting in the achievement of environmental goals, possessing both a recreational component and an environmental purpose. The restoration and enhancement of degraded stream valleys in Tysons are included as commitments in nine major applications. The commitments include financial contributions, provision of design plans, and actual restoration. The table identifies these commitments and their location by zoning case.

The Department of Public Works and Environmental Services (DPWES) is performing stream restoration work on Old Courthouse Spring Branch and Scotts Run. To date, 3,400 linear feet of the Old Courthouse stream restoration project is complete from Gosnell Road to a point downstream of the Vesper Trail crossing. A second phase that continues the restoration between Dulles Toll Road and Ashgrove Lane trail for a length of 1,100 linear feet is expected to start in the spring of 2023.

DPWES has restored approximately 2,800 linear feet of the Scotts Run's stream channel from the crossing of Dolley Madison Boulevard through the Scotts Run Stream Valley Park. Fairfax County and Cityline Partners negotiated agreements to complete the Scotts Run work ahead of proffered timelines by applying proffer contributions from Scotts Run Station South and North.



*Restored Scotts Run stream channel (Picture Credit: Fairfax County Staff, April 2022)*

DPWES publishes [an interactive map of county led stream and stormwater improvement projects](#) which includes descriptions of, and project timetables for, Old Courthouse Spring Branch and Scotts Run.

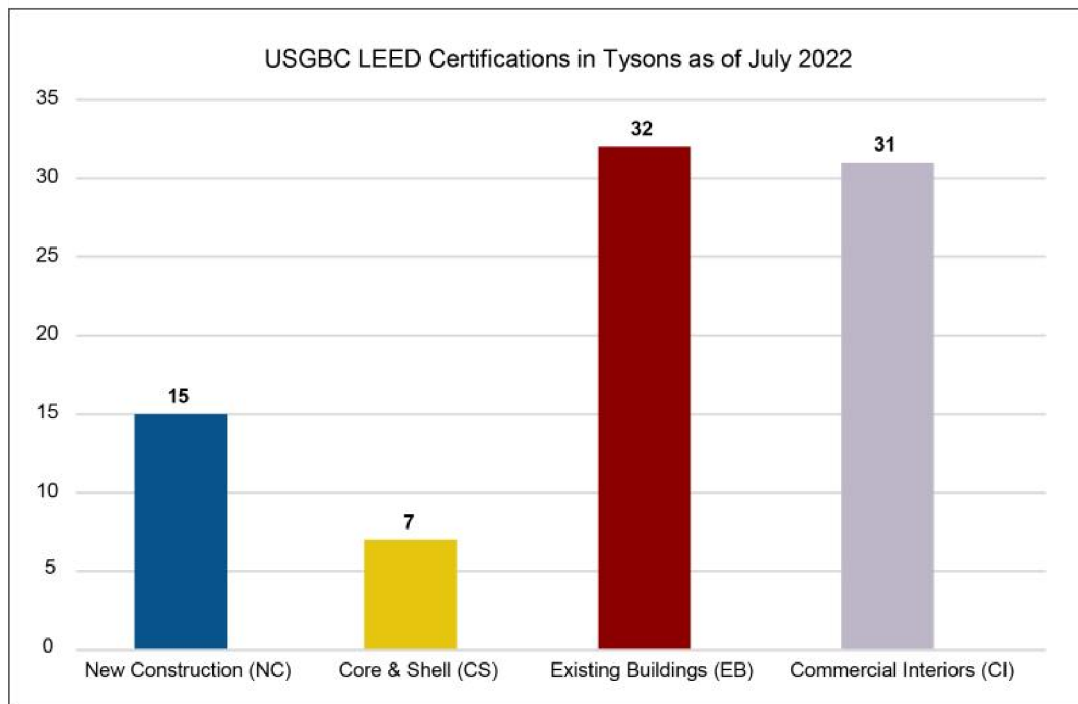


## **Green Building Design and Energy/Resource Conservation**

The Comprehensive Plan for Tysons includes guidance for energy and water conservation measures and a goal of reducing Tysons greenhouse gas emissions to help achieve 80% greenhouse gas reductions within the region by 2050, in accordance with the Board's 2007 Cool Counties Climate Stabilization Declaration. All redevelopment projects are expected to incorporate innovative energy efficiency and conservation strategies.



Highgate LEED Silver; Source: Fairfax County



## Green Building Design

A 2007 Countywide policy for green buildings created an expectation for “green” or environmentally friendly buildings in

development centers such as Tysons. The Plan recommends a commitment to LEED Silver or its equivalent for new commercial buildings and LEED certified or its equivalent for new residential buildings. Existing buildings and sites proposed for re-use or repurposing are encouraged to incorporate green building features to the extent possible.

This chart shows the number of buildings in Tysons achieving LEED certification according to the U.S. Green Building Council's (USGBC) database.

## Energy/Resource Conservation

The county encourages site-specific energy related commitments to achieve LEED certification.

Every major application approved since 2010 has provided commitments that promote efficient, renewable and sustainable energy practices. These include commitments to explore shared energy systems, micro cooling, and distributed energy and district heating and cooling. There are also commitments to provide or assess the viability of electric vehicle charging stations and commitments to provide the County with utility data for monitoring energy efficiency. Several developments are exploring the reuse of stormwater runoff for building cooling systems as part of their stormwater management systems. These Energy/Resource Conservation Proffer tables, organized by district, identify the conservation proffers for major zoning applications.

### Major Zoning Applications: Energy/Resource Conservation Proffers

Tysons West District	Explore shared energy systems	Explore electrical vehicle charging stations	Provide electrical vehicle charging stations	Provide utility data to the County
Spring Hill Station RZ 2010-PR-014A/014B	X	X <sup>1</sup>		X
Spring Hill Station RZ 2010-PR-014D/014E	X		X	X
Tysons West Promenade RZ 2011-HM-032			X	X
Dominion Square West RZ 2011-HM-012			X	X
The View RZ 2017-PR-010	X		X	X
North Spring Hill Station RZ 2018-PR-022			X	X
West Spring Hill Station RZ 2018-PR-021			X	X

<sup>1</sup> The Ascent, a residential building constructed under RZ 2010-PR-014A, proffered to study electrical vehicle charging stations, but chose instead to install charging stations for four vehicles.



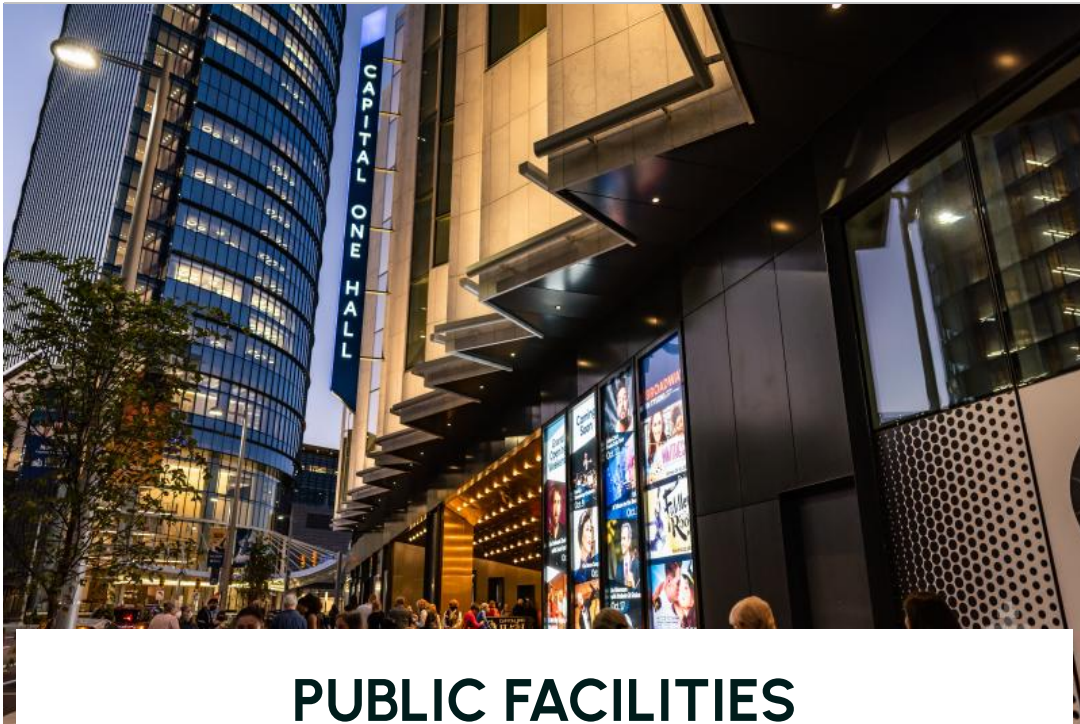
Tysons Central 7 District	Explore shared energy systems	Explore electrical vehicle charging stations	Provide electrical vehicle charging stations	Provide utility data to the County
Tysons Central RZ 2011-PR-005	X		X	X
Greensboro Park Place RZ 2012-PR-021			X	
Westpark Plaza RZ 2013-PR-009	X		X	X
The Boro RZ 2010-PR-022			X	X
Boro I-L RZ 2020-PR-009		X	X	X

Tysons Central 123 District	Explore shared energy systems	Explore electrical vehicle charging stations	Provide electrical vehicle charging stations	Provide utility data to the County
Arbor Row RZ 2011-PR-023	X		X	X
JR's at Tysons RZ 2018-PR-010			X	X

Tysons East District	Explore shared energy systems	Explore electrical vehicle charging stations	Provide electrical vehicle charging stations	Provide utility data to the County
Capital One PCA 2010-PR-021	X	X		
Scotts Run Station South RZ 2011-PR-010/011	X		X	X
The Commons RZ 2011-PR-017	X		X	X
Scotts Run Station North RZ 2011-PR-009	X		X	X
Highland District RZ 2014-PR-021			X	X
One Tysons East RZ 2015-PR-014			X	X

Old Courthouse District	Explore shared energy systems	Explore electrical vehicle charging stations	Provide electrical vehicle charging stations	Provide utility data to the County
International Place RZ 2015-PR-006			X	X

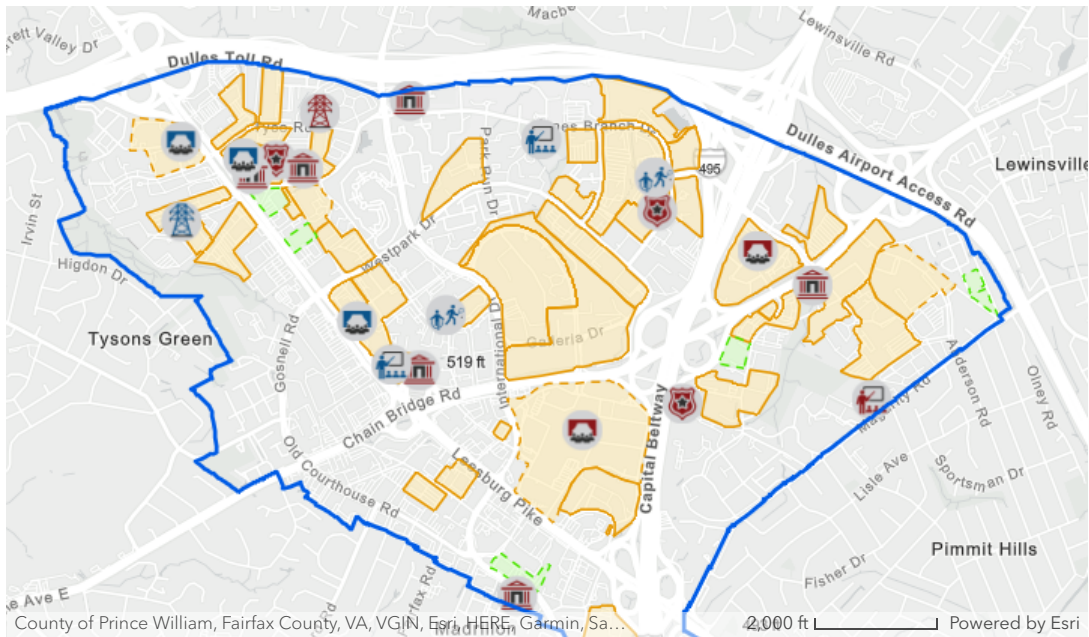
North Central District	Explore shared energy systems	Explore electrical vehicle charging stations	Provide electrical vehicle charging stations	Provide utility data to the County
7915 Jones Branch Drive RZ 2014-PR-004	X			X
Henover at Tysons RZ 2018-PR-015			X	X
The Mile RZ 2017-PR-015			X	X



## PUBLIC FACILITIES

Public facilities are part of the public infrastructure in a well-functioning community environment where people can live, work, and play. The Plan's Areawide Recommendations for public facilities are based upon the growth projections shown in the Plan. The pace of development is monitored to ensure that the provision of public facilities keeps pace with projected development levels. Components of the public facility plans are reviewed on a periodic basis and revised, as necessary. The March 14, 2017, Plan amendment, for example, included a review of the Plan's park and public facility recommendations.

Generally, the long-range redevelopment plan for public facilities must accommodate growing populations as development thresholds are attained. The delivery of approved buildings can occur over many years, and it is important to secure public facility sites, locations, and entitlements to accommodate facility needs. Public facilities needed by 2050 should generally be provided as development approvals occur during the first 10 to 20 years of Plan implementation, although facility construction and occupancy will occur in concert with the pace of growth. Staff uses urban models to plan and advocate for public facilities featuring multi-story construction, inclusion of facilities in mixed-use buildings, and shared features such as plazas and parking.



*The map depicts the existing and unbuilt proffered public facilities in Tysons*

**Existing and Proffered Public Facilities**

- Fire Station #29
- Dominion Power Substation (Tyco Road)
- U.S. Post Office
- Fairfax Water Storage Tank
- Tysons Corner Center Community Space
- Westgate Elementary School
- McLean Metrorail Kiss & Ride
- Spring Hill Metrorail Kiss & Ride
- Tysons West\*Park Transit Kiss & Ride
- Virginia Department of Motor Vehicles
- Fire Marshal Office Space (Temporary)
- Fire Station #44

Performing Arts Center

**Proffered Facilities**

Arts Office & Funding

New Tysons Elementary School

College/Community Space

Community Library

Indoor Recreation Space

Dominion Substation #2 (Spring Hill)

Signature Park

Arts Facility

**Needed Public Facilities**

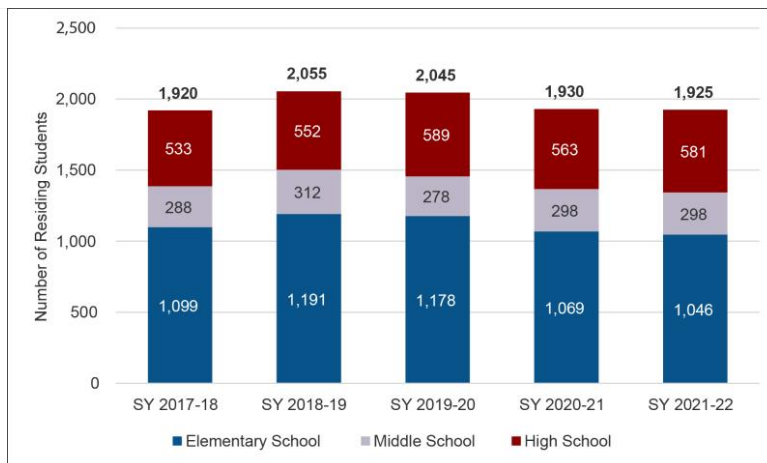
The table identifies additional facilities needed in Tysons. The list is dynamic and subject to change as new public facilities or public partnerships are identified and/or facilities are realized or re-prioritized. Facilities under discussion with pending applications are noted.

Type of Facility	Threshold	Notes
Dominion VA Power Transmission Substation	Current Need	Depending on design, may also be able to serve as third distribution substation
Two additional Indoor Recreation Spaces	No set threshold	--
Dominion VA Power Distribution Substation #3	Development in North Central & Central 123	Preferred location next to the Dulles Toll Road and close to Dominion's existing high voltage line
Community Center	Current Need	The View (RZ 2017-PR-010) provided a monetary contribution Proposed with Dominion Square West (FDPA 2011-HM-012-02)
Civic Commons	No set threshold	--
Third Fire Station (Central)	64,000 pop. & 188,600 jobs	--
Police Station	Undetermined	Potentially co-located with third Fire and Rescue station
Interim Police Office Space	Current Need	Space to accommodate approximately 20 staff members
New Elementary School	Approximately 11,500 new housing units	Likely needed by 2035, based on the 2021 Fairfax County housing forecast and the Updated FCPS 2022 Countywide Student Yield Ratios.
Expansion of Middle School(s) and High School(s)	No set threshold	--
Additional higher education facilities	No set threshold (one provided in Tysons Central 7)	--
Fire Marshal Office space (permanent)	2025	To replace temporary space (per RZ 2014-PR-004)
Library/Community space	--	Proposed with The Piazza (RZ 2019-PR-004)





# SCHOOLS



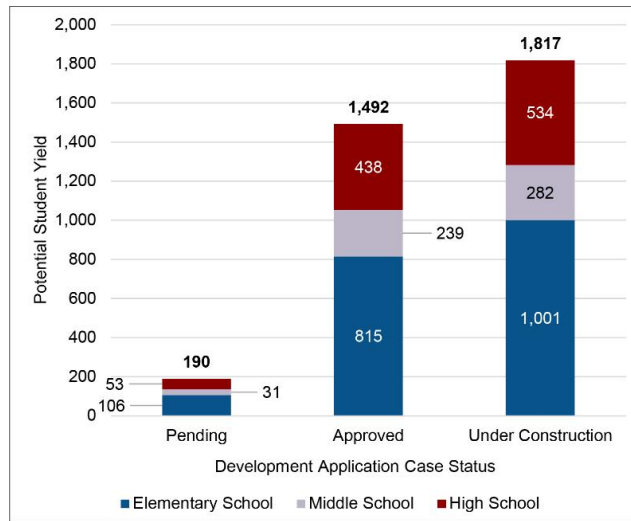
Source: FCPS, *Certified Membership*, September 2017 to September 2021.

Notes:

1. Elementary school student membership includes general education, special education, AAP, FCPS PreK, preschool, special education centers, preschool resource centers, alternative school programs, multi-agency, and home school and private school special education services.
2. Middle school student membership includes general education, special education, AAP, special education centers, alternative school programs, alternative court programs, multi-agency, and home school and private school special education services.
3. High school student membership includes general education, special education, special education centers, alternative school programs, alternative court programs, adult education, ESOL transitional high school, multi-agency, and home school and private school special education services.
4. Students residing in Tysons may attend schools not serving Tysons.

## Residing in Tysons

**Figure 1** shows the number of students residing in Tysons from School Year (SY) 2017-18 to SY 2021-22. Fairfax County Public Schools (FCPS) experienced a COVID-19 pandemic-related decline in student membership for School Year (SY) 2020-21 and SY 2021-22.



Sources: Fairfax County Department of Planning and Development, *Planning and Land Use System*, 2022.  
Notes:

1. Numbers are based on the potential student yields for zoning applications with rail-related intensities and densities approved by the Fairfax County Board of Supervisors.
2. The potential student yields consider the maximum student yield from the residential development if multiple options or scenarios were considered in the application.
3. The potential student yields are based on the FCPS countywide student yield ratios at the time of approval by the Fairfax County Board of Supervisors, are estimates for several applications and may vary due to updates to the countywide student yield ratios or the ultimate number of units built.
4. Information is based on the best available information, as of July 31, 2022, and therefore may not match previously published numbers.
5. An approved plan does not indicate construction is ready to commence.

**Figure 2** shows the potential student yields from residential development currently under construction and approved, or pending approval, by the Board of Supervisors. Periodically, FCPS reviews and updates the [Countywide Student Yield Ratios](#); the ratios were updated in June 2022. Information on Fairfax County residential development applications reviewed by Fairfax County Public Schools staff is available on the FCPS [Residential Development Applications Dashboard](#).

School	Design Capacity	Program Capacity	Membership	Program Capacity Utilization	Temporary Classrooms	Modular Classrooms	Current Capacity Level
Marshall HS	2,334	2,252	2,048	91%	-	12	Sufficient
McLean HS <sup>1</sup>	2,279	2,203	2,347	107%	4	12	Moderate deficit
Kilmer MS <sup>3</sup>	1,422	1,272	1,132	89%	4	10	Sufficient
Longfellow MS <sup>1,3</sup>	1,374	1,374	1,267	92%	2	-	Sufficient
Freedom Hill ES <sup>2</sup>	672	672	487	72%	4	-	Surplus
Spring Hill ES	1,260	959	830	87%	-	-	Sufficient
Westbriar ES <sup>3</sup>	1,036	941	785	83%	-	-	Surplus
Westgate ES	790	688	551	80%	-	-	Surplus

Source: FCPS, *Adopted Capital Improvement Program FY 2023-27*, February 2022.

Notes:

1. Membership includes general education, special education, AAP, FCPS PreK, and preschool.
2. Temporary Classrooms are not included in the design and program capacities of a school, whereas Modular Classrooms are included in the design and program capacities of a school.
3. McLean HS and Longfellow MS are currently going through a phased-in boundary change. For more information, visit the McLean High School Proposed Boundary Adjustment webpage.

## Current Capacity and Projections

**Table 1** lists the SY 2021-22 student membership and capacity utilization for the eight schools serving Tysons. **Table 2** lists the projected student membership and capacity utilization identified in the FCPS Adopted Capital Improvement Program (CIP) for Fiscal Year 2023-27. Note that the impacts from the COVID-19 pandemic are uncertain and may affect the accuracy of the student membership projections. The school capacity table shows student membership and school capacity balances. The five-year student membership projections and individual school capacity evaluations are updated annually by FCPS. Recommended boundary adjustments, program changes, potential school expansion, and new schools are included in the FCPS CIP for future consideration based on the most recent five-year projections and capacity evaluations from SY 2021-22. Beyond the five-year horizon, membership projections are not available. Information pertaining to membership, facilities, and capacity is found on the [FCPS Facilities and Membership Dashboards](#).

Projected Membership / Program Capacity Utilization						
School	SY 22-23	SY 23-24	SY 24-25	SY 25-26	SY 26-27	Projected Capacity Level for SY 26-27
Marshall HS	2,048 / 91%	2,058 / 91%	2,055 / 91%	2,068 / 92%	2,063 / 92%	Sufficient
McLean HS <sup>1</sup>	2,376 / 108%	2,331 / 106%	2,330 / 106%	2,319 / 105%	2,317 / 105%	Moderate deficit
Kilmer MS <sup>3</sup>	1,133 / 89%	1,135 / 89%	1,135 / 89%	1,132 / 89%	1,130 / 89%	Sufficient
Longfellow MS <sup>1,3</sup>	1,253 / 91%	1,276 / 93%	1,285 / 94%	1,269 / 92%	1,265 / 92%	Sufficient
Freedom Hill ES <sup>2</sup>	481 / 72%	461 / 69%	450 / 67%	442 / 66%	430 / 64%	Surplus
Spring Hill ES	856 / 89%	860 / 90%	891 / 93%	927 / 97%	967 / 101%	Slight deficit
Westbriar ES <sup>3</sup>	840 / 89%	828 / 88%	819 / 87%	796 / 85%	784 / 83%	Surplus
Westgate ES	579 / 84%	581 / 84%	574 / 83%	573 / 83%	582 / 85%	Surplus

Source: FCPS, *Adopted Capital Improvement Program FY 2023-27*, February 2022.

Notes:

1. Membership includes general education, special education, AAP, FCPS PreK, and preschool.
2. Temporary Classrooms are not included in the design and program capacities of a school, whereas Modular Classrooms are included in the design and program capacities of a school.
3. To view information pertaining to membership, facilities, and capacity, visit the FCPS Facilities and Membership Dashboards.

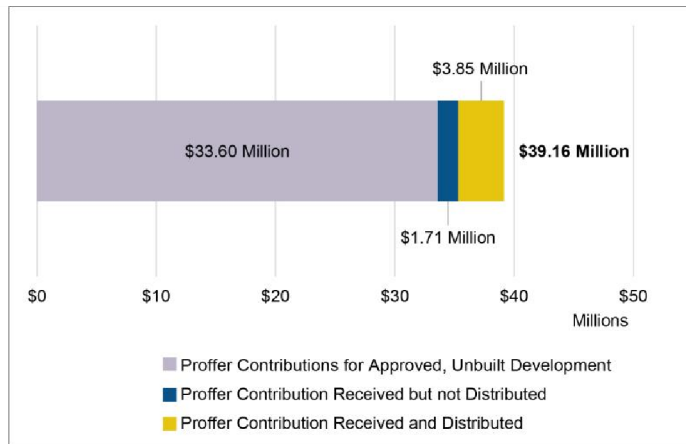
On February 4, 2021, the School Board approved [boundary adjustments](#) between McLean HS and Langley HS, and between Longfellow MS and Cooper MS effective beginning SY 2021-22. The adopted phasing plan implements the boundary adjustment on a grade-by-grade basis, with all grades implemented by SY 2024-25. The future program capacity of McLean HS and Longfellow MS will vary during the phasing of the boundary adjustments and will be assessed as information becomes available. In addition to the boundary adjustment, a modular facility was constructed for McLean HS in 2021 to replace 12 temporary classrooms.

School Name	Potential Solutions
Marshall HS	Monitor student membership.
McLean HS	Boundary change effective SY 2021-22 with phasing; increase efficiency by reassigning instructional spaces within a school to accommodate an increase in membership; and/or addition of temporary classrooms to accommodate a short-term capacity deficit.
Kilmer MS	Modular in construction; increase efficiency by reassigning instructional spaces within a school to accommodate an increase in membership; and/or potential boundary adjustment with other schools identified as having a capacity surplus.
Longfellow MS	Boundary change effective SY 2021-22 with phasing and/or monitor student membership.
Freedom Hill ES	Monitor student membership.
Spring Hill ES	Increase efficiency by reassigning instructional spaces within a school to accommodate an increase in membership; minor interior facility modifications to create additional instructional space and to help accommodate a capacity deficit; addition of temporary classrooms to accommodate a short-term capacity deficit; and/or potential boundary adjustment with other schools identified as having a capacity surplus.
Westbriar ES	Monitor student membership.
Westgate ES	Monitor student membership.

## Potential Solutions

**Table 3** lists potential solutions, as identified within the [FCPS Adopted CIP FY 2023-27](#), for alleviating current and projected school capacity deficit(s). For consideration purposes, sometimes multiple options are identified for each school. Options are listed in no significant order and could be contingent upon other potential solutions listed. Any option(s) chosen for implementation will be discussed and decided through a transparent process with the appropriate stakeholders, in accordance with [Fairfax County School Board Policies and Regulations](#).





Source: Fairfax County Department of Planning and Development, *Planning and Land Use System*, 2022.

Notes:

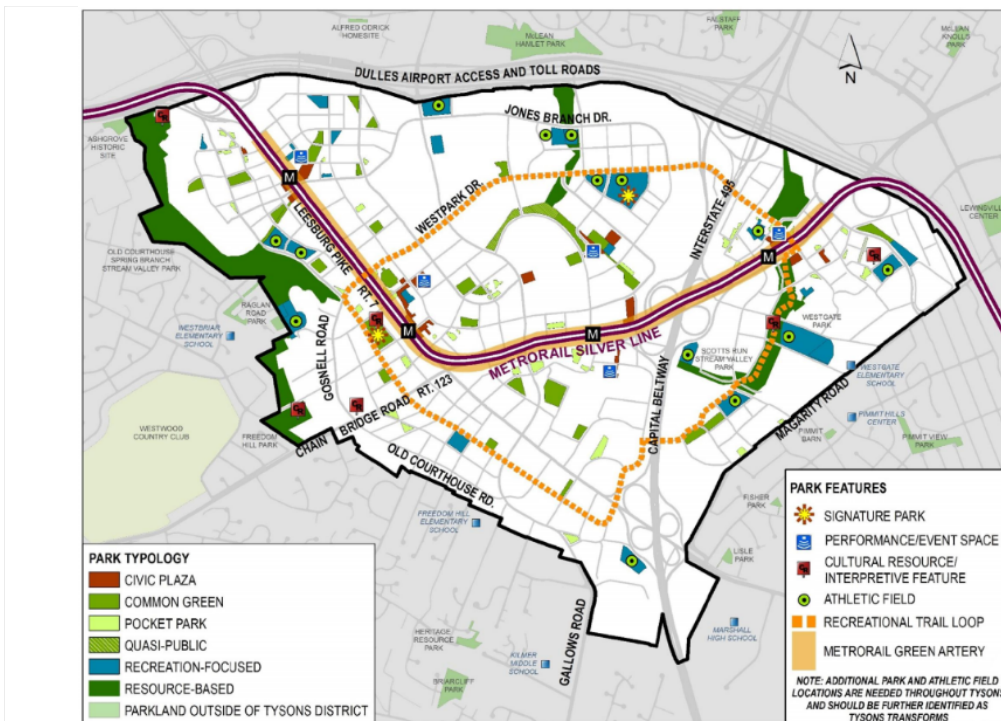
1. Numbers are based on the proffer contributions received for zoning applications with rail-related intensities and densities approved by the Fairfax County Board of Supervisors.
2. The potential student yields and proffer contribution are based on the FCPS countywide student yield ratios and the per student proffer contribution at the time of approval by the Fairfax County Board of Supervisors, are estimates for several applications, and may vary due to updates to the countywide student yield ratios and per student proffer contribution, the proffer language, or the ultimate number of units built.
3. The payment of the proffer contributions is initiated by certain milestones in the development of the project and may be a set lump sum contribution or in piecemeal.
4. Periodically, FCPS reviews and updates the countywide student yield ratios and per student proffer contribution. The countywide student yield ratios and per student proffer contribution were last updated on June 1, 2022.
5. Information is based on the best available information, as of July 31, 2022, and therefore may not match previously published numbers.
6. Values may not add up due to rounding.

## Proffer Contributions

**Figure 3** shows contributions that have been proffered to FCPS associated with approved redevelopment that has not been implemented, contributions transferred to FCPS from the Board of Supervisors, and contributions allocated towards FCPS projects to enhance school capacity as of July 31, 2022. This figure does not include the school site on Jones Branch Drive dedicated by RZ 2011-PR-005.



# URBAN PARK SPACES

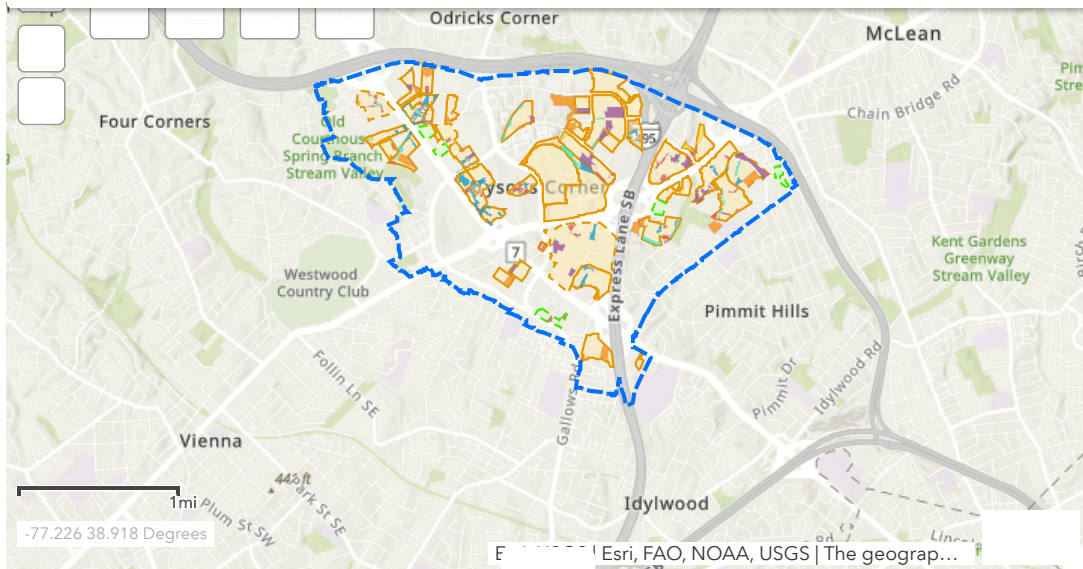


## Parks and Recreational Facilities

Parks and recreational facilities are essential for creating a high quality of life for residents and visitors, as well as for achieving environmental goals. The Plan calls for publicly accessible parks in an amount consistent with the County’s adopted urban park service level standards and Plan recommendations. The Tysons Park System Concept Plan (2014), which helps guide the review of rezoning applications in Tysons, envisions a mix of urban pocket parks, civic plazas, common greens, recreation-focused parks, and 20 new athletic fields. The Plan calls for a “green network” of park

open spaces connecting all of Tysons' districts and integrating urban parks with existing environmentally sensitive areas.

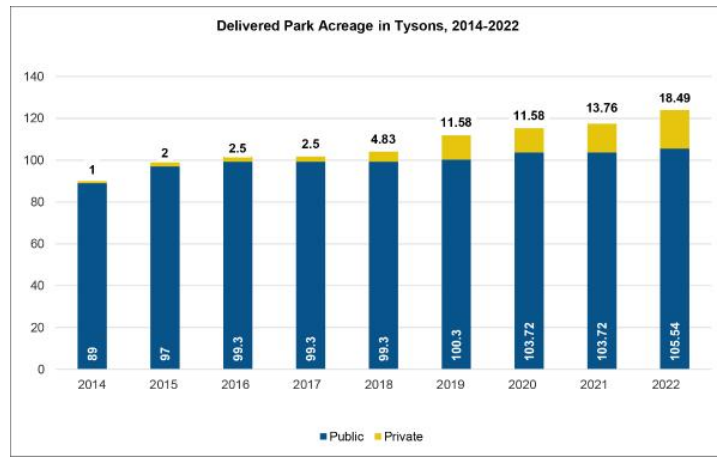
Click to restore the map extent and layers visibility where you left off.



## Existing and Proffered Park Facilities

Approximately 124 acres of publicly accessible parkland is located within the Tysons Urban Center Boundary, as shown in the Delivered Park Acreage, 2014-2022 graph below. This acreage is comprised of both public land and privately owned, publicly accessible urban park spaces provided by developers. The bar graph below shows the progression of the delivered park acreage from 2014 through June 1, 2022. There was no change in delivered park acreage from 2010-2014. About 34 acres of new public park space have opened to the public in Tysons since 2010.

In addition to the delivered park acreage, the major applications approved since 2010 provide commitments for 75.02 acres of new publicly accessible urban park space in Tysons.



**Public Park Acreage by Ownership Type, 2010 and 2021**

The tracking methodology for urban park spaces is improved for 2022, which accounts for some of the change from 2021 to 2022. There are four newly delivered park spaces, detailed below, totaling 1.94 acres. The additional difference in acreage is due to the inclusion of park acreage estimated using ArcGIS and the refinement of the previous data.

The interactive map illustrates delivered proffered park spaces, unbuilt proffered park spaces, and existing County-owned park spaces in Tysons. Click on a park space to review the park type, size, amenities, and development information. The data presented in the interactive map is based on the estimation of the maximum development potential and maximum amount of park spaces proffered and may not reflect the actual size of the built park spaces.

## ***New Park Spaces Opened to the Public***

### **Tysons Central - Central Piazza**

The 0.12-acre pocket park, known as the 'central piazza,' features plantings, seat walls, and wayfinding signage for the Greensboro Metro Station.



Source: Fairfax County

### **Tysons Central - Sky Park**



The 0.26-acre elevated sky park features hardscaping and landscaping elements, benches, and public access directly to the Greensboro Metro Station via stairs and an elevator.



Source: Fairfax County

### **Hanover Park**

Located directly west of Ken Lawrence Park, the 1.13 acre-park at Hanover Tysons features an open lawn with perimeter path and small seating area.



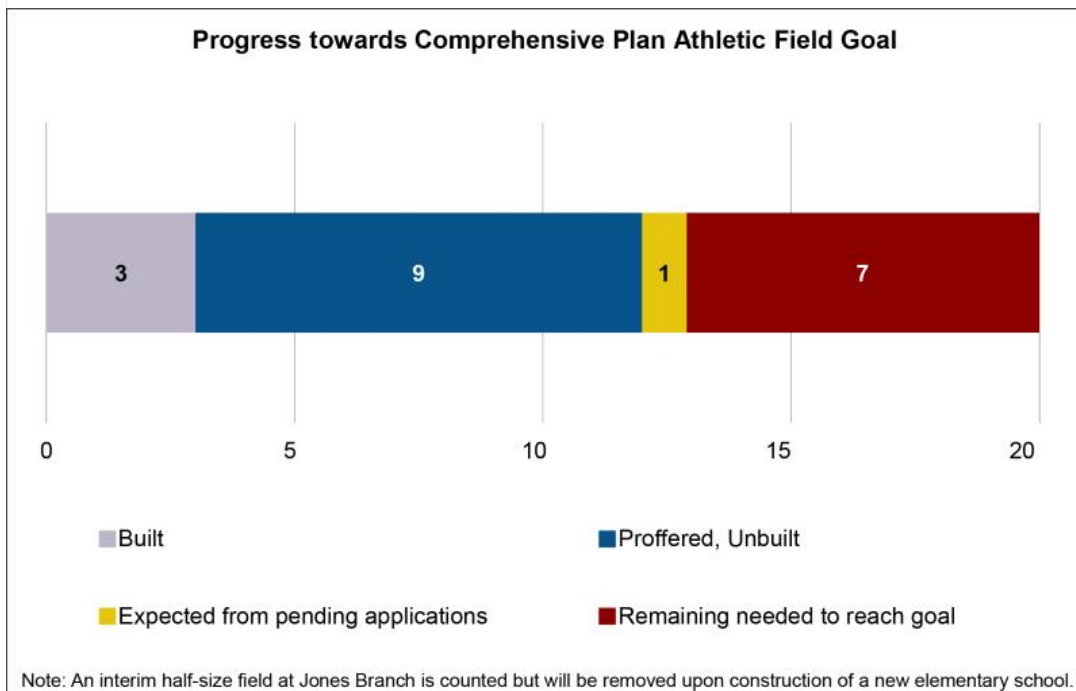
Source: Fairfax County

### **Highland District - Public Urban Park 6**

Located to the east of the Scotts Run Stream Valley Park, the 0.43-acre linear park features an 8' wide concrete path that connects to the existing trail network at Scotts Run Stream Valley Park.



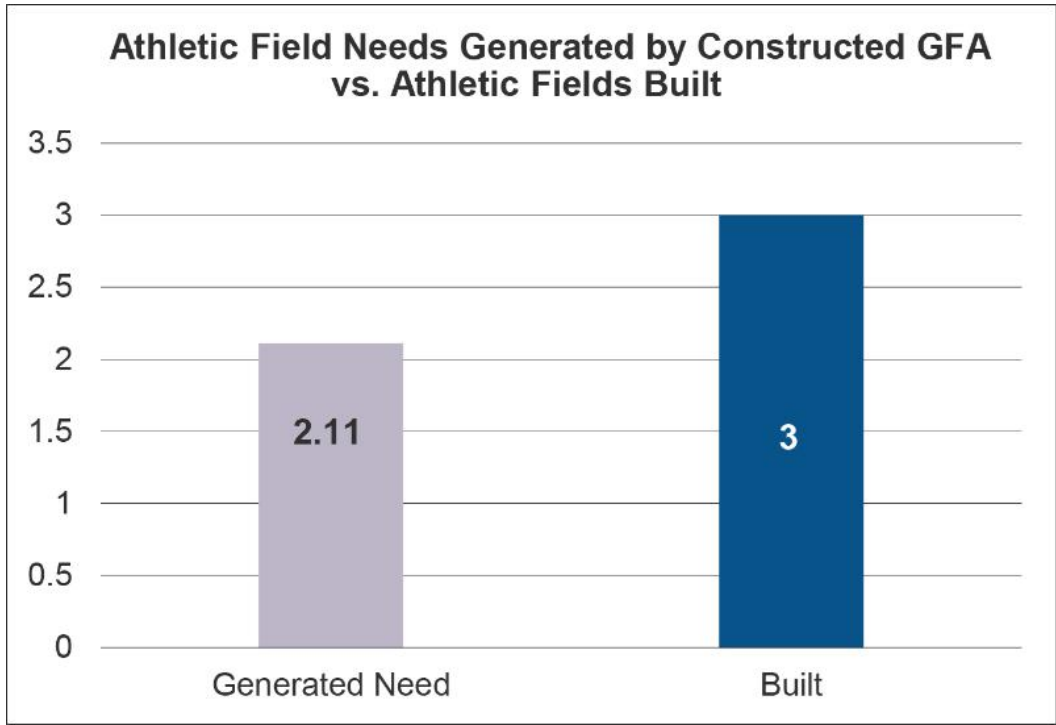
Source: Fairfax County



## Athletic Fields

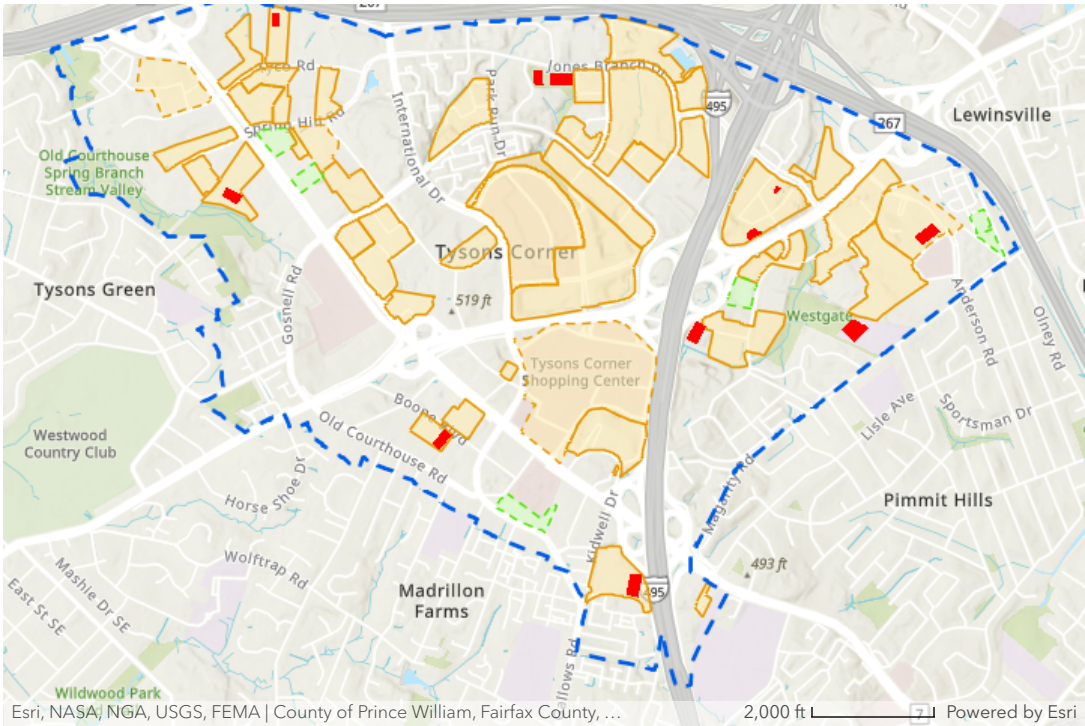
### *Progress towards Comprehensive Plan Athletic Field Goal*

The first bar graph provides information on the progress towards meeting the Comprehensive Plan goal to provide 20 athletic fields.



***Athletic Field Needs Generated by Constructed GFA vs. Athletic Fields Built***

The second bar graph compares Athletic Field Needs Generated by Constructed Gross Floor Area (GFA) to the Athletic Fields Built.



Approximately \$31.6 million has been proffered for athletic field construction in or near Tysons. To date, received proffered funds were used to upgrade an existing baseball field at Westgate Elementary school (2015) and to purchase a one-acre parcel of land at Raglan Road Park (2019). The map shows the locations of the proffered athletic fields and other recreational amenities.





## IMPLEMENTATION

The Plan for Tysons and the accompanying [PTC Zoning District](#) create flexibility to accommodate a new model of development at densities not previously implemented in Fairfax County. The most current information on implementation, process improvements, and coordination efforts is provided below.



### Current Implementation Efforts

The rezoning and site plan implementation efforts from July 2021 through July 2022, include a variety process and program activities.





### **Development Process and Coordination Improvements**

In May 2021, a Memorandum of Understanding (MOU) between the Board and Dominion Energy was executed to relieve developers from the requirement to acquire Dominion Energy easements with new infrastructure and enable the installation of infrastructure under either sidewalks or parking lanes. The agreement augments the 2011 MOU between VDOT and the County and streamlines the VDOT permit approval and street acceptance process. VDOT has also endorsed the latest MOU. The recently approved The Boro Blocks I-L and The Mile Block B developments both proposed locating electric infrastructure under parking lanes based on this MOU.

Since March 2015, the County has used the Phased Occupancy Standard Operating Procedure (SOP) published by Land Development Services (LDS) to permit the phased occupancy of buildings while ensuring that safe access and environment are achieved within the facility. Since early 2021, Brentford at the Mile and Highland District Block A earned phased occupancy approval. Both projects are on track to complete construction and gain occupancy this year. Scotts Run South Block C also gained phased occupancy approval and is anticipated to gain occupancy in 2023.

Fairfax County staff continues implementation efforts related to rainwater harvesting and compliance. Most Tysons designs propose storage of rainfall collected from rooftops that have public access and pervious surfaces like green roofs. The Virginia Plumbing Code did not allow these roof surfaces to convey rainfall into cisterns for harvesting, requiring developers to request code

modifications that rely on an alternative standard. Recent updates to the Virginia Plumbing Code more clearly recognize rainwater harvesting designs like those proposed in Tysons. Developers still need to request code modifications, but the permitting process is more straightforward.

In late 2021, Staff learned of accessibility concerns associated with Block A of The Boro. In response, staff is reviewing plans for the proper installation of Americans with Disabilities Act (ADA) accessible parking spaces on proposed streets and more closely scrutinizing proposed sidewalk slopes to ensure sidewalks do not have segments that are steeper than their adjacent roadways. Staff is also updating guidance to developers on installing drop-off parking spaces near retail entrances and greater accessibility around landscaped areas of the streetscape.

## ***A New Vision for Tysons Collaboration***

### *Re-Imagining a Tysons Anchor Organization*

In 2021, as Tysons has grown and changed since Plan adoption, the County, the Tysons Partnership, and community stakeholders formed a work group to explore alternative business and funding models to ensure a sustainable anchor organization that supports the growing and dynamic Tysons community.

Recommendations for the new anchor's structure and funding were discussed with the Board in Summer 2022. Next steps include the establishment of a County funded organization that will include representatives from the development community, citizens, and the County. A Memorandum of Understanding (MOU) will detail the role and responsibilities of the new organization. The new anchor is expected to be in place in Fall 2022. A first year work plan for the new organization is in development.



Photo Courtesy of Tysons Partnership



## Urban Design

### Placemaking, Pop-up Parks and Interim Uses

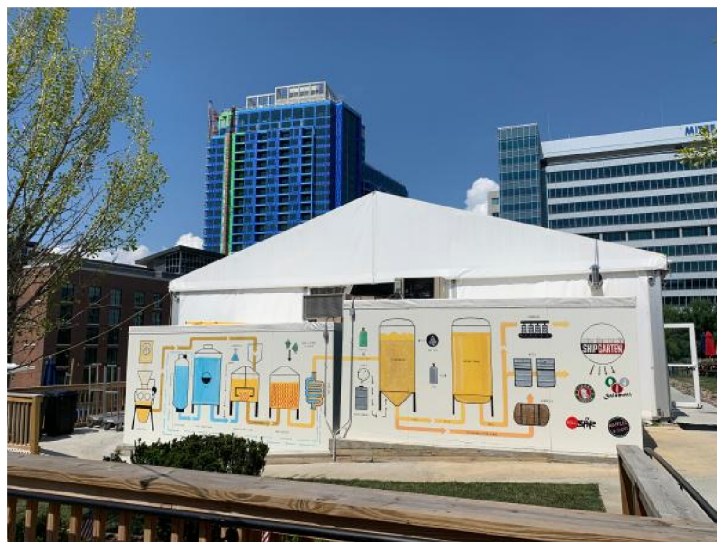
Placemaking initiatives include the interim use of surface parking lots and vacant parcels for temporary festivals and similar uses. Events planned on under-utilized sites in Tysons can create excitement and interest that help define Tysons as a place and engage people in the Tysons community prior to redevelopment. Developers in Tysons and the County have embraced the idea of temporary uses to enliven spaces slated for future redevelopment.

Interim uses at Capital One Block C opened in May 2022 adjacent to The Perch, on the site of a future building tower. The interim uses include a mini golfcourse and food and beverage.





The Shipgarten, an interim biergarten, opened at Scotts Run South in July 2022.



Biergarten

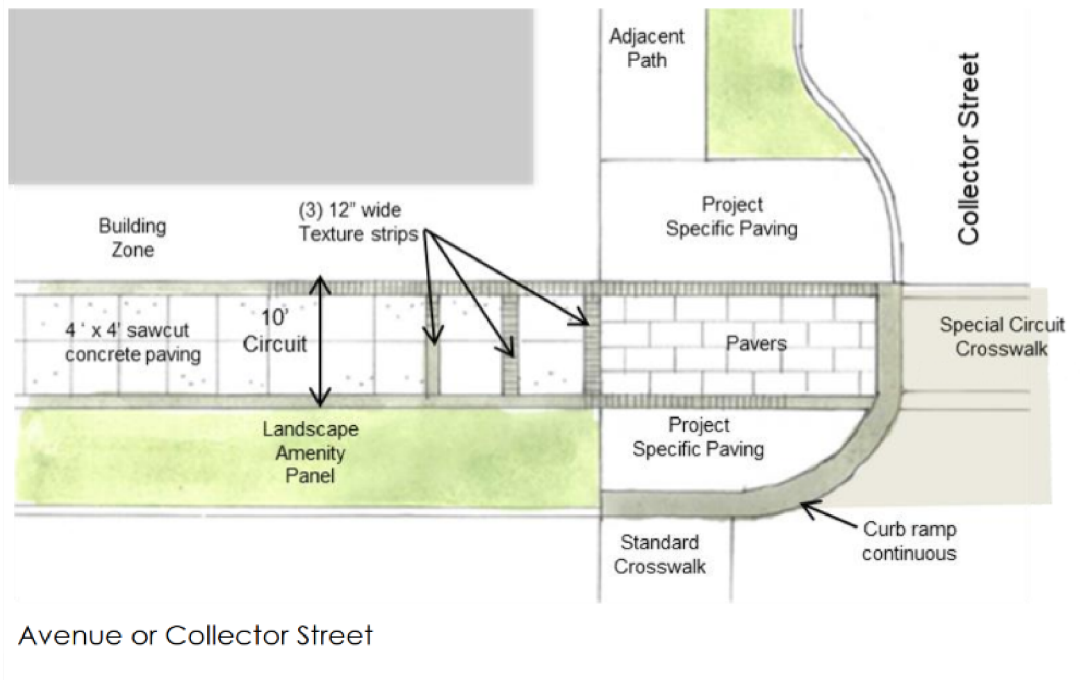
In 2021 and 2022, Celebrate Fairfax, in coordination with the Tysons Partnership and Fairfax County, hosted a series of pop-up events such as karaoke nights, children's events, and holiday markets at The PARC on Route 7. The former Container Store building and property was purchased by the County to facilitate a



future grid street. A mural for the façade along Leesburg Pike debuted in May 2022.



Biergarten



***Tyson's Community Circuit Implementation***

In the Spring 2021, Tysons Core Team members (staff) and the Tysons Partnership Land Use Council representatives (private sector) formed a work group to address the need for design guidance to implement the Tysons Community Circuit (Circuit), a planned 4.75-mile recreational trail loop in Tysons. The work group produced a final draft set of design recommendations in Summer 2022, and are planned to be brought forward to the Board of Supervisors for endorsement in late 2022 or early 2023.

The Circuit Design Guidance establishes design consistency for the entire length of the Circuit to make wayfinding intuitive. A proposed alignment of the Circuit is provided chiefly along existing and future grid streets as shown in the Tysons Park System Concept Plan. The Circuit is envisioned as a multimodal recreational trail loop connecting parks, civic uses, and major points of interest in Tysons. The Circuit will also serve as a placemaking and economic development opportunity for Tysons and will be the first trail of its kind in Fairfax County.

The Community Circuit design guidance is one step towards implementing the Circuit; however, more work is needed to finalize an alignment and finance sections of the Circuit that will not be implemented by developers. It is anticipated that the new anchor organization, in coordination with staff, will play a large role in advancing the implementation of the Circuit.

# Tysons

## ***Tysonswide Wayfinding***

Building on the Tysons City Brand Guideline effort completed by the Tysons Partnership in May 2021, work to develop a Tysons-wide signage and wayfinding system master plan is underway. The master plan will include a stakeholder survey, documentation of

current conditions, design guidelines, and an implementation strategy. This holistic approach will serve as a foundational guide for decision making to ensure that future wayfinding is coordinated, meaningful, and in line with the overall vision for Tysons as it transitions into a walkable urban center. This master planning effort will also help advance the placemaking, branding and transportation goals of Tysons. Work on the master plan began in Summer 2022 and is anticipated to be completed in Spring 2023.