FAIRFAX COUNTY PLANNING COMMISSION
TYSONS CORNER COMMITTEE
WEDNESDAY, FEBRUARY 15, 2012

COMMITTEE MEMBERS PRESENT:
Walter L. Alcorn, At-Large, Chairman
Jay P. Donahue, Dranesville District
Kenneth A. Lawrence, Providence District

COMMITTEE MEMBERS ABSENT:
Frank A. de la Fe, Hunter Mill District
James T. Migliaccio, Lee District

OTHER COMMISSIONERS PRESENT:
James R. Hart, At-Large
Ellen J. Hurley, Braddock District
Timothy J. Sargeant, At-Large

FAIRFAX COUNTY STAFF PRESENT:
Fred R. Selden, Director, Department of Planning and Zoning (DPZ)
Barbara C. Berlin, Director, Zoning Evaluation Division (ZED), DPZ
Cathy E. Lewis, Chief, Rezoning & Special Exception Evaluation Branch, ZED, DPZ
Thomas P. Biesiadny, Director, Department of Transportation
Charles Wu, Deputy Director, Office of Community Revitalization
Barbara J. Lippa, Executive Director, Planning Commission Office
Kara A. DeArrastia, Clerk to the Planning Commission

OTHERS PRESENT:
Aaron Georgelas, Partner, The Georgelas Group
Ben Wales, Senior Land Use Planner, Cooley LLP
Elaine Cox, Hunton & Williams LLP
Kate Hanley, Reston resident
Keith Turner, Chairman, Tysons Partnership Board of Directors
M. Jane Seeman, Mayor, Town of Vienna
Mark Zetts, Co-Chairman, McLean Citizens Association's Planning & Zoning Committee
Robert Whitfield, Dulles Corridor Users Group
Stella Koch, Virginia Conservation Associate, Audubon Naturalist Society
Thomas Fleury, Managing Director of Land Acquisitions and Development, The Penrose Group

ATTACHMENTS:
A. "Tysons Case Summaries: February 15, 2012" document
B. Comprehensive Plan, Land Use Policy Plan, Appendix 11: Guidelines For Transit-Oriented Development, Page 33
C. Comprehensive Plan, Area II, Tysons Corner Urban Center: Area Wide Recommendations, Page 24
D. "Development Centers in Fairfax County" map, dated April 2011

ATTACHMENTS (Continued):

E. "Estimated Average Office FARs [Floor Area Ratios] in Mixed-Use Centers" table

//

Chairman Walter L. Alcorn called the meeting to order at 7:09 p.m., in Conference Rooms 2/3 of the Fairfax County Government Center, 12000 Government Center Parkway, Fairfax, Virginia 22035.

//

Commissioner Lawrence MOVED THAT THE TYSONS CORNER COMMITTEE MINUTES OF DECEMBER 14, 2011, BE APPROVED.

Commissioner Donahue seconded the motion which carried unanimously.

//

UPDATE ON SUBMITTED DEVELOPMENT APPLICATIONS

Cathy Lewis, Chief, Rezoning & Special Exception Evaluation Branch, Zoning Evaluation Division, Department of Planning and Zoning (DPZ), presented an update of the submitted development applications in Tysons Corner, as depicted in the "Tysons Case Summaries: February 15, 2012" document, contained in Attachment A.

In response to questions from Commissioner Lawrence, Ms. Lewis explained the following:

- All of the pending Tysons applications, with the exception of Arbor Row (RZ/FDP 2011-PR-023), were still awaiting the results of the Consolidated Traffic Impact Analyses;

- Capital One Bank had expressed concern about the potential impact of a planned circulator route along Scotts Crossing Road on its property, and staff was working on this issue through the Tysons Corner Circulator Study; and

- The circulator might also impact the Solutions Plaza and Scotts Run Station South properties.

Replying to more questions from Commissioner Lawrence, Thomas Biesiadny, Director, Fairfax County Department of Transportation, discussed the following:

- Staff was working with applicants to resolve any issues related to the circulator to help them move forward with their applications;

- Staff anticipated finalizing the Tysons Corner Circulator Study recommendations so applicants could incorporate these findings into their redevelopment proposals;

- The Circulator Study would also include guidelines for design of interim circulator routes; and

- Initially the circulator would encompass buses operating in mixed traffic and later on exclusive rights-of-way, but it would have the potential to transition to, when feasible, a fixed guideway operating on exclusive rights-of-way beyond the year 2030.

Answering a question from Chairman Alcorn, Ms. Lewis indicated that Final Development Plans (FDPs) had been filed or were planned to be filed with the following applications:

- Capital One Bank (RZ/FDP 2010-PR-021);
- MITRE (RZ/FDP 2010-PR-023/SE 2010-PR-034);
- Spring Hill Station (RZ 2010-PR-014 C, D, E) – FDP Amendments (FDPAs);
- Arbor Row (RZ/FDP 2011-PR-023) – One FDP for Block A and another one for Blocks D and E; and
- Scotts Run Station South (RZ 2011-PR-010/011).

Ms. Lewis pointed out that it was uncertain if and when a FDP would be filed for Dominion Square (RZ 2011-HM-012/013), Tysons West Promenade (RZ 2011-HM-032), and The Commons (RZ 2011-PR-017).

Responding to a question from Commissioner Hart, Ms. Lewis said the Planning Commission would only hear one Tysons case in a single meeting.

In reply to a question from Commissioner Hurley, Ms. Lewis noted that she would provide information on the number of school children expected to be generated by the planned redevelopment of Tysons as set forth by the School Public Facilities Impact Formula. She added that the Arbor Row development proposed to dedicate 2.5 acres for an elementary school.

Commissioner Lawrence pointed out that according to the Fairfax County Park Authority (FCPA), the projected usage of athletic fields in Tysons would be composed of 70 percent adults, 30 percent children. Chairman Alcorn commented that this would also generate the need for bigger fields and field lighting.

Answering questions from Commissioner Hurley, Ms. Lewis said a full-size athletic field accommodated various sports. Keith Turner, Chairman, Tysons Partnership Board of Directors, pointed out that the standard dimension of such a field was 390 feet by 420 feet. Ms. Lewis indicated that FCPA had also identified the need for several diamond fields, which were four acres versus two acres for a rectangular field.

In response to questions from Mark Zetts, Co-Chairman, McLean Citizens Association's Planning & Zoning Committee, Ms. Lewis confirmed that Center Street would connect to Condominium Avenue. She said she anticipated that the new streets would have consistent names.

Mr. Zetts requested that staff provide the total square footage of all the pending rezoning and FDP applications. Ms. Lewis agreed to this request.

//

UPDATE ON INTERIM COMMUTER PARKING OPPORTUNITIES

Mr. Biesiadny stated that staff was still investigating interim commuter parking opportunities to provide temporary parking locations for commuters until such time as transit-oriented development (TOD) was in place near the Metrorail stations in Tysons Corner and such parking was not practical or desirable. He noted that staff would present recommendations to the Committee soon.

Chairman Alcorn suggested that Tysons Partnership be involved in staff's discussions on interim commuter parking opportunities. Mr. Biesiadny agreed with this suggestion. Mr. Turner said the Partnership was awaiting staff's recommendations to provide feedback.

Thomas Fleury, Managing Director of Land Acquisitions and Development, The Penrose Group, suggested that staff consider the Scotts Run Station North site as a possible location to provide interim commuter parking. He requested that staff also consider including an interim parking lot in the overall public facility requirements for Tysons applications to offer as an incentive for developers to provide such a use.

Chairman Alcorn pointed out that the Tysons Corner Comprehensive Plan did not call for commuter parking for any of the Metrorail stations in Tysons; therefore, such use would be interim only. He said he thought that thorough discussion was needed concerning the issue of the public and private sectors' roles in the long-term redevelopment and interim parking in Tysons. He encouraged everyone to think about how other jurisdictions such as Arlington County were addressing commuter parking.

//

DISCUSSION ON FAIRFAX COUNTY POLICY FOR WALKING DISTANCES WITHIN TRANSIT-ORIENTED DEVELOPMENT (TOD) AREAS

Fred Selden, Director, DPZ, introduced Charles Wu, new Deputy Director of the Office of Community Revitalization (OCR), who would be working with Barbara Byron, Director, OCR, on coordinating the various Tysons Corner activities and resolving applicable County policy issues. He said Mr. Wu was the former Planning Director for the City of West Palm Beach in Florida. Chairman Alcorn welcomed Mr. Wu to Fairfax County.

Mr. Selden distributed documents that depicted highlighted text on page 33 in Appendix 11, Guidelines for TOD, in the Land Use Policy Plan, and page 24 in the Tysons Corner Comprehensive Plan, as shown in Attachments B and C, respectively. He explained that the Board of Supervisors had directed the Planning Commission, working with staff, to amend the

County's TOD Policy to incorporate specific conditions related to walking distance from Metrorail station entrances rather than station platforms in alignment with the Tysons Plan text. He said staff would present strawman TOD Policy text to the Committee in the spring.

Replying to a question from Chairman Alcorn, Mr. Selden noted that the TOD areas would focus the highest development intensity within one quarter mile radius from the Metrorail station entrance with intensity tapering to within one half mile radius from the station entrance. He explained that the new TOD Policy language would specify factors to help encourage people to use transit such as ensuring that their walk to and from the closest station entrance was convenient, safe, pleasant, and inviting.

Answering questions from Commissioner Lawrence, Mr. Selden said the phrase "5-10 minute walk" would remain in the TOD Policy. He stated that the rationale for changing "station platforms" to "station entrances" was because people were psychologically at the Metrorail station once they reached its entrance. He noted, however, that this language would need to be revisited when contemplating the Reston station areas because the platform at those stations was three to four times farther from the entrance than the stations in Tysons.

Responding to a question from Commissioner Donahue, Mr. Selden discussed ways to make a walk interesting such as animating walkways and bridges or providing retail services such as coffee and newspapers.

In reply to questions from Commissioner Hart, Mr. Selden stated that staff intended to modify the "Transit Proximity and Station Area Boundaries" paragraph in the TOD Policy to incorporate language that was similar to the first two paragraphs on page 24 in the Tysons Corner Comprehensive Plan. He explained that amending the TOD Policy would not change any of the station-specific delineations in other areas in the County because those could only be changed through an amendment to the applicable Comprehensive Plan text. He said he did not contemplate such amendments as part of this effort.

Chairman Alcorn strongly recommended that staff ensure that the additional flexibility included in the TOD Policy not change the underlying assumptions about the definition of a TOD area.

Mr. Selden explained that the premise for TOD density was not the distance of the development from the closest Metrorail station entrance but the number of people who would walk from the development to the station. He pointed out that studies have shown that the number of people willing to walk to a station decreased significantly beyond one quarter mile.

Mr. Zetts indicated that according to the Washington Metropolitan Area Transit Authority's Metrorail Station Access and Capacity Study, walking distances decline faster outside I-495, compared to core urban areas such as Washington, D.C. He commented that animated walkways such as those through an airport were aesthetically pleasing and invigorating, but he thought that they would lose their energizing effect for people who walk to and from their workplace to a Metrorail station every day in Tysons.

Kate Hanley, Reston resident, pointed out that the size of a Metrorail station depended on the distance people would walk to it, noting that the stations were much larger outside I-495. She added that people generally did not enjoy walking through parking lots.

//

DISCUSSION ON FAIRFAX COUNTY POLICY FOR AFFORDABLE HOUSING CONTRIBUTIONS FROM NON-RESIDENTIAL DEVELOPMENTS

Mr. Selden stated that the Board of Supervisors had directed the Planning Commission, working with staff, to amend the County's Workforce Housing Policy to encourage monetary contributions to affordable and workforce housing from future non-residential development, excluding ground-floor retail uses. He explained that staff believed that this policy should be applied to the development centers within Fairfax County to include only the Suburban Centers, Community Business Centers (CBCs), and Transit Station Areas, as depicted on a map contained in Attachment D. He noted that the plans for these areas included mixed-use, provided options for development, and tended to be structured around a baseline recommendation and options for higher intensity. Mr. Selden pointed out that this policy would not apply to planned community-serving office development in low-density, residential areas and suburban neighborhoods typically located in shopping centers in older parts of the County. He indicated that the intensities currently planned in these development centers were significantly less than those in Tysons Corner, as shown in the "Estimated Average Office FARs [Floor Area Ratios] in Mixed-Use Centers" table, contained in Attachment E. He noted that the Tysons Corner Comprehensive Plan recommended that non-residential development throughout Tysons contribute a minimum of $3.00 per non-residential square foot (adjusted annually based on the Consumer Price Index) to a housing trust fund that would be used to create affordable and workforce housing opportunities in Tysons. He explained that staff suggested that the Planning Commission consider a contribution amount less than the $3.00 per non-residential square foot for the other development centers in the County to more accurately reflect the lower intensities allowed in those areas.

In response to questions from Chairman Alcorn, Mr. Selden said he was uncertain whether the expected affordable housing contribution rate should be aggressive or progressive. He stated that most of the CBCs in the County were located within commercial revitalization areas and although the Comprehensive Plan encouraged office development in those areas, such development had not been successful thus far. He, therefore, questioned whether the expectation for monetary contributions to affordable and workforce housing from future non-residential development might hinder the revitalization objectives in areas like the Richmond Highway Corridor. He pointed out, however, that such a policy could be applied Countywide and not just limited to the development centers.

Answering a question from Commissioner Lawrence, Mr. Selden stated that the expected affordable housing contribution would only apply to rezoning applications for non-residential development, noting that this generally occurred within the development centers. He explained that he envisioned that rezoning applications might be filed in areas like Central Springfield,

Annandale, and Bailey's Crossroads to redevelop older shopping centers to allow mixed-use with office.

Commissioner Sargeant commented that more residential development applications, primarily for rental units, have been filed along the Richmond Highway Corridor, compared to office development, which tended to occur near the Springfield Mixing Bowl and I-95 to support BRAC. He suggested that developer contributions for transit and transportation improvements also be taken into consideration when examining the lower density development enters.

Mr. Fleury pointed out that the 5 million square feet of office development proposed in the Cityline applications would be expected to contribute $15 million to a housing trust fund for the provision of affordable and workforce housing in Tysons. He expressed concern about the absence of a plan for the deployment of such an enormous revenue stream to the County earmarked for affordable and workforce housing, noting that every proposed residential project in Tysons included workforce housing units and land prices did not dictate affordable housing. He suggested that the County coordinate with nonprofits or other entities to designate receiving areas within the County to determine how to appropriately handle affordable housing contributions.

Mr. Turner pointed out that the currently submitted development applications in Tysons Corner generated 20 million square feet of commercial uses, which equated to $60 million in affordable housing contributions. Mr. Selden explained that the $3.00 per non-residential square foot contribution to affordable and workforce housing in Tysons would not be paid until the time of construction. He added that most Tysons developers were instead committing to the alternate provision of 25 cents per non-residential square foot over a period of time to be determined at the time of rezoning.

Replying to a question from Mr. Fleury, Mr. Selden noted that the County would not receive the affordable housing contributions immediately but that they actually represented a commitment of money over time as the non-residential buildings were developed or as the proffered commitment was realized. He said he thought that once the Tysons applications and their associated proffers have been approved, staff could gain a realistic sense of when the money would be available and develop a plan as to how that money would be used to create affordable and workforce housing opportunities within Tysons.

Chairman Alcorn recommended that this issue be deferred to the Planning Commission's Housing Committee for further discussion because it would apply to areas outside of Tysons Corner.

Chairman Alcorn announced that the Committee would next meet on Wednesday, February 29, 2012, at 7 p.m., in Conference Rooms 2/3 of the Fairfax County Government Center. (*Note: This meeting was subsequently cancelled and rescheduled to Thursday, April 19, 2012, at 7 p.m. in Conference Rooms 2/3 of the Fairfax County Government Center.*)

//

The meeting was adjourned at 8:22 p.m.
Walter L. Alcorn, Chairman

An audio recording of this meeting is available in the Planning Commission Office, 12000 Government Center Parkway, Suite 330, Fairfax, Virginia 22035.

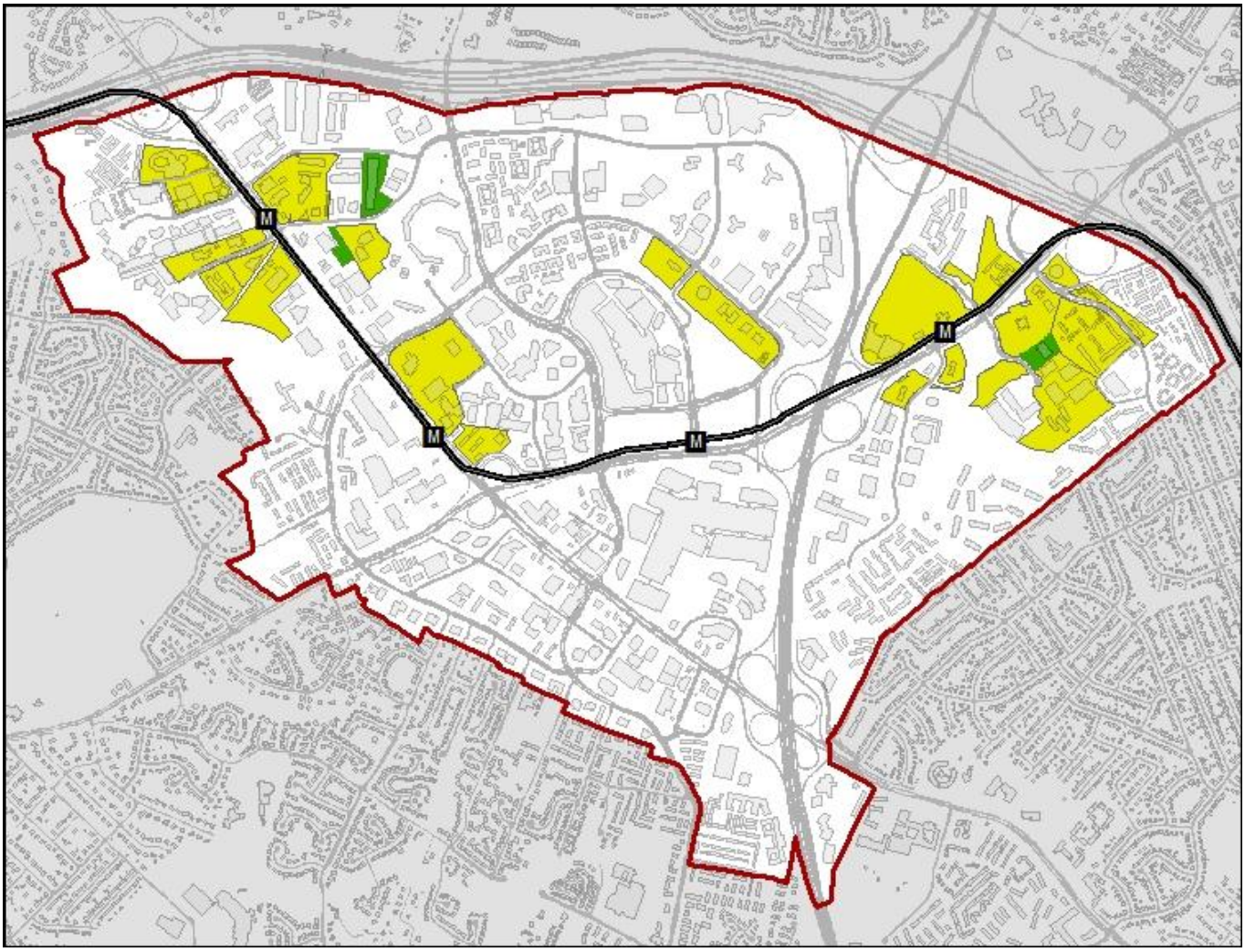
Minutes by: Kara A. DeArrastia

Approved: May 2, 2012

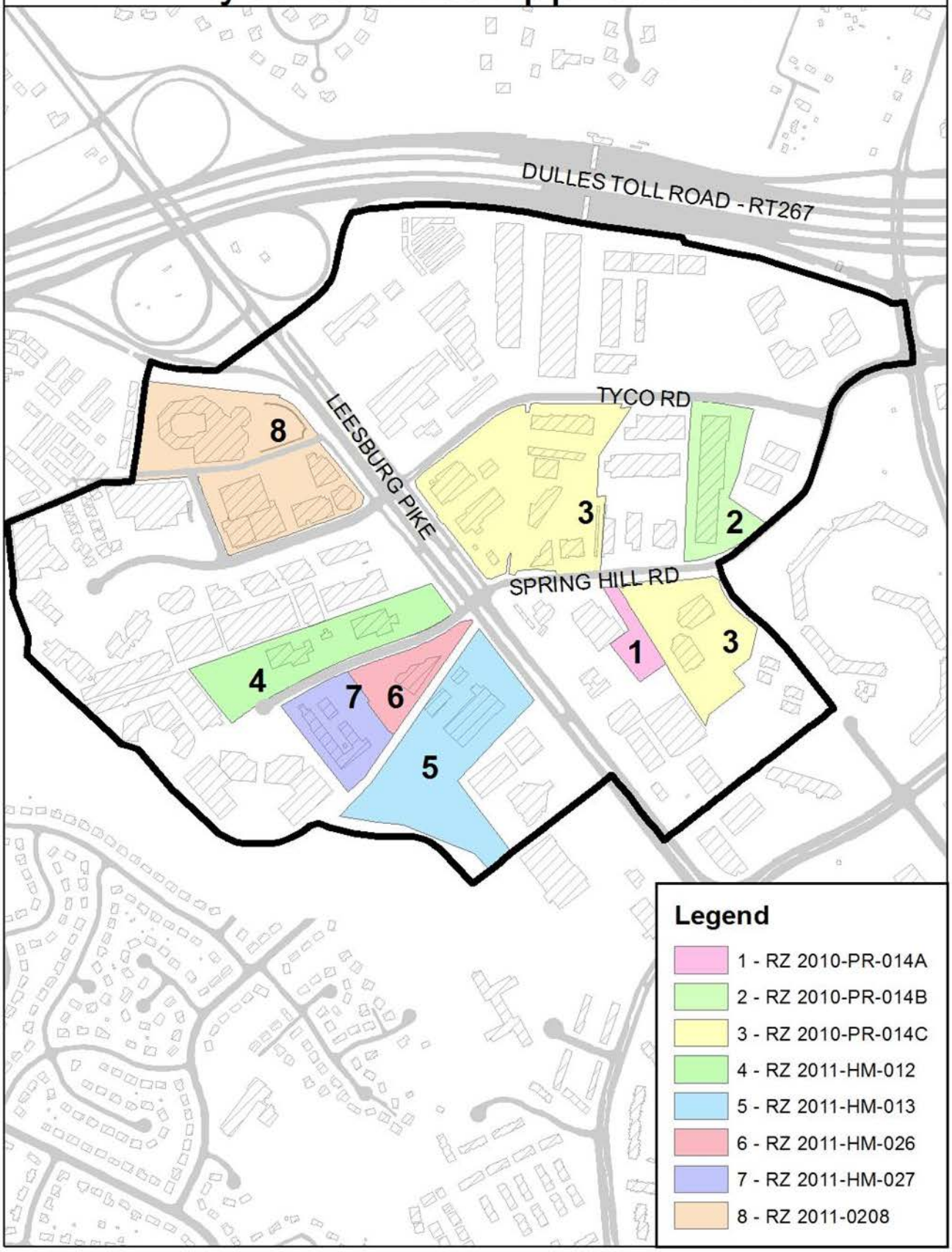
_____
Kara A. DeArrastia, Clerk to the
Fairfax County Planning Commission

Attachment A

Tysons Case Summaries
February 15, 2012



Tysons West Applications



Spring Hill Station (RZ 2010-PR-014 C, D, E)

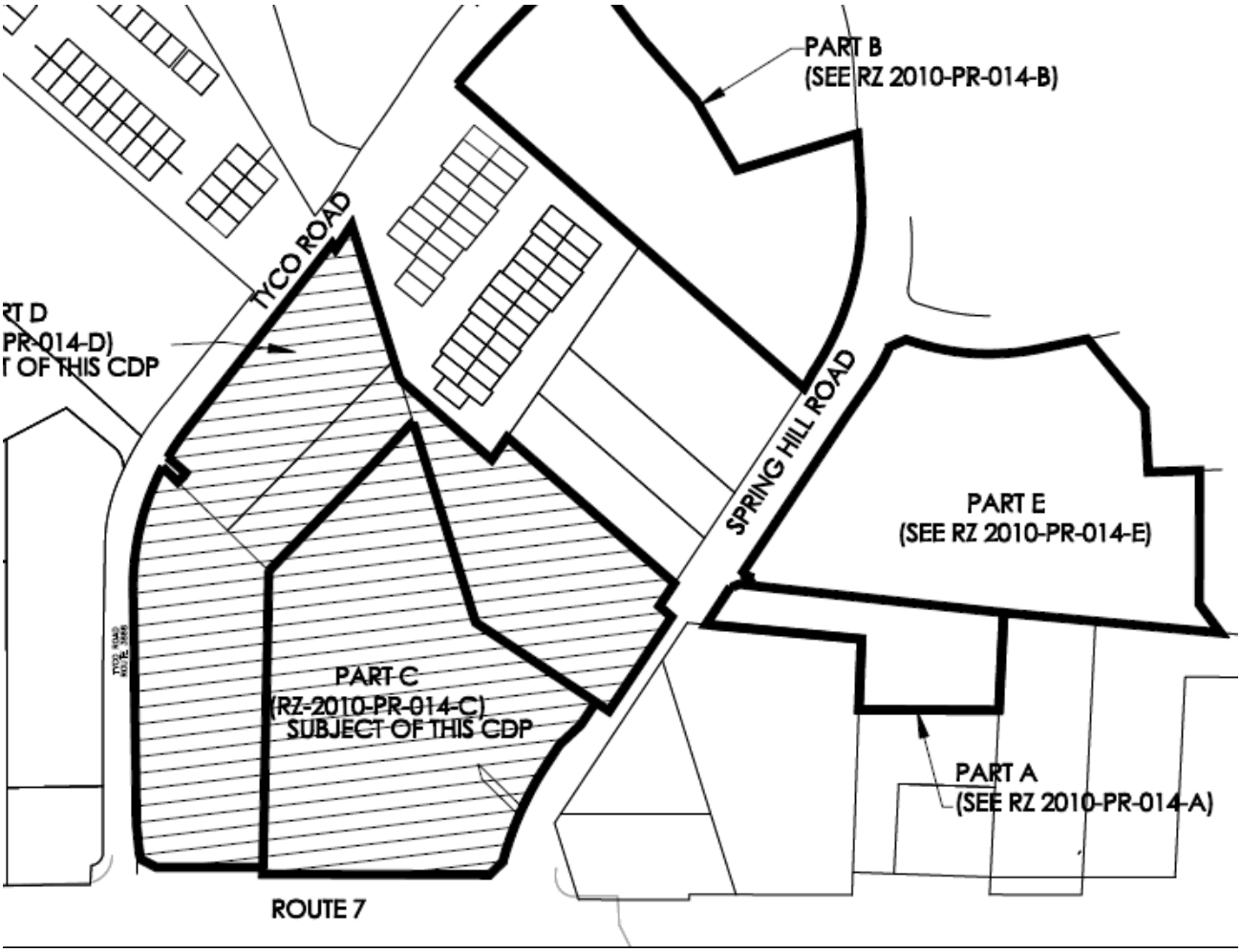
Request to rezone 24.38 acres to the PTC District; CDP.

Staff Coordinator – Tracy Strunk

Overall development of 5,219,934 SF (4.92 FAR)

Use mix – 70% office, 2% retail, 17% residential, 11% hotel

Building heights – 130 feet to 400 feet



Dominion Square (RZ 2011-HM-012/013)
Perseus Realty (RZ 2011-HM-026)
Sunburst Hospitality Corp. (RZ 2011-HM-027)

Request to rezone 27.56 acres to the PTC District; CDP.
Staff Coordinator – Bob Katai

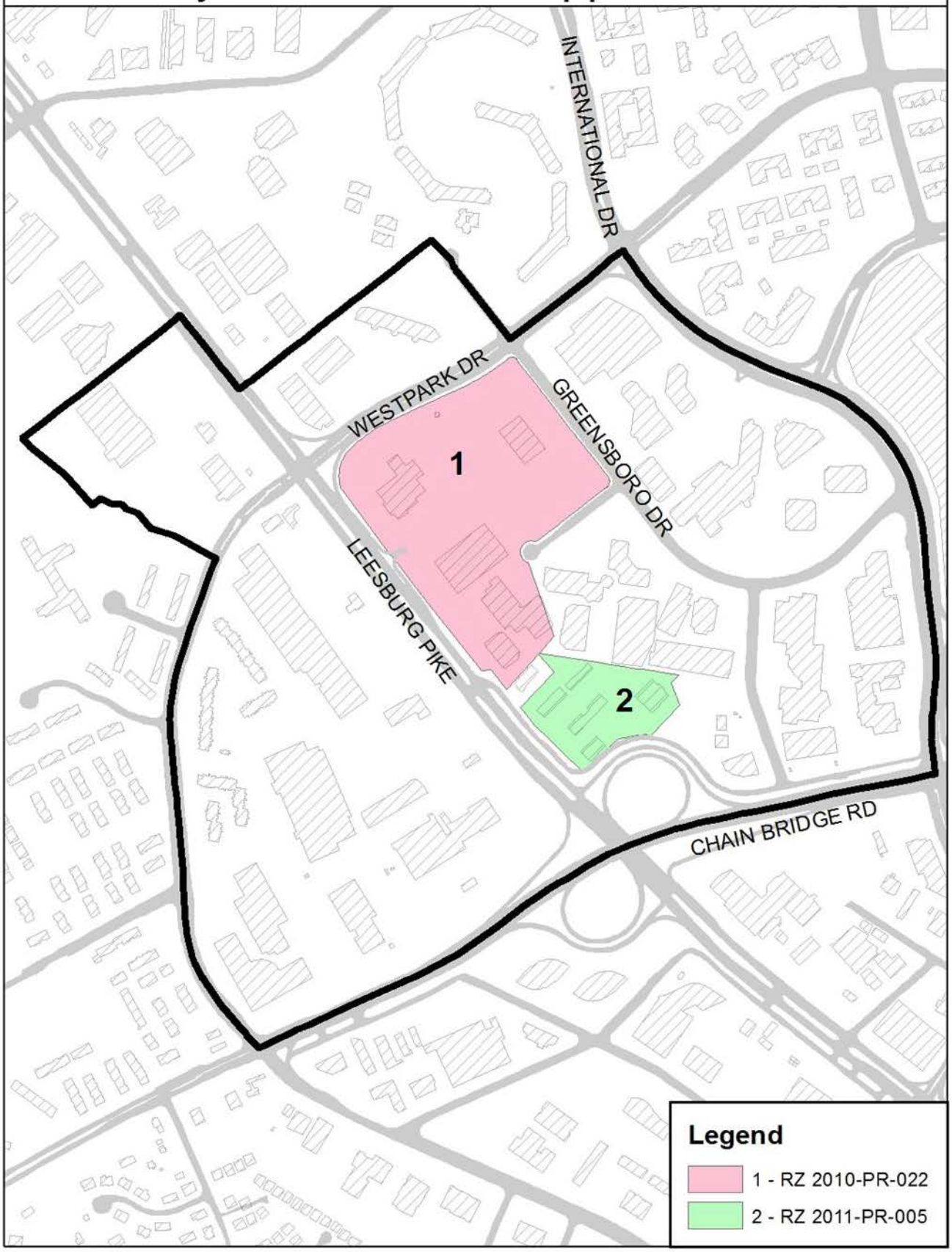
Overall development of 6,631,100 SF (5.52 FAR)
Use mix – 38% office, 1% retail, 56% residential, 5% hotel
Building heights – 175 feet to 370 feet

Tysons West Promenade
(RZ 2011-HM-032)

Request to rezone 16.02 acres to the PTC District; CDP.
Staff Coordinator – Bill Mayland

Overall development of 1,663,141 SF (2.37 FAR)
Use mix – 23% office, 16% retail, 38% residential, 23% hotel
Building heights - 75 feet to 225 feet

Tysons Central 7 Applications



Solutions Plaza (RZ 2010-PR-022)

Request to rezone 23.7 acres to the PTC District; CDP.

Overall development of 4,918,864 SF (4.73 FAR)
Use mix – 53% office, 1% retail, 39% residential, 8% hotel
Building heights - 45 feet to 400 feet

*Image depicted is from CDP-Illustrative Plan submitted, revised – June 30, 2011

Tysons Central (RZ 2011-PR-005)

Request to rezone 4.78 acres to the PTC District; CDP.
Staff Coordinator – Tracy Strunk

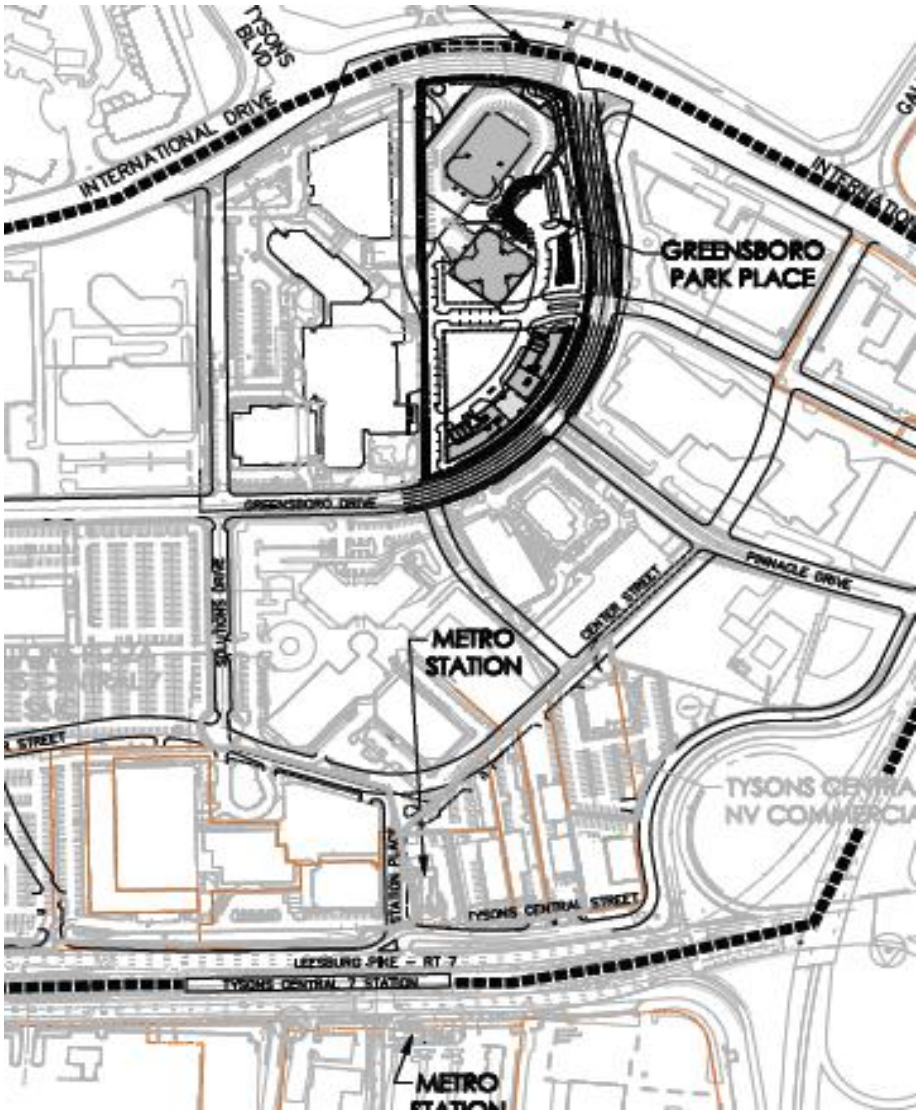
Overall development of 1,307,500 SF (6.28 FAR)
Use mix – 39% office, 3% retail, 47% residential, 12% hotel
Building heights - 112 feet to 355 feet

*Image depicted is from CDP- Illustrative Site Plan, dated – October 29, 2010

Greensboro Park Place (RZ 2012-PR-002)

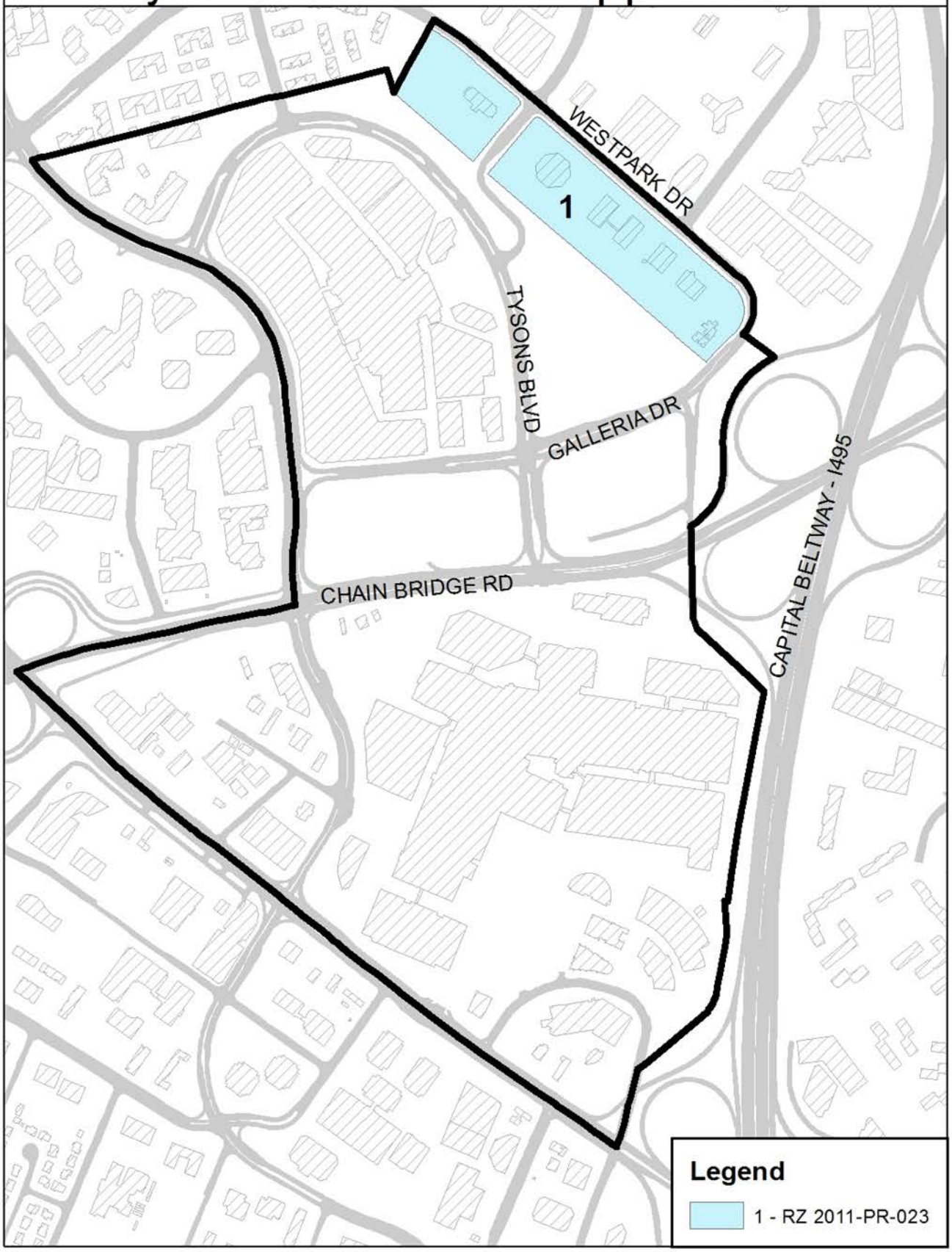
Request to rezone 6.9 acres from C-4 to PTC District; CDP only
Staff Coordinator: Tracy Strunk

Overall development of 1,184,012 SF (3.87 FAR)
Use mix – 59% office, 41% residential
Building heights – 176 feet to 245 feet



COMMON GREEN

Tysons Central 123 Applications



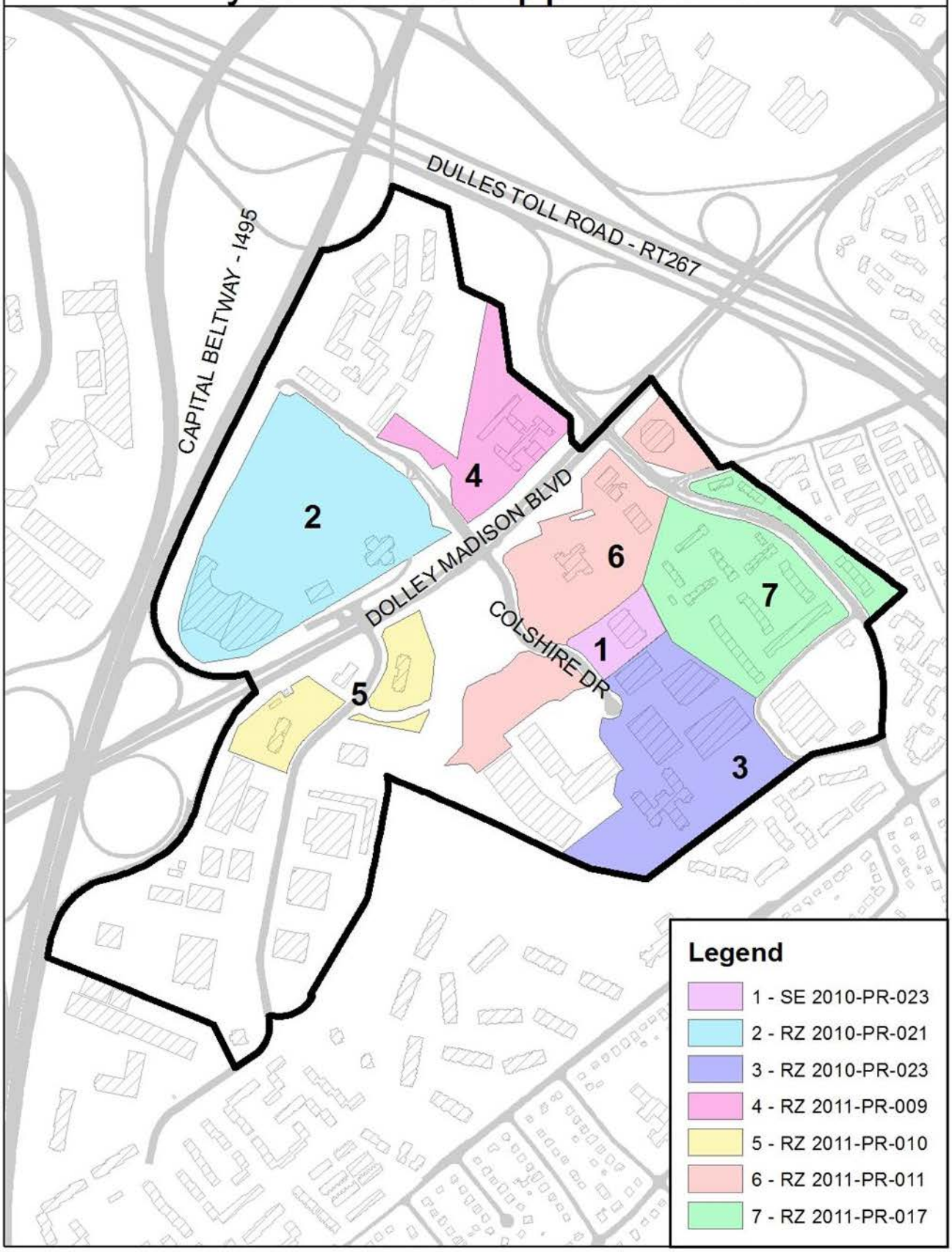
Arbor Row (RZ/FDP 2011-PR-023)

Request to rezone 19.31 acres to the PTC District; CDP.
Staff Coordinator – Matt Ladd

Overall development of 2,409,000 SF (2.86 FAR)
Use mix - 41% office, 2% retail, 52% residential, 5% hotel
Building heights – 65 feet to 187 feet

*Image depicted is from CDP – Illustrative Plan, revised July 22, 2011

Tysons East Applications



Capital One Bank (RZ/FDP 2010-PR-021)

Request to rezone 29.42 acres to the PTC District;
CDP on entire site with FDP on part.
Staff Coordinator – Suzanne Lin

Overall development of 4,969,523 SF (3.90 FAR)
Use mix– 64% office, 2% retail, 26% residential, 7% hotel
Building heights – 42 feet to 390 feet

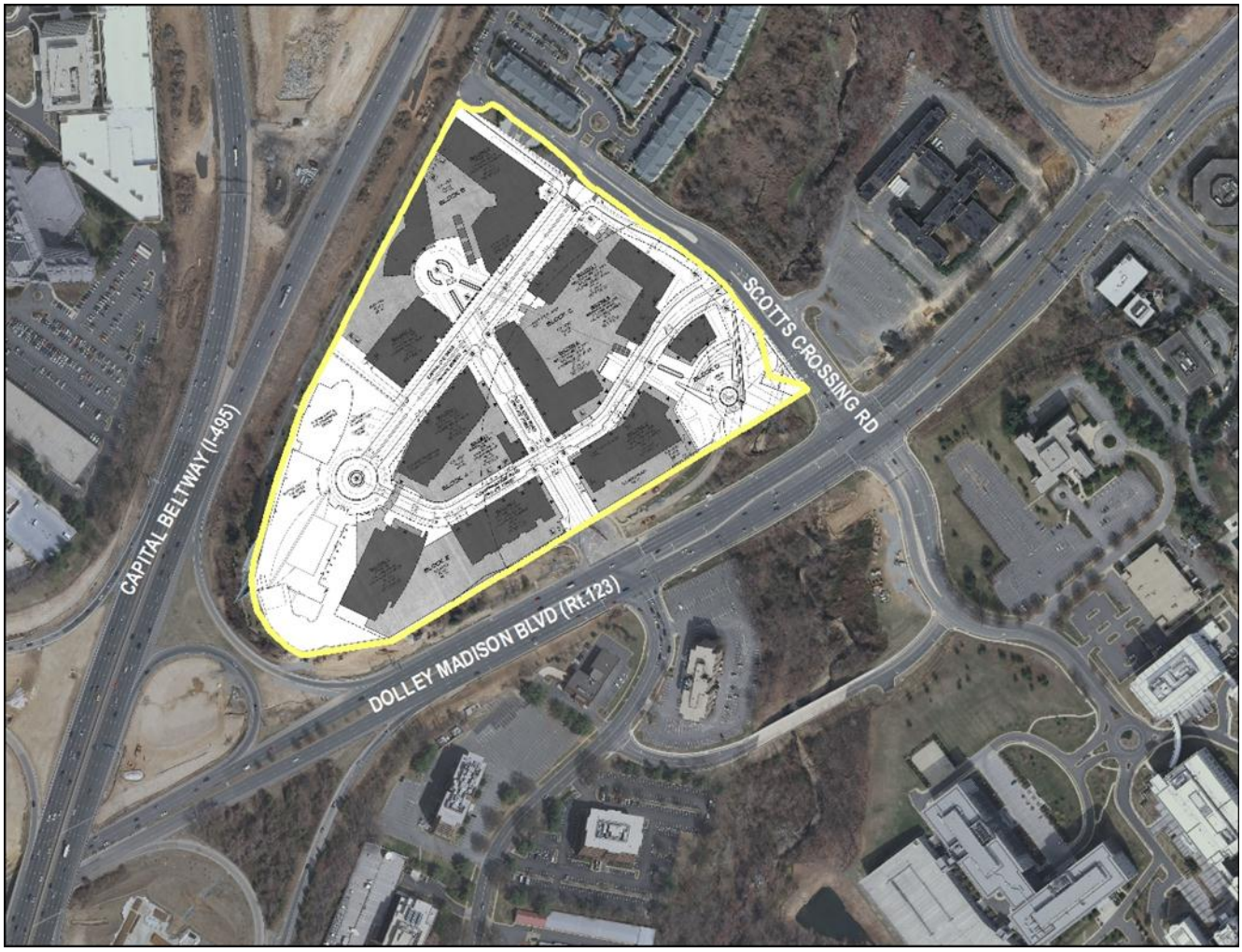


*Image depicted is from CDP submitted, dated – August 4, 2011

MITRE
(RZ/FDP 2010-PR-023/SE 2010-PR-034)

Request to rezone 19.60 acres to the PTC District;
CDP and FDP on entire site.

Overall development of 1,367,341 SF (1.6 FAR)
Use mix – 100% office
Maximum building height of 135 feet

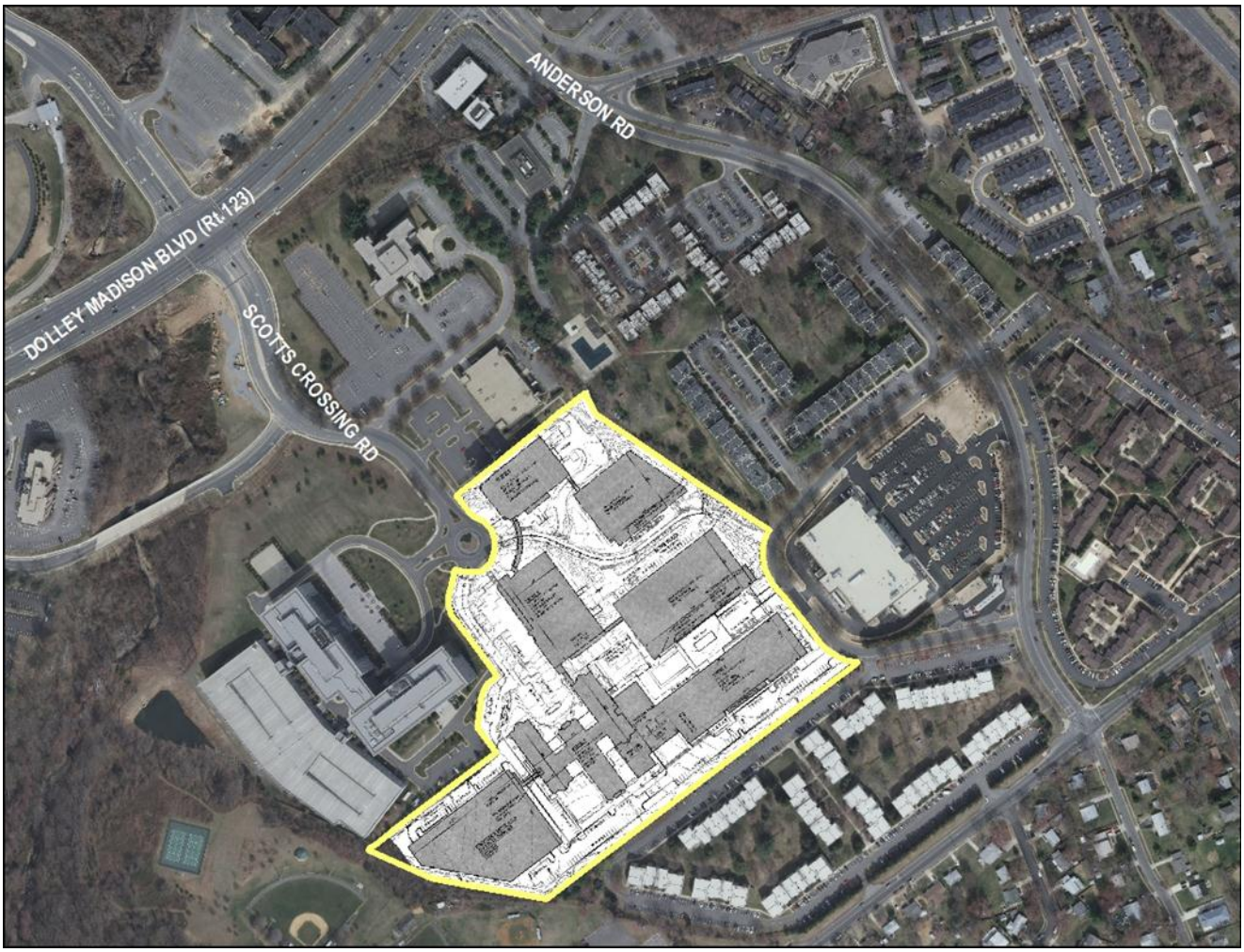


*Image depicted is from CDP/FDP submission, revised November 16, 2010

Scotts Run Station North (RZ 2011-PR-009)

Request to rezone 9.40 acres to the PTC District; CDP.
Staff Coordinator – Suzanne Lin

Overall development of 1,809,490 SF (2.91 FAR)
Use mix for Option 1 – 100% office
Use mix for Option 2 - 70% office, 1% retail, 28% residential
Building heights - 208 feet to 273 feet

*Image depicted is Vision (Page 9) from Master Plan presentation to Fairfax County – August 31, 2011

Scotts Run Station South
(RZ 2011-PR-010/011)

Request to rezone 29.42 acres to the PTC District; CDP.
Staff Coordinator – Suzanne Lin

Overall development of 6,658,630 SF (4.69 FAR)
Use mix – 53% office, 1% retail, 39% residential
Building heights – 70 feet to 400 feet

*Image depicted is Vision (Page 9) from Master Plan presentation to Fairfax County – August 31, 2011

The Commons (RZ 2011-PR-017)

Request to rezone 20.96 acres to the PTC District; CDP.
Staff Coordinator – Bob Katai

Overall development of 2,552,800 SF (2.80 FAR)
Use mix – 100% residential
Building heights - 135 feet to 235 feet

*Image depicted is the Overall Plan (Sheet L-4) from CDP dated January 14, 2011

APPENDIX 11

GUIDELINES FOR TRANSIT-ORIENTED DEVELOPMENT

Fairfax County seeks to accommodate future residential and employment growth and expand choices for residents and employees by encouraging transit-oriented development (TOD) as a means to achieve compact, pedestrian-oriented, mixed-use communities focused around existing and planned rail transit stations.

The following guidelines and design principles are intended to effect well-planned transit-oriented development and should be considered in planning efforts as new station areas are identified and when an existing station area is subject to a major replanning effort. When applicable, these principles should be used in the review of major rezoning cases for development around planned and existing rail transit stations. These guidelines are intended to provide guidance for TOD in addition to the specific guidance found in Area Plans for each station area.

1. Transit Proximity and Station Area Boundaries:

Focus and concentrate the highest density or land use intensity close to the rail transit station, and where feasible, above the rail transit station.

This TOD area may be generally defined as a ¼ mile radius from the station platform with density and intensity tapering to within a ½ mile radius from the station platform, or a 5-10 minute walk, subject to site-specific considerations. Station-specific delineations should allow for the consideration of conditions such as roads, topography, or existing development that would affect the frequency of pedestrian usage of transit and therefore affect the expected walking distance to a station within which higher intensity development may be appropriate. Higher intensities within the delineated area may be appropriate if barriers are overcome and demonstrable opportunities exist to provide pedestrians a safe, comfortable and interesting walk to transit. To protect existing stable neighborhoods in the vicinity of transit but not planned for transit-oriented development or redevelopment, and to focus density toward the station, Area Plans should include clearly delineated boundaries for transit-oriented development based upon these criteria and a recognition of the respective differences in service levels and capacity of heavy rail, commuter rail and light rail transit which influence the overall density and intensity appropriate for a particular station area.

2. Station-specific Flexibility:

Examine the unique characteristics and needs of a particular station area when evaluating TOD principles to ensure the appropriate development intensity and mix of land uses relative to the existing and planned uses for the surrounding areas.

Each of Fairfax County's planned and existing rail transit stations has a unique character in terms of surrounding land uses, transportation infrastructure and roadways, environmental and topographical characteristics, and location within the rail system. Although each individual station should balance node and place functions to some extent, the value of the system as a whole can be enhanced if there is some degree of specialization, which can enhance the goals of TOD. Implementation of TOD within Transit Station Area (TSA) boundaries established in Area Plans, should consider the characteristics of the larger area surrounding the TSA (e.g., stable residential neighborhood, revitalization area, urban center). Transit station areas within a larger

Distance from a Metro station for the purposes of calculating allowable intensity and the associated parking ratios (as described in Table 6 in the Transportation section) in the TOD Districts should be determined for each Tier by a circle centered on the primary public entrance to a station. Each Metro station in Tysons has two primary entrances, one on either side of Route 7 or Route 123. The point of measurement from an entrance should generally be the base of the escalator, as established during the initial construction of the station.

In order to achieve the recommended intensity, the walk to and from the closest station entrance to all of the buildings within a development proposal should be convenient, safe, and pleasant. As used here, *convenient* means direct, easy, and not overly long. *Safe* means protected from motorized traffic, well lit, and activated by the presence of other people. *Pleasant* means the walking experience is in an interesting, high quality environment.

Projects that include areas of different intensity recommendations should have an overall intensity that is based on the proportion of land area associated with each intensity recommendation. The resulting development pattern should generally conform to the goal of locating the highest intensities closest to transit. In addition, proposed intensities should be consistent with the urban scale and character that is envisioned for the area.

To encourage public-private partnerships, when building space is provided for a public facility, the floor area of the facility should not be counted toward a development's allowable FAR.

Intensity alone will not create a livable, vibrant Tysons; a mix of land uses, public facilities, civic uses, parks, and infrastructure must also be in place. The recommended intensities are conditional and contingent upon these livability factors being provided in a manner that is phased appropriately with development. These components of a healthy community will help attract new residents to Tysons and enhance the quality of life for residents. The provision of this civic infrastructure will be the responsibility of both the private and public sectors. Specific needs for Tysons are addressed in the sections on Transportation, Environmental Stewardship, Public Facilities, and Urban Design, as well as the District Recommendations.

Rezoning applications seeking a redevelopment option will be evaluated for conformance with all of the guidance provided in the Comprehensive Plan, including the Major Elements of the Plan. These elements are listed in the Vision for Tysons section, and detailed guidance on each element are located in the Areawide Recommendations.

Initial Development Level

To implement the first 20 year increment of the ultimate vision for Tysons, the total amount of office uses built and approved in the entire urban center should not exceed an initial development level of 45 million square feet. This amount is the office component of the high forecast for the year 2030 prepared for Fairfax County in 2008 by George Mason University's Center for Regional Analysis. Office floor area that should be counted toward the initial development level includes all existing office buildings and any office development that is approved through a proffered rezoning, a special exception, or a by-right site plan. Office floor area reserved for public facility bonuses should also be counted toward the initial development level.

Attachment D

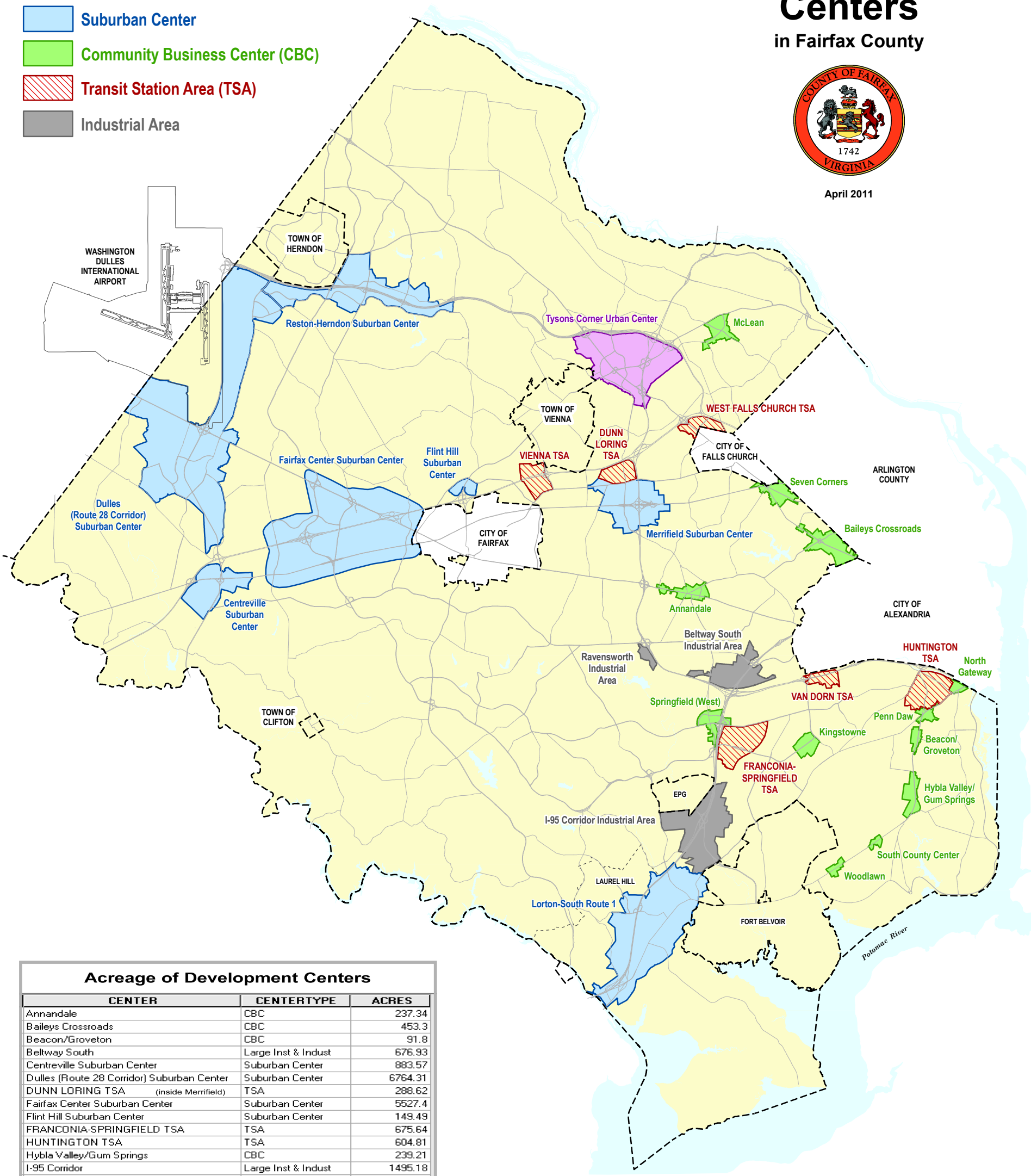
Planning Division
Department of Planning & Zoning

Development Centers
in Fairfax County

April 2011

Development Centers

- Urban Center
- Suburban Center
- Community Business Center (CBC)
- Transit Station Area (TSA)
- Industrial Area



Map prepared by the Department of Planning & Zoning 6-2007, revised 1-2011

Acreage of Development Centers

CENTER	CENTERTYPE	ACRES
Annandale	CBC	237.34
Baileys Crossroads	CBC	453.3
Beacon/Groveton	CBC	91.8
Beltway South	Large Inst & Indust	676.93
Centreville Suburban Center	Suburban Center	883.57
Dulles (Route 28 Corridor) Suburban Center	Suburban Center	6764.31
DUNN LORING TSA (inside Merrifield)	TSA	288.62
Fairfax Center Suburban Center	Suburban Center	5527.4
Flint Hill Suburban Center	Suburban Center	149.49
FRANCONIA-SPRINGFIELD TSA	TSA	675.64
HUNTINGTON TSA	TSA	604.81
Hybla Valley/Gum Springs	CBC	239.21
I-95 Corridor	Large Inst & Indust	1495.18
Kingstowne	CBC	192.15
Lorton-South Route 1	Suburban Center	3518.91
McLean	CBC	265.47
Merrifield Suburban Center	Suburban Center	1551.23
North Gateway and Penn Daw	CBC	168.06
Ravensworth	Large Inst & Indust	93.63
Reston-Herndon Suburban Center	Suburban Center	2161.78
Seven Corners	CBC	255.27
South County Center	CBC	51.85
Springfield (West)	CBC	210.13
Tysons Corner Urban Center	Urban Center	2411.54
VAN DORN TSA	TSA	190.71
VIENNA TSA	TSA	351.77
WEST FALLS CHURCH TSA	TSA	233.64
Woodlawn	CBC	74.73
TOTAL		**29,818.47**

G:\projects\ocp\pd\avprojects\2007\Development_Ctrs+Industrial_11x17_merkel-selden

Estimated Average Office FARs in Mixed Use Centers

Center(s)	FAR
Annandale Beacon/Groveton Centreville Dulles Fairfax Center Flint Hill Hybla Valley Lorton McLean Penn Daw South County Van Dorn Vienna West Falls Church Woodlawn	0.5 and below
Bailey's Crossroads North Gateway Seven Corners	0.5 to 1.0
Franconia-Springfield Kingstowne Merrifield Reston-Herndon	1.0 to 1.5
Tysons Non TOD Districts	1.5 to 2.0
Huntington Tysons TOD Districts	2.0 and above