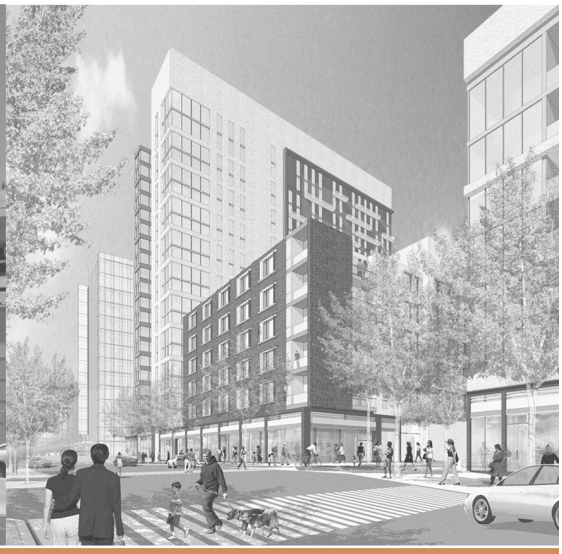
Report to Board of Supervisors on Tysons Corner

October 2012



Tysons

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TABLE OF CONTENTS

Introduction **1**

Land Use **7**

- Existing Land Uses 7
- Conceptual Planned Land Uses 9
- Rezoning and Development Activity, June 2010 to October 2012 10
- Proposed Development 12
- Land Use Mix 13
- Population 13
- U.S. 2010 Census 14
- Affordable Housing 15
- Initial Development Level 15

Transportation **17**

- Transportation Infrastructure Improvements Funding 17
- Transportation Studies and Infrastructure Improvements 20
- Traffic Monitoring 21
- Transit Monitoring 30
- Walking / Bicycling 34
- Total Person Travel 36
- Parking Management 38
- Transportation Demand Management 39

Environmental Stewardship **41**

- Stormwater Design and Management 41
- Green Building Design & Energy/Resource Conservation 43
- Development Process Changes 44
- Evaluation of Noise Levels 45

Public Facilities & Parks **47**

- Public Facilities, Park and Recreation Planning 47

Urban Design **51**

- Urban Design Guidelines 51
- Urban Design in Development Review 54

Appendix A – Follow-On Motions **A-1**

Appendix B – Development Applications Approved or Under Review Since June, 2010 ..... **B-1**

- Tysons West District B-7
- Tysons Central 7 District B-25
- Tysons Central 123 District B-33
- Tysons East District B-39

LIST OF FIGURES

Figure 1: Existing Land Use Pattern in Tysons 7
Figure 2: Planned Conceptual Land Use 9
Figure 3: Areas with Development Activity Since June 2010 11
Figure 4: Applications Currently Under Review 12
Figure 5: Cordon Analysis Locations 23
Figure 6: Level-of-Service Analysis – AM Peak 29
Figure 7: Level-of-Service Analysis – PM Peak 30
Figure 8: Existing Transit Transfer Centers 31
Figure 9: Planned Sidewalk and Trail Improvements in Tysons 36

LIST OF TABLES

Table 1: Existing Development Levels within Tysons as of January 1, 2012 8
Table 2: Comprehensive Plan Goals: Population, Employment, and Sq. Ft. of Building Space .10
Table 3: Total Development Levels; Existing, Under Construction, Approved, and Proposed .13
Table 4: Total Population Estimates; Existing, Under Construction, Approved, and Proposed.13
Table 5: Cordon Peak Hour Analysis for the Tysons Corner Urban Center – 2011 24
Table 6: Cordon Peak Period Analysis for the Tysons Corner Urban Center – 2011 26
Table 7: Volume-to-Capacity Analysis for the Tysons Corner Urban Center – 2011 28
Table 8: Transit Passengers Crossing the Tysons Cordon in the Peak Hour 32
Table 9: Transit Passengers Crossing the Tysons Cordon in the Peak Period 33
Table 10: Bicycle Facilities for the Tysons Corner Urban Center.....35
Table 11: Total Person Travel Entering/Exiting the Tysons Corner Urban Center.....37
Table 12: Public Facility Needs 48
Table 13: Proffered Public Facility Commitments 50

INTRODUCTION

On June 22, 2010, the Fairfax County Board of Supervisors adopted a new Comprehensive Plan for the Tysons Corner Urban Center. The Plan created a vision for the County's downtown that is designed to take advantage of the four new Metrorail stations now nearing completion and expected to become operational in December 2013. It is anticipated that by 2050, Tysons will be transformed into a walkable, vibrant urban center, with over 100,000 residents and 200,000 jobs. Tysons will become a 24-hour place where people live, work and play. The Plan for Tysons is an essential element in the County's strategic efforts to effectively and efficiently manage future growth.

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

Monitoring the progress of the Plan is critical to ensuring that the vision for Tysons is achieved. Many of the strategies and systems being developed for Tysons will mature over a long period of time; therefore, it is crucial to ensure that their progress is monitored and adjusted as necessary so that intended outcomes will occur. The Plan calls for monitoring performance related to land use and demographics, transportation, environmental stewardship and sustainability, public facilities, and urban design.

County staff was charged with preparing a periodic report on Tysons. This is the second such report, and covers the time period from October 2011 through September 2012.

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

Executive Summary

In the twelve months since the last report was released, there has been considerable work undertaken to implement the vision for Tysons, including completion of a number of transportation studies, development of Planning Commission recommendations on public/private mechanisms for funding transportation improvements, progress towards achieving necessary public facilities, changes in stormwater management design and implementation, approval of the **Capital One** rezoning application and substantial progress on additional applications. A summary of the significant activities follows. Additional details and information are provided in the subsequent sections of this report.

General Outreach and Implementation

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

The Tysons webpage created last year at www.fairfaxcounty.gov/tysons has continued to serve as the primary point of entry for anyone wanting to know more about Tysons. The information on the Comprehensive Plan, upcoming public meetings, general news of interest in Tysons, along with planning efforts and development applications submitted within Tysons, has continued to be maintained and augmented.

On June 4, 2012, the County held a community open house to showcase activities occurring in Tysons, including both County led efforts and private sector development proposals. The open house was attended by approximately 120 people and provided an opportunity for information sharing and continued engagement in the transformation of Tysons.

The Plan recommends establishing an entity to assist Tysons in achieving the potential envisioned in the Plan. In January 2011, the Tysons Partnership was formed as a membership organization with participation from the full spectrum of stakeholders in Tysons, including employers, landowners, retailers and residents within and outside of Tysons. In May 2012, the Tysons Partnership hired its first Executive Director and has established a website at www.tysonspartnership.org. The Tysons Partnership has continued to work with staff on a number of planning and policy initiatives, including the *Tysons Urban Design Guidelines*, stormwater management issues, funding for transportation improvements the Consolidated Transportation Impact Analyses (CTIAs), and is beginning work on marketing and branding.

Land Use

Fairfax County's "Core Team" approach to evaluating development applications within Tysons has continued. The Core Team consists of experienced staff from the Departments of Planning and Zoning, Transportation, and Public Works and Environmental Services, the Park Authority, and the Office of Community Revitalization. The Core Team has continued to ensure that each development application is dealt with in a fair and equitable manner and promotes cooperative solutions among applicants to address issues of mutual concern.

Between October 2011 and September 2012, 18 applications proposing to rezone almost 240 acres within Tysons to the Planned Tysons Corner Urban District (PTC) zoning district were reviewed. One of these applications, **Capital One**, was approved by the Board of Supervisors on September 25, 2012, with the remaining 17 under review.

Collectively, the applications being reviewed are requesting over 36 million square feet of new development, including approximately 19 million square feet of non-residential development and 17 million square feet of residential development. If approved, these development proposals are

estimated to accommodate over 29,000 new residents and 58,000 new employees in Tysons. It is anticipated that many of the pending applications will be acted upon by the Planning Commission and Board over the coming year. Economic forecasts conducted by the George Mason University Center for Regional Analysis indicate that the actual development associated with these applications will occur over a long period of time, in excess of 20 years into the future. Additional details on each of the approved and pending applications can be found in the Land Use section and Appendix B of this report.

A key component of the Plan is the link between development and the provision of infrastructure necessary to support it. The Plan links future office development to the provision of certain transportation improvements and the achievement of targeted transit usage, and established an Initial Development Level (IDL) for the first phase of office growth within Tysons. The Planning Commission recommended to the Board that a Plan Amendment be authorized to evaluate whether the amount of development and/or the monitoring mechanisms for the IDL should be modified based upon transportation funding measures being implemented. If authorized, it is expected that the Plan Amendment would take place in 2013.

Additional plan amendments to the Tysons Plan are expected to be considered over the next twelve months. These plan amendments are being considered to incorporate the results of transportation, public facility, and Urban Design studies that have recently been completed, to assist implementation of transportation funding mechanisms, and to reflect the recently approved Metrorail station names, among other editorial changes.

Transportation

The proposed land uses, intensity levels, and recommended transportation improvements were established when the Plan was adopted. However, there were a number of transportation studies and activities that had not been completed. Since the last status report, a number of significant transportation related activities and studies have been completed. These include approval of the Phase 2 Metrorail funding agreement; approval of the Metrorail station names for the eight new stations along the officially named 'Silver' line; the Dulles Toll Road Ramp and Jones Branch Connector studies; and, refinement of a grid of streets, which was shown in the Plan only as a conceptual network. Staff and applicants have completed the collaborative process necessary to refine the grid for individual districts or sub-districts within Tysons, with the results of those studies currently under review by the Virginia Department of Transportation.

The Planning Commission made recommendations to the Board on September 20, 2012, on how to fund transportation infrastructure needs over the 40-year planning horizon envisioned in the Plan. Staff is working through the rezoning process to implement a number of the Planning Commission's recommendations, including Road Fund contributions, in-kind construction of local streets, TDM monitoring and trip reduction strategies, and contributions toward Tysons-wide transportation improvements. Additional recommendations are expected to be implemented over the next twelve months.

The traffic monitoring system continues to be established to determine if acceptable levels of service and accessibility in and around Tysons are being maintained, and can be sustained as development occurs. These efforts are creating critical baseline data upon which will gauge how the investment in new transit options for Tysons is changing travel patterns.

Additional activities have included the following: progress towards implementation of express bus service to run on the Beltway High Occupancy Toll (HOT) lanes and Board endorsement of the Tysons Metrorail Station Access Management Study (TMSAMS) recommendations for pedestrian, bicycle, and access improvements to the Metrorail stations. The Countywide Transit Network Study was initiated by the Board and public outreach sessions have begun; the Tysons Circulator Study has been completed with recommendations on mode options, routes, right-of-way requirements and phasing for the envisioned circulator transit service; and, the Planning Commission recommended that a Tysons Corner Interim Parking Request for Interest be issued to aid in interim parking solutions.

Environmental Stewardship/Sustainability

Significant progress has been made on implementing the Plan goal of retaining and/or reusing the first inch of rainfall onsite to the extent possible. Implementing this goal requires that stormwater design be integrated into overall site design. County staff developed the Tysons Corner Stormwater Toolkit to aid design teams and plan reviewers to identify and understand strategies necessary for meeting this goal.

As part of the outreach for the Toolkit, staff developed a presentation that illustrates how urban areas are implementing these stormwater management concepts. The presentation contains numerous examples of facilities that could be deployed and how they can be integrated into development spaces in a manner that enhances the overall character of the site. To date, applicants are committing to implementing these innovative stormwater management solutions and design engineers are using the stormwater toolkit to assist in design and as the basis for discussion in collaborative meetings between applicants and county staff.

The County is continuing to allocate staff as appropriate to ensure that the development review process is adequately staffed and the process is adjusted as needed to ensure adequate flexibility. DPWES is currently reviewing the Public Facilities Manual (PFM) for areas where potential amendments will be needed to allow applicants and their design teams the flexibility they need to design the urban environment envisioned in the Plan. It is expected that a PFM amendment will be brought to the Board in 2013. In addition, DPWES has created a new position to coordinate policy changes and development review for Tysons and one additional staff position has been added to ensure staffing levels are commensurate with the anticipated plan submissions.

Public Facilities& Parks

Staff has continued work on the Public Facilities Plan for Tysons, as recommended in the Plan and in Follow-On Motion #16. An interdepartmental team has refined the type, location, space needs, timing and costs for public facilities in Tysons. These facility standards are being used to gain commitments through the development review process.

The **Capital One** (RZ 2010-PR-021) application has proffered to provide a 30,000 square foot community center. This was a result of coordination with **The Commons** (RZ 2011-PR-017) development, currently under review. The community center contribution from **Capital One** will cover the public facility contribution for both redevelopment applications, while **The Commons** redevelopment is expected to provide a full athletic field, which will cover the active recreation commitments for both applications. This is an innovative solution that maximizes opportunities for public facilities within Tysons, as well as properly tailoring those facilities to the character of the proposed developments.

Parks, and associated recreational amenities, are of critical importance to future residents and employees within Tysons. An interagency staff team has developed a preliminary Tysons Park System Master Plan that will be used to refine and elaborate upon the Tysons Conceptual Park Network Map, and associated text, in the Plan. A Tysons Parks Advisory Group will be established by the end of 2012 to help staff refine the preliminary Tysons Park System Master Plan and provide community and stakeholder input on the plan. A Comprehensive Plan amendment to integrate the park updates may be initiated in 2013.

Urban Design

The *Tysons Corner Urban Design Guidelines* were endorsed by the Board on January 24, 2012. Development of these guidelines is recommended in the Plan and the task was also the subject of the Board's Follow-On Motion #18. The guidelines address issues such as building materials, street furniture, signage, and the built form. The guidelines were developed by staff from various departments within the County as well as the Tysons Corner Urban Design Guideline Advisory Group, which was made up of staff, prominent local architects, landscape architects, planners, and the Tysons Partnership.

Staff has been working successfully with applicants to implement the concepts contained within the guidelines and ensure that design proposals are consistent with the urban environment envisioned in the Plan.

Remainder of Report

The following sections of this report address each of the areas in more detail. Those sections are followed by a status update on the Board's Follow-on Motions (Appendix A). A compilation of zoning applications that have been submitted since the adoption of the Plan is included in Appendix B.

LAND USE

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

Elements of Tysons Land Use

- Highest Intensity Around Rail Stations
- Increased Residential Use and Choices
- Mixed Land Uses
- Monitoring Development Progress / Demographics
- Initial Development Level

Existing Land Uses

Figure 1 – Existing Land Use Pattern in Tysons

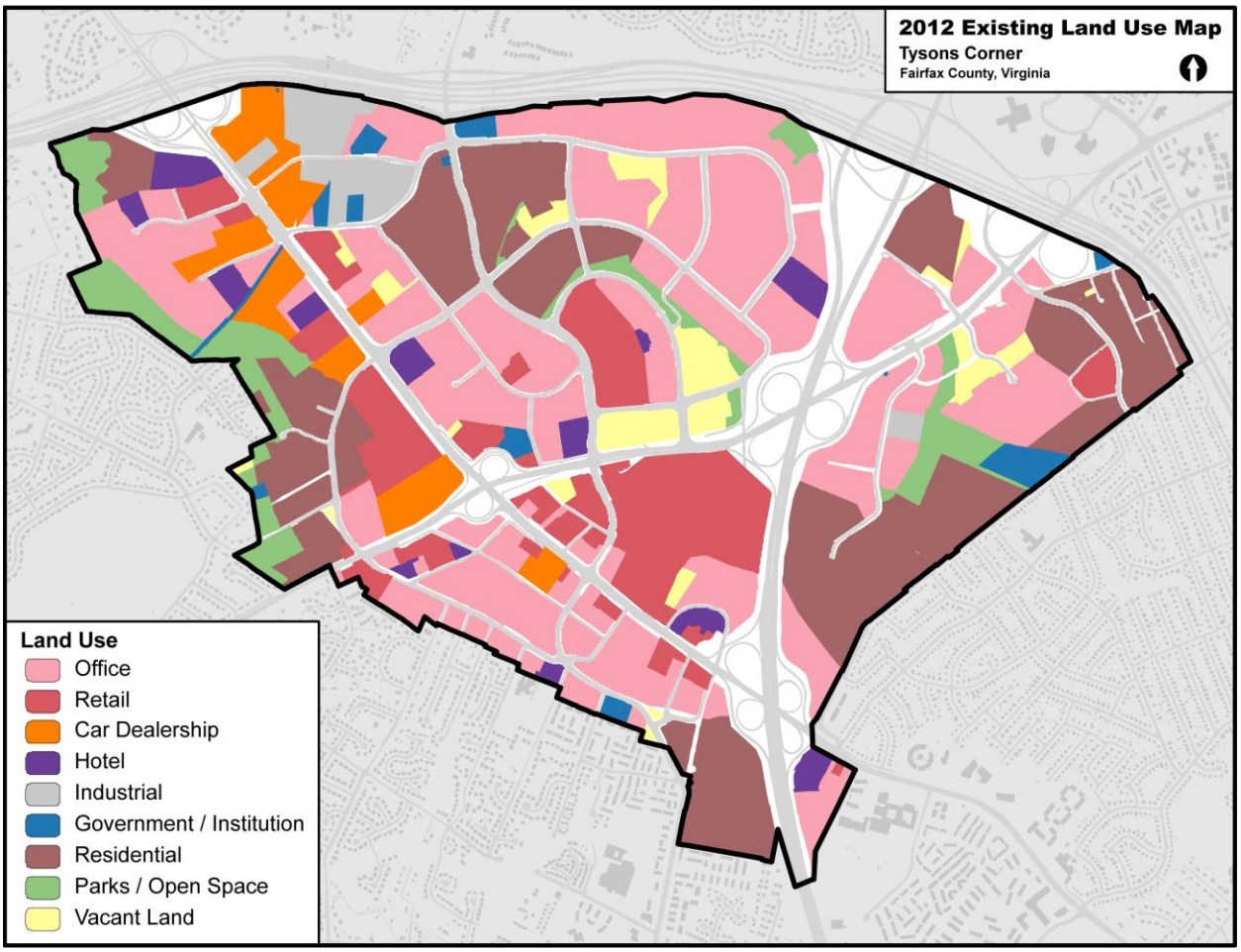


Table 1 – Existing Development Levels within Tysons as of January 1, 2012.

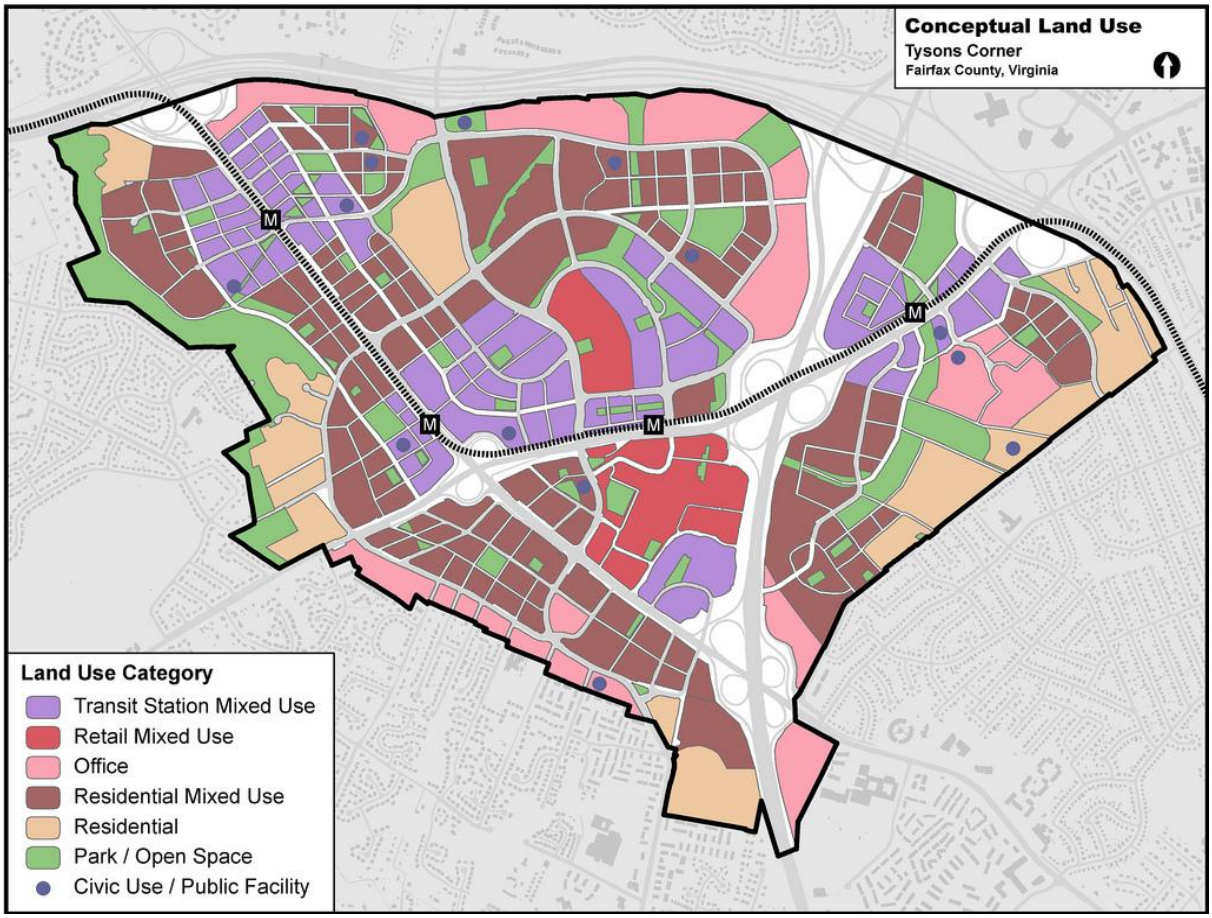
Land Use	Gross Floor Area (square feet)*
Office	26,789,000
Retail	4,945,000
Car Dealership	730,000
Hotel	2,578,000
Industrial	986,000
Government/Institutional	80,000
Residential (sq. ft.)	11,210,000
Residential (units)	9,297
Total All Uses	47,318,000

*Square foot totals rounded to nearest 1,000.

Figure 1 and *Table 1* illustrate the land use patterns and existing development levels within Tysons as of 2012. The existing pattern of development is characterized by segregated land uses and low levels of residential development relative to office uses. The existing development supports approximately 17,000 residents and up to 105,000 employees. The majority of development within Tysons today is office use, which, by square feet, is approximately 57% of the total developed land use and is located in over 500 structures. The residential component of Tysons is almost a quarter of all uses (24%), and 89% of all dwelling units are in multi-family structures.

Conceptual Planned Land Uses

Figure 2 – Planned Conceptual Land Use



In general, the Plan envisions that the proportion of residential development should increase as development occurs, with a goal of achieving a jobs/housing balance of 4 jobs per household. Up to 100,000 residents and 200,000 employees are expected in Tysons by 2050. Future land uses are planned to be mixed, either vertically (in the same building) or horizontally (within a distance of two or three blocks). This mixing of uses will reduce the separation among residents, workers and services, thus encouraging walking and transit usage.

The Plan contains specific land use guidance in both the Areawide and District Recommendations. These land use mixes, goals, and locations are implemented through the development review process as individual rezoning proposals are submitted for review.

Changes to the land use pattern since the 2011 Annual Report include 354 new dwelling units constructed as part of the Park Crest development. Additionally, some older office and retail buildings have been demolished in preparation for redevelopment. A summary of development activity is included later in the Land Use chapter. With new residential units constructed since 2011, the jobs/housing ratio within Tysons has decreased from 11.7 in 2011 to 11.3 jobs per household in 2012.

Table 2 – Comprehensive Plan Goals: Population, Employment, and Sq. Ft. of Building Space

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

Rezoning Actions and Development Activity, June 2010 to October 2012

The following section includes rezoning actions and development activity within Tysons since the adoption of the Plan in June 2010, as well as updates on certain projects which were approved at rail related density levels prior to that date. *Figure 3* depicts the general location of this rezoning and new development activity. Appendix B includes more detailed information on approved and pending PTC rezoning applications, and all land development activity approved or completed since June 2010.

Capital One (RZ 2010-PR-021): This PTC rezoning application with concurrent Conceptual Development Plan (CDP) was approved by the Board of Supervisors on September 25, 2012. It proposes approximately 4.4.million square feet of new mixed-use development adjacent to the McLean Metro station in 12 high-rise buildings. The Planning Commission also approved a Final Development Plan (FDP) for the first phase of development, consisting of a 20-story office building, a 6-story hotel, and ground floor retail along the extension of Old Meadow Road.

Spring Hill Station (RZ 2010-PR-014A/014B): These two PTC rezoning applications were approved by the Board of Supervisors on September 27, 2011. A site plan for one high-rise residential building (The Residences at Spring Hill Station) within 014A is currently under review and site preparation work has begun under Rough Grading Plan 8158-RGP-001. Two additional rezoning applications associated with the Spring Hill Station project are under review (RZ 2010-PR-014D and RZ 2010-PR-014E), while a third (RZ 2010-PR-014C) has been deferred indefinitely.

Tysons Corner Center (RZ 2004-PR-044): This project, adjacent to the Tysons Corner Metro station, received rezoning approval in 2007 for four phases of mixed-use development on sites surrounding the existing shopping mall. Site Plan 6399-SP-018 for Phase 1, located on the former Circuit City site, was approved in June 2012. This phase, which includes a 22-story office building, a 28-story residential building and a hotel, is currently under construction.

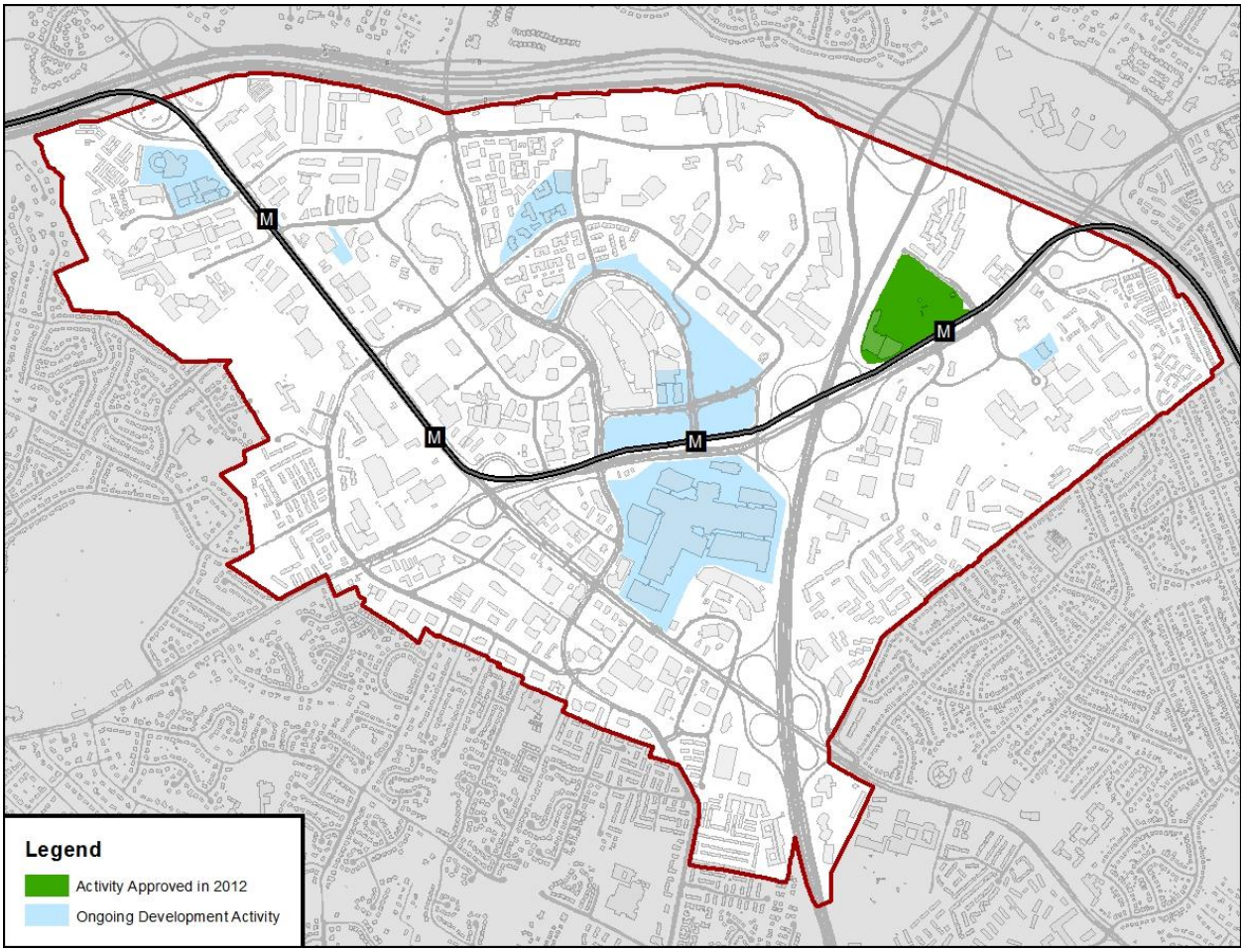
Tysons II (PCA 84-D-049-5): This eight-building mixed-use project near the Tysons Corner Metro station received approval in 2003. An 18-story office building (1775 Tysons Boulevard) is currently under construction pursuant to Site Plan 6028-SP-018 and is anticipated to be completed in 2014.

Park Crest (RZ 2002-PR-016): A six-story residential building with 354 units (Avalon Park Crest) was completed in 2011. A residential building is currently under construction pursuant to Site Plan 5166-SP-003, which will be the fourth building in this five-building project approved in 2003.

Tysons West Promenade (RZ 2011-HM-032): The first phase of this PTC rezoning application, an urban-style Wal-Mart store and a fitness center, is currently under construction pursuant to the by-right Site Plan 6279-SP-004. This phase was approved as a by-right use under the existing C-7 zoning district. The new construction will be integrated within an existing parking structure associated with the former Moore Cadillac dealership and will include streetscape improvements consistent with an urban area.

MITRE 4 (PCA 92-P-011-7 / SE 2010-PR-023). These concurrent applications were approved by the Board of Supervisors on June 7, 2011. Since that approval, an existing 50,000 square foot office building on the site has been demolished under the Rough Grading Plan 3538-RGP-001, and Site Plan 3538-SP-002 has been approved for a 340,000 square foot office building. This proposed building is also part of the pending Scotts Run Station South PTC rezoning application (RZ-20111-PR-011) and the applicant has submitted a Final Development Plan (FDP) for that building.

Figure 3 – Areas with Development Activity Since June 2010

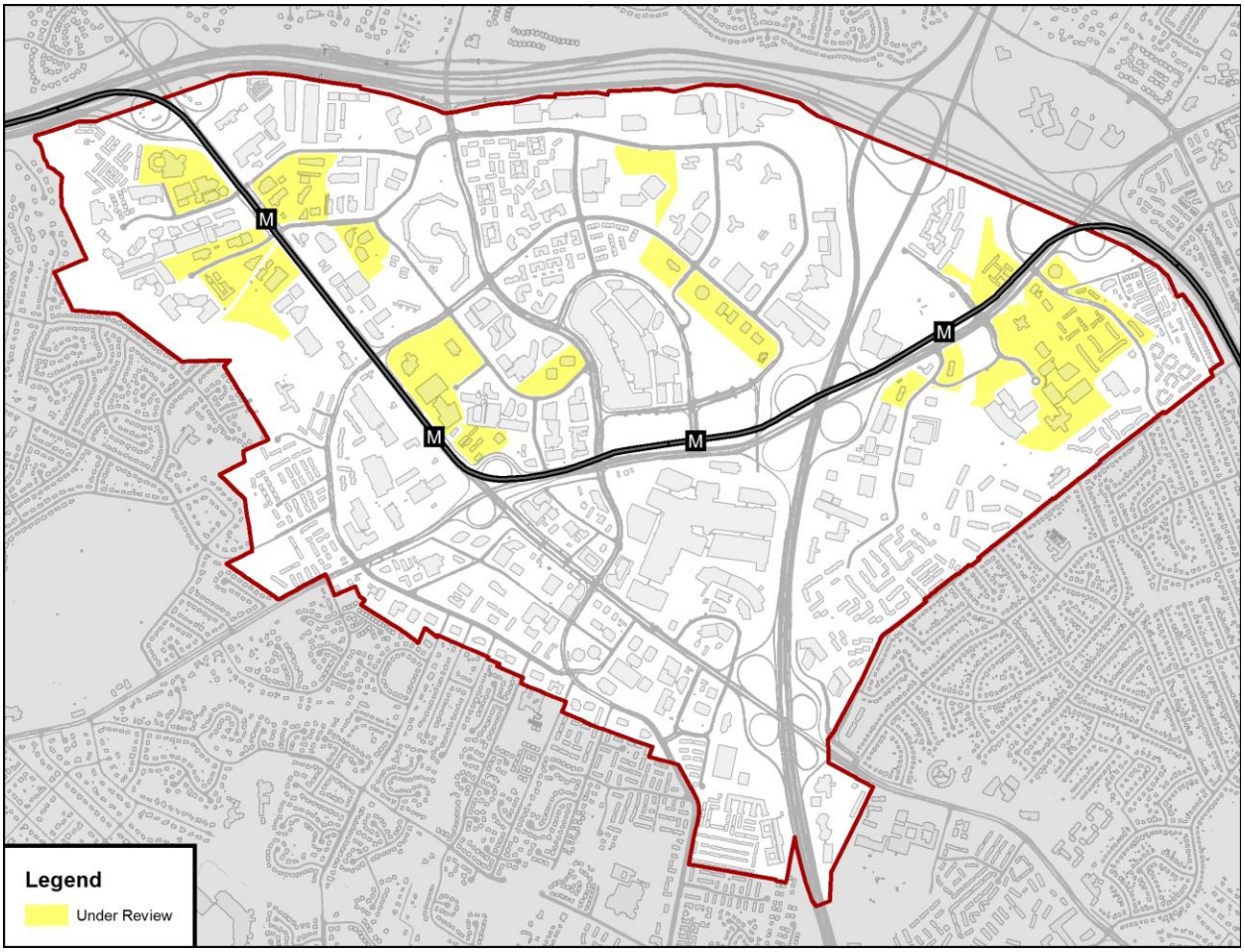


In addition to the development activities highlighted in the map and text above, fourteen minor site plans have been approved since June 2010. These plans do not create additional development uses on their sites and are primarily for improvement of existing use or supporting infrastructure. Appendix B includes additional information on these plans.

Proposed Development

As of October 2012, there are 17 rezoning cases under review. Collectively, these cover approximately 240 acres of land, or approximately 15% of the total parcel acreage within Tysons. Appendix B contains information on each of the pending applications and *Figure 4* illustrates the land area currently under review.

Figure 4 – Applications Currently Under Review



Monitoring progress towards achieving the vision for Tysons is essential. Land use data is collected through a variety of sources and is expected to be useful for future planning efforts in Tysons and other activity centers throughout the County. The following information and performance data will be collected from both existing and planned developments and reported on a periodic basis. It is anticipated that there may be significant changes in these metrics from year to year based on rezoning approvals, redevelopment options utilized, and actual construction.

Land Use Mix

Staff is monitoring progress towards the planned mix of uses and planned intensity within Tysons. *Table 3* illustrates the current developed land use mix, approved but unbuilt development, and current land use mixes proposed with redevelopment applications under review. The specific land use mixes are subject to change during the rezoning process, and market-based decisions made after rezoning approval but prior to construction may affect the mix. Land use data changes will be monitored and included in future Annual Reports.

Table 3 – Total Development Levels; Existing, Under Construction, Approved and Proposed

	Existing Development	Under Construction	Approved Development*	Proposed Development*	Total
Office**	27,775,000	1,351,912	7,268,105	16,550,899	52,945,916
Retail***	5,675,000	227,808	231,588	582,038	6,716,434
Hotel	2,578,000	252,213	1,020,701	1,989,820	5,840,734
Government or Institutional	80,000	0	0	(9,568)	70,432
Total Non-Residential:	36,108,000	1,813,933	8,538,394	19,113,189	65,573,516
Residential:	11,210,000	1,214,935	6,508,996	17,459,068	36,392,999
Residential Units:	9,297	1,099	6,213	16,704	33,313
Total Development:	47,318,000	3,046,868	15,029,390	36,572,257	101,966,515

**Net increase over existing level, less amount under construction*
***Includes industrial uses for existing use*
****Includes car dealerships for existing uses*

Population

Staff is monitoring residential land use, including dwelling units proposed, approved and constructed. Based on residential units and other data sources, population estimates will be made. Staff is also monitoring non-residential land use and deriving employment population from that data. *Table 4* includes estimates for the existing population, estimates for applications approved through September 2012 and estimates for the proposed development currently under review.

Table 4 – Total Population Estimates; Existing, Under Construction, Approved and Proposed

	Existing	Under Construction	Approved	Proposed	Total Estimated
Population	17,000	1,925	20,810	29,232	68,965
Residential Units	9,297	1,099	6,213	16,704	33,313
Employment	105,000	5,214	46,698	57,937	214,849

U.S. 2010 Census

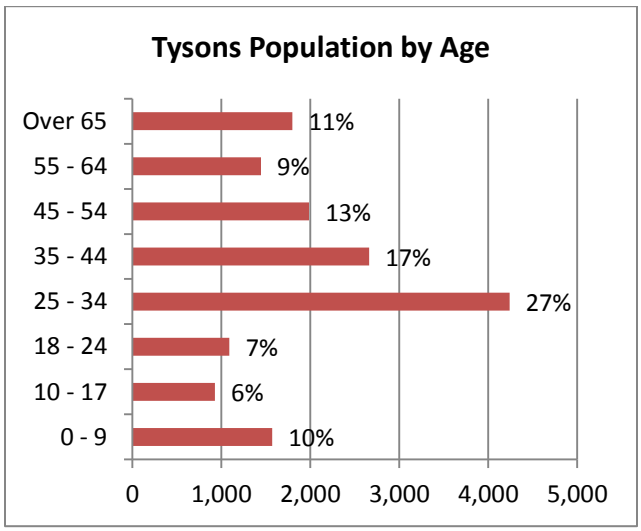
Staff has analyzed the recently released 2010 Census data for the Tysons geography to provide basic demographic data and comparisons to the County as a whole. This information is useful for making planning and policy decisions. For example, data on average household size can be used when making population estimates for public facility needs. Future annual reports may build on this 2010 data using other sources, such as the American Community Survey.

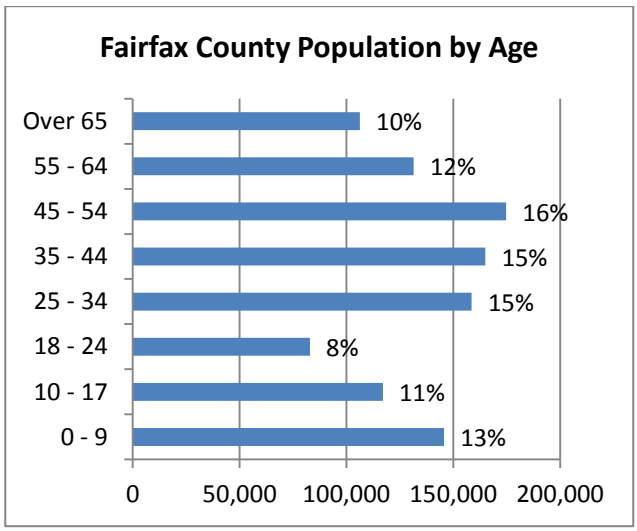
The Census data, particularly the total population estimates, differs from other planning estimates due to different methodologies and geographies. However, the rich demographic data available provides a detailed insight into the population of Tysons.

Because the federal Census Designated Place geography for Tysons differs from the boundaries established in the Comprehensive Plan, Census block-level data has been aggregated to provide a more accurate estimate. While the Census blocks do not align perfectly with the Tysons boundary, they offer a very close approximation.

The analysis of the 2010 Census finds a total population estimate of 15,721 residents living in 8,159 occupied housing units. The average number of persons per occupied housing unit is 1.93. This compares to an average of 2.74 persons per occupied housing unit in Fairfax County as a whole. In addition to the 8,159 occupied units, there are 1,124 vacant units, for a total of 9,283 housing units. The vacancy rate is 12%, compared to 4% countywide. The higher vacancy rate in Tysons is likely due to two residential developments which were recently constructed in 2010 and had not yet been fully leased or sold.

The following graphs compare the populations of Tysons and Fairfax County by age category. The age group with a strong plurality in Tysons is 25 - 34 year olds (27% of Tysons compared to 15% countywide). Though the proportion of the Tysons population under 18 (16%) is much lower than County as a whole (24%), this statistic shows that there are a significant number of families living in Tysons today.





Affordable Housing

In addition to providing a greater volume of housing, a critical aspect of the residential land use mix is providing housing choices so that a population with a variety of income levels has the ability to live in Tysons. The Plan includes objectives to encourage affordable and workforce housing in Tysons.

To that end, the Plan has identified Workforce Dwelling Unit (WDU) goals and objectives. The Plan recommends that all projects with a residential component provide 20% of their units as affordable and workforce dwelling units. This goal is expected to be implemented as Tysons redevelops through the rezoning process. The three rezoning applications approved to date have committed to provide 20% affordable/workforce units, based on the total number of units provided. At the intensity approved, this could result in the creation as many as 721 workforce housing units integrated into the nine approved residential buildings upon build-out.

In addition, new non-residential development within Tysons is expected to contribute towards housing choices by providing a contribution, cash or in-kind, towards a housing trust fund to be used to create affordable and workforce housing in Tysons. In addition to their commitment to providing WDUs, as described above, all approved applications with non-residential development have proffered to contribute $3.00 per non-residential square foot to implement this Plan objective.

Initial Development Level (IDL)

The Plan set an Initial Development Level (IDL) to assist in implementing the first 20 year increment of the ultimate vision for Tysons. The IDL is set at 45 million square feet of office uses, and other higher trip generating uses, built and approved within Tysons. Development beyond the IDL is linked to the achievement of transportation improvements needed beyond the year 2030. The Plan sets criteria for increasing the IDL, including the establishment of a reliable funding mechanism for transportation improvements.

The Planning Commission provided recommendations to the Board of Supervisors on the IDL on September 20, 2012. The Planning Commission provided a number of recommendations that, if implemented, would provide for financing the Plan identified transportation improvements through 2050. The Planning Commission also recommended that the Board direct staff to incorporate within the next Tysons-wide plan amendment consideration of a change to the current IDL of 45 million square feet of office use.

TRANSPORTATION

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

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

Elements of Tysons Transportation

- Road network
- Transit service
- Walking/Bicycling
- Parking Management
- Transportation Demand Management

Transportation Infrastructure Improvements Funding

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

The transportation improvements identified in Table 7 of the Plan require significant capital investment as well as on-going operating investment for increased transit services. The Board of Supervisors requested that the Planning Commission, working with staff, develop an inclusive process to address funding the Table 7 items and provide recommendations to the Board on these issues. The Planning Commission created an inclusive process which consisted of 24 meetings over a period of 17 months. The Planning Commission provided 31 funding related recommendations to the Board on September 20, 2012.

The Planning Commission's recommendations are summarized below; the full text of the Planning Commission's Recommendations to the Board on Certain Tysons-related Activities can be found at: www.fairfaxcounty.gov/planning

The Planning Commission's recommendations were based upon the goals 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 needed to allow for flexibility in funding options and sources, as well as for adjustments to transportation improvements based upon the pace of development. All of these elements needed to be included in a plan that provided a reliable funding mechanism that would be able to support implementation of the Comprehensive Plan.

The funding recommendations are based upon categorizing the infrastructure improvements into four categories, each with a different set of funding recommendations based upon who primarily benefits from the improvement, how the projects are expected to be implemented, and the Planning Commission's evaluation of fairness in responsibility for the improvement. The categories of improvements are: Grid of Streets, Neighborhood Improvements, Transit, and Tysons-wide Improvements.

The Grid of Streets is the urban street network that will provide convenient connections within Tysons, distribute multi-modal traffic efficiently, and enhance the quality of the network through the use of "complete streets". The recommendations propose two mechanisms to ensure that these improvements would be constructed. Proposals for redevelopment are expected to construct those portions of the Grid of Streets that are needed to support their development; this would include those elements located within and adjacent to development application areas. In addition, applicants are expected to contribute to the Tysons Road Fund which is proposed to be used to fund the portions of the Grid of Streets that will not be included in redevelopment areas. The 2012 Tysons Road Fund rates were recommended to be set at $1,000 per residential unit and $6.44 per square foot of new non-residential development.

The Neighborhood Improvements category addresses a number of intersection improvements that are needed now, as well as projects necessary to enhance multimodal access to and from the four new Metrorail stations. The recommendations propose that these projects should be funded from state, federal, regional, and County funding sources. In adopting their third Four-Year Transportation Plan (FY13-16) on July 10, 2012, the Board of Supervisors programmed current and projected revenues toward some of these improvements. To date, $23,400,000 in funding has been identified from FY13-FY18, with all of that funding coming from state and federal funding sources. The County continues to seek out federal and state funding opportunities to acquire additional funds needed to complete the recommended projects.

The Transit category includes the expansion of transit services to, and within, Tysons to leverage the investment in the Metrorail expansion, to implement the Fairfax County Transit Development Plan, and to create an environment that supports the transit-oriented development envisioned for Tysons. Federal, state, regional, and County funding sources were recommended to bear the primary

responsibility for funding the expanded transit services. Some elements of the transit system, including a portion of the operating costs, transit stop facilities, and rights-of-way for future transit facilities, were recommended to be funded to the extent possible through public/private partnerships, redevelopment applications, and other creative mechanisms.

The Tysons-wide Improvements category includes improvements to the existing roadway and transportation infrastructure that are necessary to improve access to, and within, Tysons. These improvements are identified in Table 7 of the Plan, under the heading of '*Tysons-wide Road Improvements*'. They include projects such as new access points from the Dulles Toll Road to Tysons, expanded capacity on select primary and minor arterial roads, and the creation of new minor arterial roads to support the Grid of Streets.

The Planning Commission recommended that the funding for these projects come from three primary areas. They are: 1) federal, state, regional and County funding sources; 2) a Tysons-wide Service District which would raise revenue to allocate to these projects; and 3) contributions from applicants seeking to redevelop, which could be in-kind contributions or a contribution to a new Tysons-wide Road Improvement Fund with recommended 2012 rates of $1,000 per residential unit and $5.63 per square foot of new non-residential development.

Staff will continue to program, seek funding for, and monitor projects and work with the community as the priority of projects and their funding evolves. This will include tracking projects that are proffered and mapping their locations as they are approved and constructed.

The Board of Supervisors approved a Four-Year Transportation Plan (FY13-16) on July 10, 2012. This plan programmed current and projected revenues toward implementing transportation improvements within Fairfax, including projects within Tysons.

County staff is also pursuing funding from other sources for various aspects of the Tysons-wide Improvements, the Neighborhood Improvements, and Transit enhancements. Nearly $188,000,000 in funding has been identified from FY13-FY18 for the Transit, Tysons-wide, and Neighborhood Improvement projects. The funding has been identified from the following sources: approximately $101,000,000 (54%) from County funding sources; $54,000,000 (29%) from federal sources; $30,000,000 (16%) from state sources; and $2,800,000 (1%) from funds received from landowners/developers.

In FY2012 approximately $300,000 was allocated to preliminary engineering work associated with the Jones Branch Connector project. In the FY2013 budget, $7,600,000 has been identified for capital expenses associated with the acquisition of new buses for use in the short-term Tysons Circulator transit program, and County staff is working with the Virginia Department of Transportation to secure a project agreement and for the scoping/design/construction on a number of projects, including the Jones Branch Connector.

Transportation Studies and Infrastructure Improvements

Throughout the last year, FCDOT has advanced a number of transportation studies necessary for implementing the Tysons Comprehensive Plan. Brief highlights of key studies are below.

Consolidated Traffic Impact Studies (CTIAs) - Three CTIAs are being conducted (Tysons East, Tysons Central and Tysons West) to evaluate current and future traffic conditions projected to arise from the completion of planned densities and new developments in Tysons. These studies are using a sophisticated modeling tool to analyze growth in Tysons, provide the best possible traffic flow through the area, and analyze the most cost effective solutions with minimum property and environmental impacts. The model is also being used to help determine the phasing of elements of the grid of streets and road requirements. In addition to existing conditions, land use scenarios were tested for 2030 and 2050. The Tysons East CTIA was submitted to VDOT as a Chapter 870 Small Area Plan Submission in August 2012. The other two CTIAs are being completed and will be submitted to VDOT in Fall 2012. The three CTIAs will collectively examine how Tysons can be transformed into a walkable urban center through redevelopment of land and development of a corresponding grid of streets that would offer alternative paths for travel within Tysons. These alternative paths are designed to disperse traffic that would otherwise use primary roadways, such as Rt. 7 and Rt. 123.

Dulles Toll Road Ramp Study – This study is an operational analysis and conceptual design of new ramps to the Dulles Toll Road. Options were presented at a public meeting in May 2012. These will be revised and presented again at a community meeting in Fall 2012. More information is available at http://www.fairfaxcounty.gov/tysons/transportation/tollroadramps.htm

Jones Branch Connector – Preliminary design has been initiated to provide a connection between Route 123 and the I-495 Express Lanes (HOV/HOT lanes) ramps. The project will ultimately connect Route 123 to Jones Branch Drive via the extended Scotts Crossing Road; the segment between the I-495 Express Lane ramps and Jones Branch Drive is currently being built as part of the I-495 Express Lanes (HOV/HOT lanes) project. Preliminary design (30% level) is underway and is anticipated to be completed by the end of 2012. Full funding for final design and construction has been secured.

Tysons Circulator Study - The Tysons Circulator Study is a planning study that has been undertaken to support the redevelopment and rezoning of Tysons Corner over the next 40 years (the Circulator planning described here is for a horizon year of 2050). The purpose of the study is to design a circulator system that will support the County's overall goal of maximizing transit trips and minimizing vehicular trips to, from, and within Tysons Corner. The final report will be published in Fall 2012. More information is available at
http://www.fairfaxcounty.gov/tysons/transportation/tysonscirculator.htm

Tysons Metrorail Station Access Management Study (TMSAMS) – The purpose of this study was to prioritize access improvements to the Metrorail stations in Tysons. The study was completed in late 2011. Staff recommendations were approved by the Board in May 2012, and many are funded in the

Board's Four-Year Transportation Plan. More information is available at http://www.fairfaxcounty.gov/fcdot/tmsams/

Tysons Neighborhood Traffic Study – Phase II – This study identified intersections outside of Tysons that will need to be improved as development in Tysons occurs. Phase I of the study was completed in 2010 and will be updated in Fall 2012. Additional intersections were also identified during Summer 2012 and are being analyzed.

Countywide Transit Network Study – The Countywide Transit Network study began in 2012. Two public meetings were held in July 2012, along with online surveys to collect community and stakeholder comments. In 2013, the study is expected to provide recommendations to the Board of Supervisors on where Metrorail should be extended, where streetcar or light rail systems are appropriate, and where dedicated lanes for bus transit could be located. Recommendations on the phasing of the recommended system and options for funding are also expected to be included.

Traffic Monitoring

Monitoring of traffic volumes on the roadway network is a critical element of assessing the performance of the transportation system serving Tysons. Annual counting and assessment of traffic volumes on the road network and derivation of traffic levels-of-service (LOS) are the most critical metrics. Metrics designed to monitor and assess traffic into and out of the Tysons area include measures of peak hour traffic volumes at critical entrance and exit points along the network, assessment of volume-to-capacity (v/c) ratios at these crossing points, and determination of level-of-service at key intersections.

Early identification of changes in traffic patterns and levels-of-service provides an opportunity to make transportation programming and funding decisions and allow necessary adjustments to be made to the system. There are three primary traffic monitoring metrics. These are:

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

2. Volume-to-Capacity (V/C) Ratios
   V/C ratios derived from assessing the traffic volume versus the directional lane capacity of the roadway at the cordon crossing point are useful in determining congestion hotspots, as well as the overall level of traffic saturation of the roadway system during the critical peak hours of travel.

3. Level-of-Service (LOS) Analysis
   LOS analysis of key intersections provides an indication of the adequacy of the roadway system serving Tysons. Over time if LOS reaches unacceptable levels, intersection capacity may need to be improved wherever possible through implementation of mitigation plans, signal timing adjustments, and/or other measures.

Since the Annual Report to the Board in October 2011, the Fairfax County Department of Transportation (FCDOT) has undertaken the following actions to implement Comprehensive Plan recommendations related to monitoring of traffic conditions in Tysons:

1. Vehicle Counts

Counts of vehicles were conducted at locations where traffic enters and exits the urban center (cordon crossing points) and tabulated for the critical AM and PM peak hours and peak periods of travel. Fourteen intersections were counted in late October 2011, around the boundaries of Tysons, as depicted on *Figure 5*. These intersections were chosen as they best capture traffic on major and minor arterials and collector roadways that provide the primary access to Tysons. Primary and secondary cordons were established to better differentiate locally generated traffic (trips with either an origin or destination within Tysons) from through traffic (trips with both an origin and destination located outside the boundaries).

Figure 5: Cordon Analysis Locations

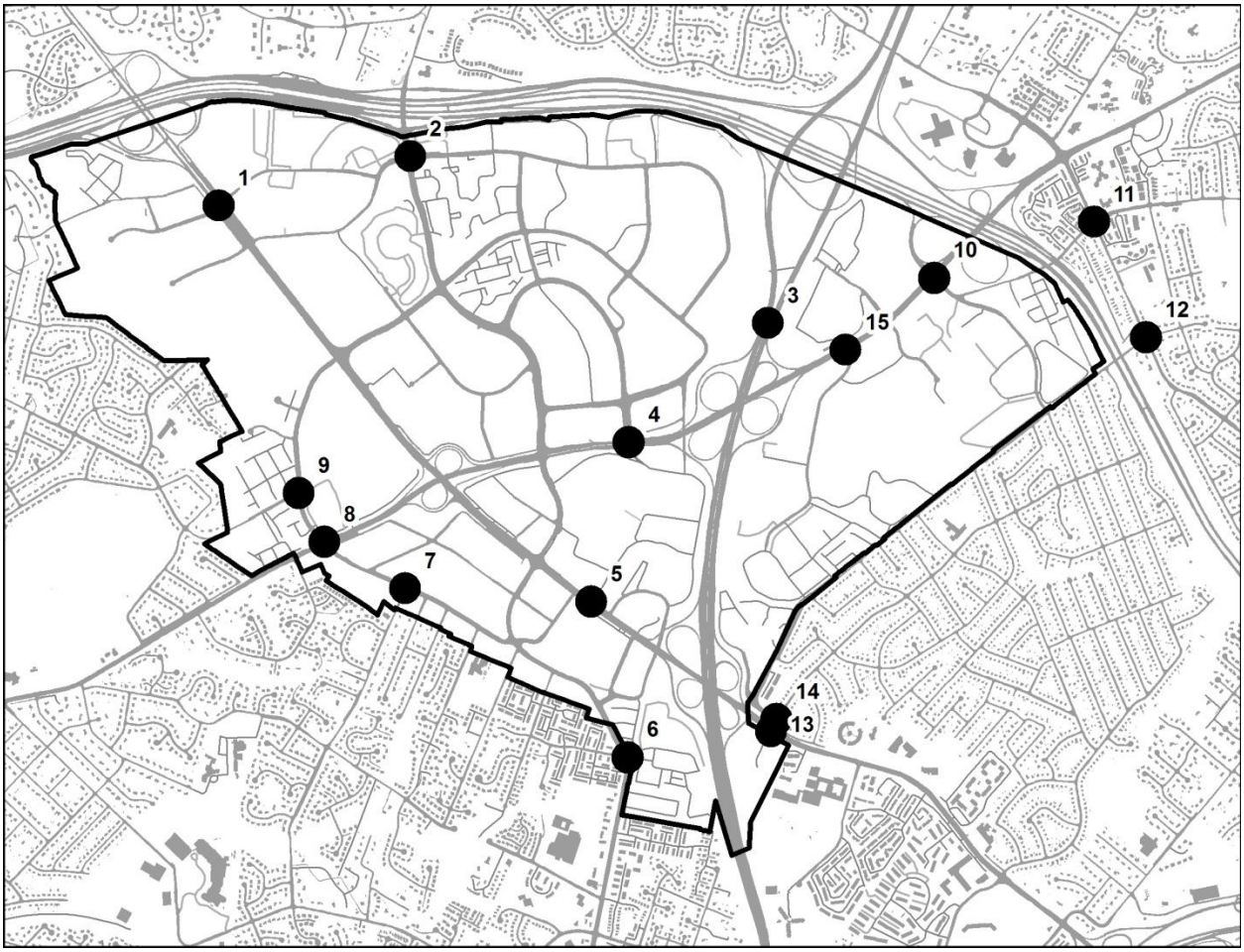


Table 5 provides the AM and PM peak hour traffic data at these cordon crossing points. AM peak hour traffic was tabulated for 8–9 a.m., the busiest hour of travel in the morning. PM peak hour traffic was tabulated for 5–6 p.m., the busiest evening hour of travel.

As *Table 5* illustrates, peak hour travel is currently much greater in the main area of Tysons (represented by the primary cordon) and directionally skewed. The predominant movements are AM inbound/PM outbound. The area of Tysons located east of the Capital Beltway (comprised by the secondary cordon) exhibits lower levels but a more balanced flow of traffic entering and exiting during the peak hours. Traffic volumes in the PM peak hour are greater than in the AM peak hour, due to more retail and other non-work trips added to the typical commuting stream.

Compared to the peak hour traffic data**, AM and PM peak period data** provide a more complete picture of demand into and out of Tysons during the peak commuting periods. Peak period traffic at the Tysons' cordon crossing locations was counted from 6:30–9:30 a.m. and 3:30–6:30 p.m. These time periods coincide with the busiest periods of travel into and out of Tysons during a typical weekday. *Table 6* provides the AM and PM peak period traffic data for Tysons.

Table 5: Cordon Peak Hour Analysis for the Tysons Corner Urban Center - 2011

Traffic Crossing the Tysons Corner Urban Center Cordon in the Peak Hours*					
		AM		*PM*	
Primary Cordon		*In*	*Out*	*In*	*Out*
1	Rt. 7 N of Tyco Road	2,748	1,481	1,569	3,820
2	Spring Hill Road N of Int'l Drive	2,521	395	716	2,335
3	I-495 / Express Lane Access (future)	-	-	-	-
4	Rt. 123 E of Tysons Blvd.	2,080	1,879	2,300	1,782
5	Rt. 7 E of Tysons Corner SC Entrance	3,028	1,732	2,028	2,881
6	Gallows Road S of Science App Ct.	2,416	764	1,407	1,795
7	Woodford Rd. S of Old Courthouse Rd	638	131	201	477
8	Rt 123 W of Old Courthouse Road	1,821	475	869	1,314
9	Old Courthouse Rd W of Gosnell Road	1,044	157	250	1,026
	Totals:	**16,296**	**7,014**	**9,340**	**15,430**
Secondary Cordon					
10	Rt. 123 E of Anderson Road	1,834	1,861	1,394	2,178
11	Chain Bridge Road W of Great Falls St.	394	334	507	341
12	Magarity Road W of Great Falls St.	503	458	772	521
13	Ramada Road S of Rt. 7	403	218	189	453
14	Lisle St./Magarity Road N of Rt. 7	487	591	590	691
15	Rt. 123 W of Old Meadow Road	2,587	2,776	2,463	2,960
	Totals:	**6,208**	**6,238**	**5,915**	**7,144**

** Traffic counts were taken by the Fairfax County Department of Transportation October 25–27, 2011. The AM peak hour is 8-9 a.m. and the PM peak hour is 5-6 p.m.*

Table 6 shows volumes significantly greater than that occurring during the peak hour travel. Traffic into and out of Tysons is more directionally skewed at the primary cordon than at the secondary cordon, which continues to show relatively balanced flows. Traffic volumes crossing the cordon are shown to be much greater in the PM period than the AM, indicating greater increases in non-work travel than in the peak hour assessment. During the peak periods, the greatest traffic volumes are shown in the PM outbound direction – traffic exiting Tysons.

As the AM and PM peak hours of travel begin to evidence saturated conditions (volume-to-capacity ratios approaching 1.0) growth in traffic will become most evident in the AM and PM peak period traffic. This would be an indication of *peak spreading* in future years. Both peak hour and peak period traffic data will continue to be collected in the Tysons traffic monitoring program.

It should be noted that traffic volumes at several of the locations counted in October 2011 may be affected by construction associated with the Dulles Rail and I-495 Express Lanes projects underway during the counting period. Volumes at these locations may change as these major transportation improvements are completed, and new transit and highway access into Tysons are provided.

Future vehicle and transit counting is planned for each October at these intersections, approximately in the same time period, to provide for an annual assessment of traffic and transportation utilization trends, and changes to the underlying traffic patterns in the Tysons area.

Table 6: Cordon Peak Period Analysis for the Tysons Corner Urban Center - 2011

Traffic Crossing the Tysons Cordon in the Peak Periods*					
		AM		*PM*	
Primary Cordon		*In*	*Out*	*In*	*Out*
1	Rt. 7 N of Tyco Road	8,184	4,010	4,659	10,662
2	Spring Hill Road N of Int'l Drive	6,080	1,041	2,017	5,537
3	I-495 / Express Lane Access (future)	-	-	-	-
4	Rt. 123 E of Tysons Blvd.	6,193	4,811	6,598	5,368
5	Rt. 7 E of Tysons Corner SC Entrance	7,963	5,344	6,193	8,200
6	Gallows Road S of Science App Ct.	5,673	2,165	4,005	4,837
7	Woodford Rd. S of Old Courthouse Rd	1,325	401	573	1,104
8	Rt 123 W of Old Courthouse Road	5,086	1,290	2,663	3,875
9	Old Courthouse Rd W of Gosnell Road	2,548	402	711	2,360
	Totals:	**35,418**	**17,772**	**27,419**	**41,943**
Secondary Cordon					
10	Rt. 123 E of Anderson Road	4,505	5,401	4,068	5,909
11	Chain Bridge Road W of Great Falls St.	746	947	1,379	923
12	Magarity Road W of Great Falls St.	1,211	1,267	1,837	1,311
13	Ramada Road S of Rt. 7	1,107	635	515	1,327
14	Lisle St/Magarity Road N of Rt. 7	1,322	1,383	1,648	1,956
15	Rt. 123 W of Old Meadow Road	7,505	6,868	6,718	8,349
	Totals:	**16,396**	**16,501**	**16,165**	**19,775**

** Traffic counts were taken by the Fairfax County Department of Transportation October 25-27, 2011. The AM peak period is represented by 6:30-9:30 a.m. and the PM peak period by 3:30-6:30 p.m.*

2. Volume-to-Capacity Analysis

Traffic volumes were assessed against the capacity of the roadway at crossing locations to determine a **volume-to-capacity (V/C) ratio** for each location and the cordon as a whole. Volumes and capacities are determined for the roadway links crossing the cordon. These V/C ratios provide a planning metric to help identify congestion hotspots as well as overall traffic levels during the critical AM and PM peak hours of travel. V/C analysis is a more general indicator of traffic conditions and congestion levels than the intersection level-of-service metrics described below. Traffic volumes at individual locations may also be influenced by downstream traffic congestion, particularly in saturated conditions, and may indicate better conditions than is the case with intersection analysis.

Table 7 shows V/C ratios computed for each of the cordon crossing locations identified earlier. As shown, V/C at most locations is found to be acceptable (V/C = < .9). A V/C ratio approaching 1.0 indicates traffic reaching saturation levels during the peak hours of travel, generally equating to a level-of-service (LOS) E condition. A V/C of 1.0 or greater indicates volume at or greater than the capacity of the roadway, indicating LOS F (or failing) conditions. With a few exceptions, V/C is found to be below 0.9 at most entry/exit points around the boundary of Tysons.

Based on the analysis shown in Table 7, the exceptions are: Leesburg Pike (Route 7) north of Tyco Road (a major approach to Tysons from the west); Spring Hill Road north of International Drive (a major approach for traffic coming from the west and north); Gallows Road south of Science Applications Court (a major approach from the south); Woodford Road south of Old Courthouse Road (providing access from Vienna and neighborhoods to the south); and Old Courthouse Road west of Gosnell Road (approach from the west and northwest). Each of these locations was found to be reaching or have reached unacceptable levels of traffic under current conditions. In addition to these locations, V/C ratios reflecting LOS D conditions were also found at the two Magarity Road approaches to the eastern section of Tysons.

On an overall basis, the major accesses to Tysons are shown to exhibit the poorest V/C ratios, particularly at crossing locations to the south and west.

In general, V/C ratios were found to be at acceptable levels for both Tysons cordons under current conditions, with the primary cordon exhibiting higher ratios during the peak AM inbound and PM outbound directions than the secondary cordon. While most locations around the cordon were found to exhibit acceptable V/C ratios at the present time, traffic will need to be monitored in future year analyses as the area develops and major transportation projects affecting current conditions are completed.

Table 7: Volume-to-Capacity Analysis for the Tysons Urban Center – 2011

Volume-to-Capacity Analysis for Traffic Crossing the Tysons Cordon					
		AM		*PM*	
Primary Cordon		*In*	*Out*	*In*	*Out*
1	Rt. 7 N of Tyco Road	.65	.35	.37	.91
2	Spring Hill Road N of Int'l Drive	.93	.15	.27	.86
3	I-495 / Express Lane Access (future)	-	-	-	-
4	Rt. 123 E of Tysons Blvd.	.49	.45	.55	.42
5	Rt. 7 E of Tysons Corner SC Entrance	.72	.41	.48	.69
6	Gallows Road S of Science App Ct.	1.01	.32	.59	.75
7	Woodford Rd. S of Old Courthouse Rd	1.06	.22	.34	.80
8	Rt 123 W of Old Courthouse Road	.65	.17	.31	.47
9	Old Courthouse Rd W of Gosnell Road	1.16	.17	.28	1.14
	Average:	**.74**	**.32**	**.42**	**.70**
Secondary Cordon					
10	Rt. 123 E of Anderson Road	.44	.44	.33	.52
11	Chain Bridge Road W of Great Falls St.	.44	.37	.56	.38
12	Magarity Road W of Great Falls St.	.56	.51	.86	.58
13	Ramada Road S of Rt. 7	.67	.36	.32	.76
14	Lisle St/Magarity Road N of Rt. 7	.27	.66	.33	.77
15	Rt. 123 W of Old Meadow Road	.62	.66	.59	.70
	Average:	**.49**	**.53**	**.47**	**.61**

Note: Based on traffic counts taken by the Fairfax County Department of Transportation October 25-27, 2011, and lane capacities at the cordon crossing points. Estimated capacities are derived from the Highway Capacity Manual and other sources, and represent the theoretical LOS E/F threshold capacity for each facility type.

3. Traffic Level-of-Service Analysis

Traffic level-of-service (LOS) is an additional metric used to determine transportation system performance. LOS analysis for intersections provides an indication of the adequacy of the roadway system, and allow for comparative analysis. Intersection LOS provides a more specific picture of congestion levels than the broader cordon level analysis.

Figures 6 and *7* depict the most recent **level-of-service analyses** for the Tysons intersections in the AM and PM peak hours. These intersections were assessed in VDOT Synchro analyses and traffic impact studies undertaken for 2009 and 2010. More recent LOS analysis awaits completion of major transportation construction projects that are affecting conditions in the area. As the analyses show, several of the intersections are currently at or below the LOS E goal stated in the Plan. Without timely improvements at these intersections, LOS could degrade in one or both peak hours, depending on the pace and location of new development and mode-split.

Figure 6: Level-of-Service Analysis – AM Peak

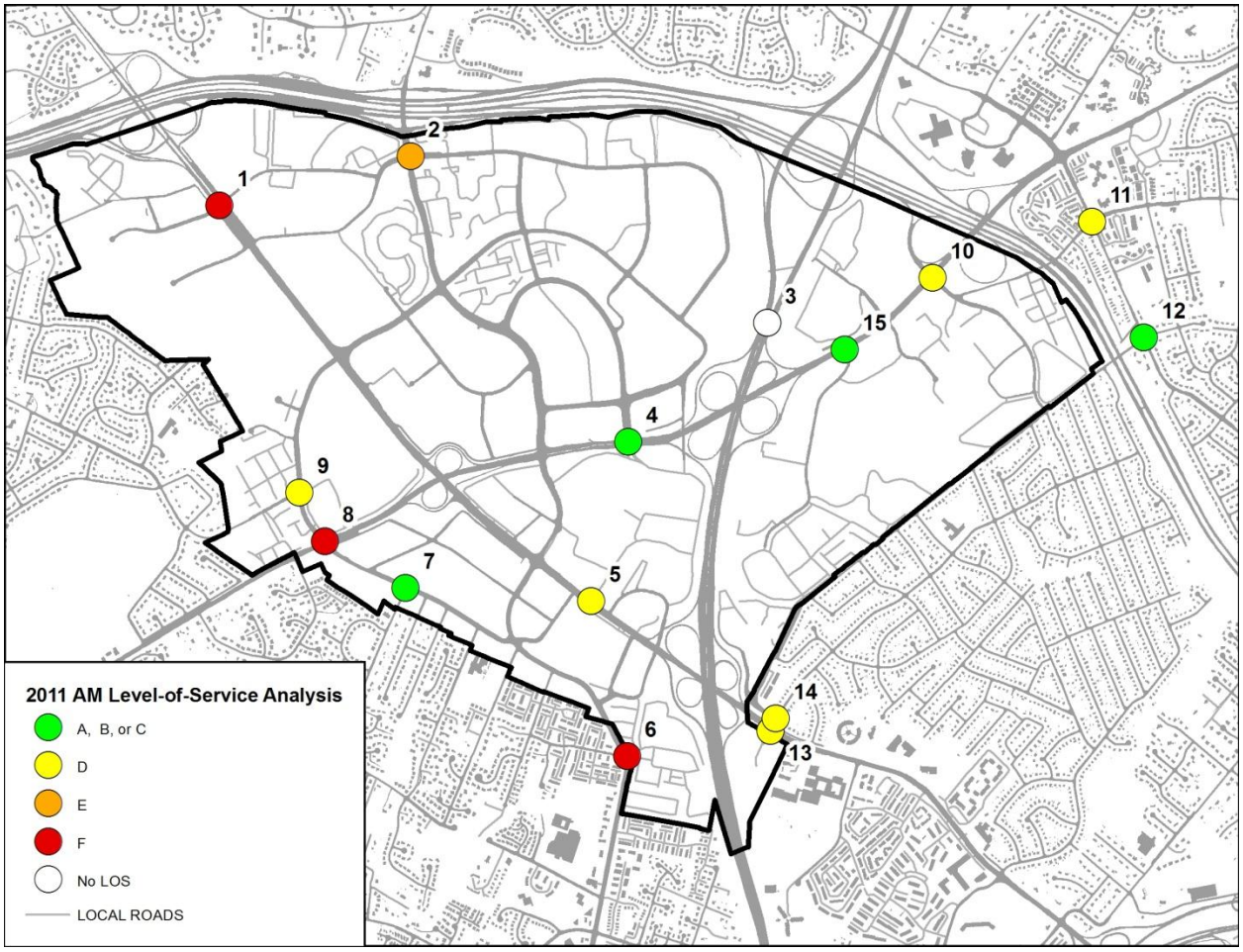
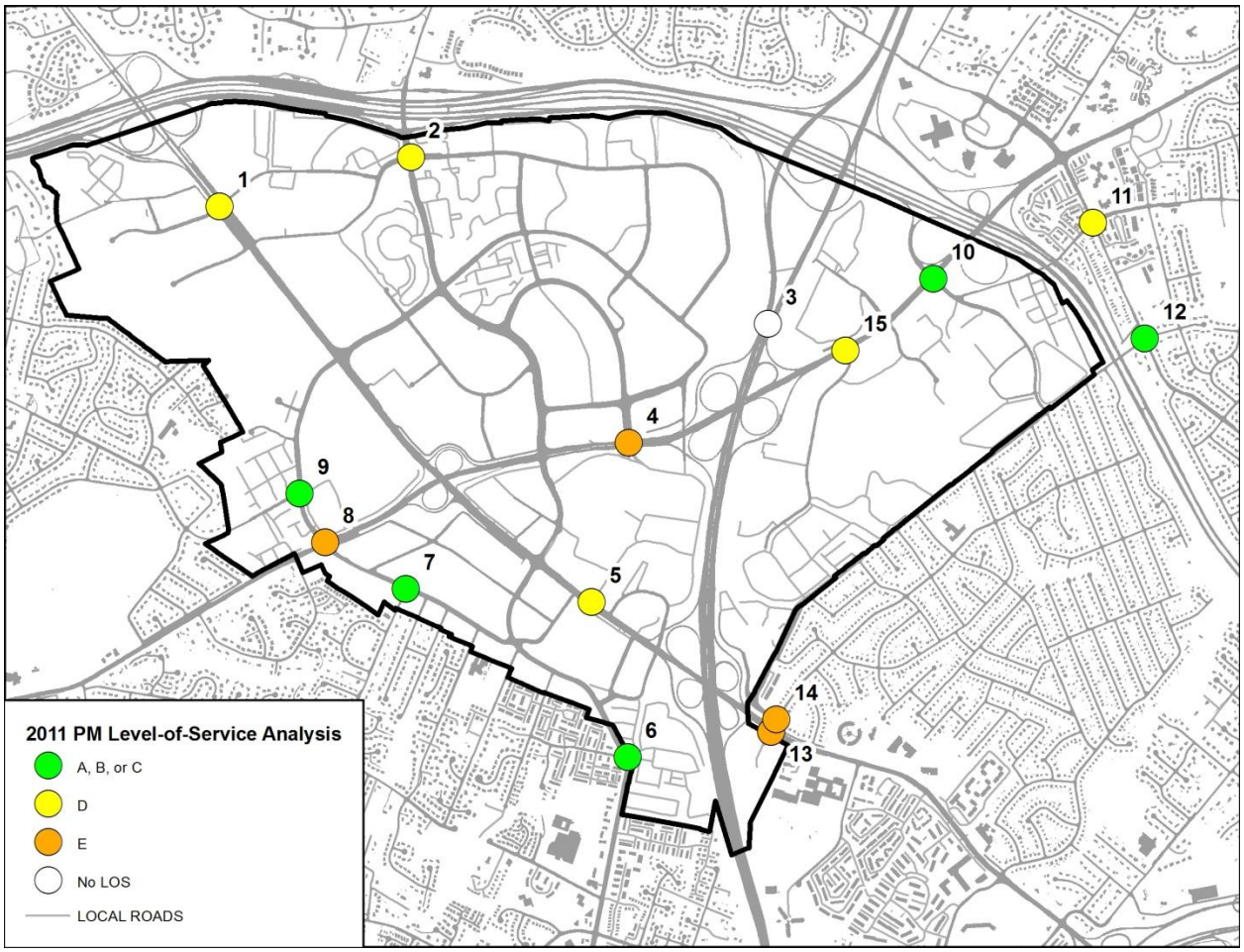


Figure 7: Level-of-Service Analysis – PM Peak



Transit Monitoring

Increased transit utilization and improved service levels are Plan recommendations that are critical to the future success of Tysons. Monitoring of transit will begin prior to the addition of the four new Metrorail stations, which are slated to start operation in December 2013. Metrics to be used include counts of transit use, such as bus passenger counts, and rail boardings and alightings by station once Metrorail begins operation. Transit usage levels will also be determined through surveys of residential, retail and employment sites. These measures may be supplemented by data derived from other sources and transit operators such as the Washington Metropolitan Area Transit Authority and the Fairfax Connector.

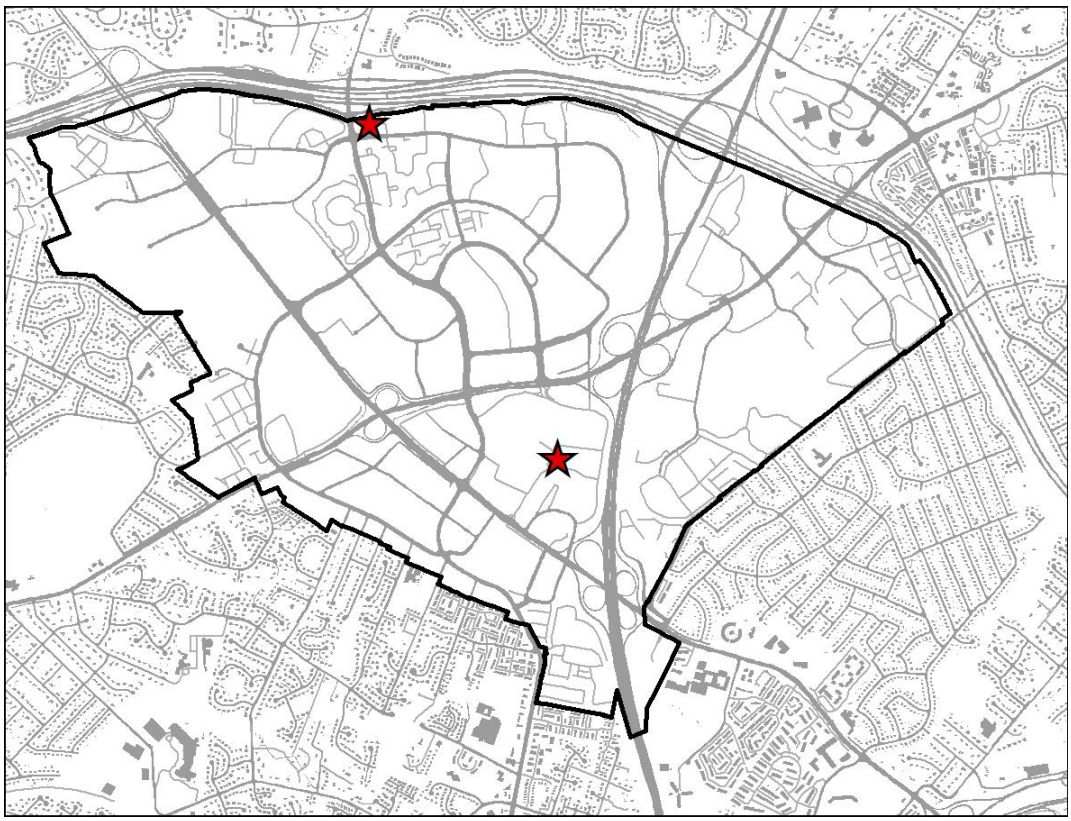
To fulfill the primary Plan recommendations to monitor expanded transit services, usage levels, and mode splits over time, FCDOT staff has begun implementing the following actions:

1. Transit Service Enhancement

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

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

Figure 8: Existing Transit Transfer Centers



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

Another transit system enhancement is **Express Bus Service**. Fairfax County has developed express bus services that will utilize the enhanced access and route reliability expected with the opening of the Beltway High Occupancy Toll (HOT) Express Lanes later this year. Procurement has been completed for the buses needed to provide this service. Three new routes to Tysons that will serve Burke, Lorton and

Springfield are expected to begin operation in the early part of 2013 with the opening of the Express Lanes.

2. Transit Use

Transit utilization is measured by counts of passenger ridership. Passengers on buses entering and exiting Tysons during peak travel periods were counted in late October 2011, to coincide with the counts of vehicle traffic entering and exiting the cordon. As with the traffic volume counts, bus passenger counts at the cordon will be conducted on an annual basis. Beginning in 2014, after Metrorail service begins, these bus passenger counts will be augmented by Metrorail boarding and alighting data.

Table 8 shows **AM and PM peak hour data for bus passengers entering and exiting the Tysons cordon**. Counts of bus passengers were taken at stops located closest to the cordon crossing locations identified earlier. The table represents transit passengers entering and exiting Tysons during the AM and PM peak hours of travel. As with the traffic data, the AM peak hour transit usage was tabulated for 8-9 a.m., and the PM peak hour for 5-6 p.m.

Total transit passengers entering and exiting the urban center exceeds 600 in each of the peak hours, as shown in Table 8. The PM peak hour is more directionally balanced than the AM peak hour of travel.

Table 8: Transit Passengers Crossing the Tysons Cordon in the Peak Hour

		AM		*PM*	
Cordon Location		*In*	*Out*	*In*	*Out*
1	Rt. 7 N of Tyco Rd.	18	1	6	7
2	Spring Hill Rd. N of Int'l Dr. (Tysons Westpark TC)	178	59	68	108
5	Rt. 7 E of Tysons Corner SC Entrance	113	33	45	92
6	Gallows Rd. S of Merry Oaks La.	77	16	49	75
8	Rt. 123 W of Old Courthouse Rd.	25	2	21	13
11	Chain Bridge Rd. W of Great Falls St.	37	23	44	43
14	Lisle St/Magarity Rd. N of Rt. 7	16	28	15	19
	Total	**464**	**162**	**248**	**357**

Note: Counts of bus passengers were conducted by the Fairfax County Department of Transportation October 25–27, 2011. The AM peak hour is 8-9 a.m. and the PM peak hour is 5-6 p.m.

Table 9 shows **bus passengers counted for the AM and PM peak periods** of travel. As with the traffic counts, these correspond to 6:30-9:30 a.m. and 3:30-6:30 p.m. counting periods. These hours represent the busiest periods of travel into and out of Tysons during the typical weekday. These are also the periods with the most transit service and coverage available. As shown in *Table 9,* approximately 1,650 bus passengers enter and exit the urban center in the AM peak period, and 1,725 passengers in the PM peak period. As with the peak hour data, use of public transportation to travel to and from the urban center is more directionally balanced in the PM peak period of travel.

Table 9: Transit Passengers Crossing the Tysons Cordon in the Peak Period

		AM		*PM*	
Cordon Location		*In*	*Out*	*In*	*Out*
1	Rt. 7 N of Tyco Rd.	26	8	22	19
2	Spring Hill Rd. N of Int'l Dr. (Tysons Westpark TC)	335	143	162	295
5	Rt. 7 E of Tysons Corner SC Entrance	363	96	247	232
6	Gallows Rd. S of Merry Oaks La.	216	50	119	216
8	Rt. 123 W of Old Courthouse Rd.	92	35	56	55
11	Chain Bridge Road W of Great Falls St.	115	66	120	102
14	Lisle St/Magarity Road N of Rt. 7	40	66	45	37
	Total	**1,187**	**464**	**771**	**956**

** Counts of bus passengers were conducted by the Fairfax County Department of Transportation October 25–27, 2011. The AM peak period is represented by 6:30-9:30 a.m., and the PM peak period by 3:30-6:30 p.m.*

3. Transit Mode Splits

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

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

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

Walking/Bicycling

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

The Tysons Metrorail Station Access Management Study (TMSAMS,) conducted from 2010 to 2012 with substantial public input, developed a set of recommendations for improved access to the Metro stations. In May 2012, the Board approved these recommendations and in July 2012, the Board approved the County's Third Four-Year Transportation Program, which includes $14.7 million for 34 TMSAMS projects.

The **Tysons Corner Bicycle Master Plan**, completed in 2011, provides a strategic approach for making bicycle travel a viable transportation alternative in and around Tysons. It provides detailed bicycle infrastructure recommendations to replace the conceptual bicycle network provided in the Comprehensive Plan. The Tysons Bicycle Master Plan also includes detailed recommendations for the bicycle wayfinding system and signage. Implementation of the Tysons Bicycle Master Plan, including shared use paths and on-road bike routes, is expected to occur through improvements to the transportation network as mentioned previously in the Transportation Infrastructure Improvement section. The full text of the Tysons Corner Bicycle Master Plan can be found at: http://www.fairfaxcounty.gov/fcdot/bike/tysonsbikeplan/tysons_final_bike_master_plan.htm

Table 10 shows the locations, types, and miles of bicycle facilities planned for the Tysons Corner Urban Center.

Table 10: Bicycle Facilities for the Tysons Corner Urban Center

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

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

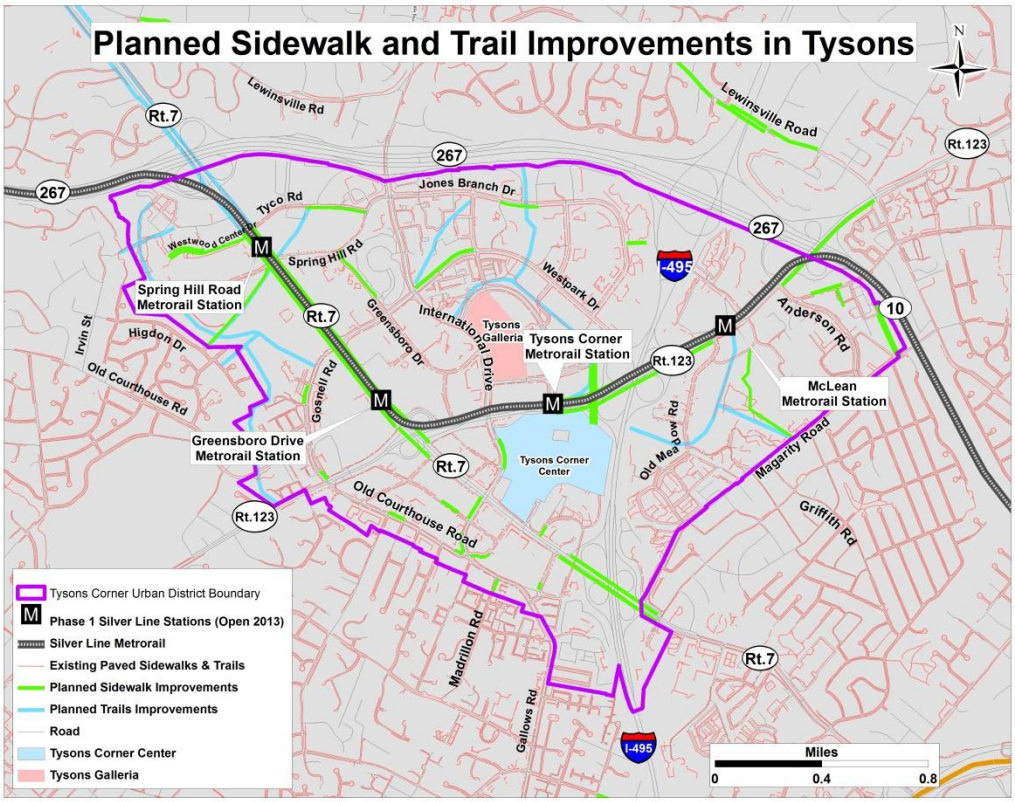
Increasing bicycle parking options, as identified in the Plan, both in the short term and long term, is currently being implemented through proffers secured with the rezoning of properties. In addition, in the TMSAMS category, the Board's Four-Year Transportation Program includes seven projects from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

Figure 9 below shows the **Planned Sidewalk and Trail Improvements in Tysons**. This includes existing and planned sidewalks and trails within the Tysons Corner Urban District Boundary. Existing sidewalks comprise 47 miles, planned sidewalks comprise 7.5 miles and planned trail segments comprise 1.5 miles. These do not include sidewalks to be developed as part of the new Grid of Streets.

Achievement of walking and bicycling goals will be monitored on a five-year basis, beginning in 2012. The monitoring program will include compiling an inventory of sidewalks, trails, and bike lanes within Tysons, including identification of connection points between Tysons and the surrounding communities.

Maps will be a critical element of the monitoring program and will include planned elements previously mentioned. Additional studies to monitor pedestrian and bicycle use at selected locations will be undertaken as needed.

Figure 9: Planned Sidewalk and Trail Improvements in Tysons



Total Person Travel

Table 11 below provides a summary of total person movement entering and exiting Tysons during the AM and PM peak hours and during peak periods of travel on a typical weekday. As described earlier, person trips entering and exiting Tysons were captured through traffic volume counts and transit passenger counts conducted at the cordon boundaries (cordon crossing points). The AM and PM peak periods of travel were counted from 6:30–9:30 a.m. and 3:30–6:30 p.m. From these counts, AM and PM peak hour data were tabulated for 8-9 a.m. and 5-6 p.m., which are time periods that represent the busiest hours of travel into and out of the Tysons on a typical weekday. Counts were taken in October 2011, the month of the year that most closely corresponds to the seasonal annual average for travel in a given year.

Table 11: Total Person Travel Entering/Exiting the Tysons Corner Urban Center

Peak hour

	AM		*PM*	
	In	*Out*	*In*	*Out*
Auto drivers/vehicles	22,504 (85.3%)	13,252 (85.9%)	15,255 (82.1%)	22,574 (82.1%)
Auto passengers	3,376 (12.8%)	1,988 (12.9%)	3,051 (16.4%)	4,515 (16.4%)
Bus passengers	464 (1.7%)	162 (1.0%)	248 (1.3%)	357 (1.2%)
Pedestrians	34 (0.2%)	22 (0.2%)	34 (0.2%)	52 (0.3%)
	26,378	15,424	18,588	27,498

Peak Period

	AM		*PM*	
	In	*Out*	*In*	*Out*
Auto drivers/vehicles	51,814 (85.0%)	34,273 (85.7%)	43,584 (82.0%)	61,718 (82.1%)
Auto passengers	7,772 (12.8%)	5,141 (12.9%)	8,717 (16.4%)	12,344 (16.4%)
Bus passengers	1,187 (1.9%)	464 (1.2%)	771 (1.4%)	956 (1.3%)
Pedestrians	158 (0.3%)	106 (0.2%)	85 (0.2%)	127 (0.2%)
	60,931	39,984	53,157	75,145

Notes:

1. Person travel totals derived from counts of traffic and transit passengers taken by the Fairfax County Department of Transportation October 25-27, 2011. Peak periods of travel are 6:30-9:30 a.m. and 3:30-6:30 p.m. Peak hours of travel are 8-9 a.m. and 5-6 p.m.

2. Auto drivers = vehicle volumes.

3. Auto passenger category excludes drivers. Auto passenger totals derived from application of typical auto occupancy rates to AM and PM volumes based on regional data.

4. Pedestrian volumes derived from intersection counts.

5. Bicycle person travel crossing the cordon was not explicitly counted as a mode. Bicycle trips are subsumed in the vehicle volume totals.

Table 11 demonstrates that the peak directions of travel during both the AM and PM peak hours and peak periods are AM inbound and PM outbound, reflecting Tysons' status as a major employment center attracting trips in the morning and dispersing them in the evening hours. Approximately 27,000 person trips entered Tysons in the AM peak hour, with approximately the same number exiting in the PM peak hour. In assessing peak period travel, the AM inbound and PM outbound directions continue to be the predominant movements for person travel into and out of Tysons. The table shows

approximately 61,000 person trips enter the Tysons during the AM peak period, with over 75,000 exiting in the PM period. The peak period data reveal a greater influence of non-work travel to/from Tysons, particularly evident during the PM time period. Unlike travel during the peak hours when person movement in during the AM and out during the PM is almost identical, the peak period data show PM outbound travel exceeding AM inbound travel by close to 15,000 trips.

The table also shows that the predominant mode of travel to/from Tysons continues to be the automobile, with vehicle (or auto driver) trips accounting for approximately 85% of all trips in the AM hours and 82% in the PM hours of travel. In both the peak hour and peak period data, auto passenger trips account for about 13% of all travel in the AM and 16% in the PM. The bus passengers percentage (or transit mode split) for all trips to/from Tysons is in the range of 1-2%, with the AM inbound direction of travel (reflecting a preponderance of work trips) representing the highest mode splits: 1.7% in the AM peak hour, and 1.9% in the AM peak period. Pedestrian volumes are low, accounting for less than one percent of all travel into and out of Tysons during these critical travel periods.

Total person travel entering/exiting Tysons in 2011 is approximately 41,800 in the AM peak hour, and 46,000 in the PM peak hour. Assessing the peak periods, total person travel is 100,900 in the AM time period and 128,300 in the PM period. It is expected that, as improvements to transit service and pedestrian access/walkability are made over the coming years, the percentages of person trips made by transit or walking will increase to approach the target levels identified in the Comprehensive Plan.

Parking Management

The parking in Tysons serves the needs for office, retail, residential, and all other land uses. A change in the philosophy that limits parking in the areas closest to rail stations is recommended in the Plan. The Plan, and associated PTC zoning regulations, eliminate minimum parking levels and set maximum parking requirements. Some parking capacity is expected to be created within public parking lots and on-street parking options. Off-street parking is expected to be reduced commensurate with the Plan's vision to reduce automobile dependency and create a more walkable, transit-oriented urban center.

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

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

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

Transportation Demand Management

Transportation Demand Management (TDM) programs are a key method to support the transit-oriented development proposed in the Plan. TDM refers to a variety of strategies and measures which have the end goal of reducing demand on the transportation system and improving efficiency of traffic operations. Many of the TDM outcomes rely upon reducing single-occupancy vehicle trips during the critical peak hours of travel. Successful TDM outcomes result in decreased peak-period congestion and more efficient use of the transportation system.

The TDM goals embrace the latest information technology techniques to encourage teleworking. They also provide information to commuters and other trip makers to aid in choosing travel modes and travel times. Funding will be provided by developers to initiate a Transportation Management Association (TMA) to coordinate TDM outreach and assist in coordinating TDM programs occurring through development proffers. The TMA will capitalize on synergies between multiple developments that alone could not be achieved.

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

Attainment of TDM vehicle trip reduction goals is monitored annually beginning with occupancy of the first buildings. Some existing developments in Tysons currently implement TDM plans and submit annual reports. TDM program attainment will be monitored in terms of achieving trip-reduction targets through vehicle traffic counts. Surveys will also be conducted to determine travel behavior and mode split to help determine which TDM program elements should be improved or enhanced. The focus of the new developments in Tysons has shifted from “penalties” to “remedies”. Developers are expected to commit monetary contributions to a “Remedy Fund” that will be drawn upon to enhance TDM programs if they are not achieving their goals. The structure of the Remedy Fund also creates an incentive to achieve higher goals than those specified in the Plan. In combination with improvements to transit service and service levels, effectively administered TDM programs should result in significantly higher transit and non-single occupant vehicle shares among employees and residents in Tysons.

ENVIRONMENTAL STEWARDSHIP

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

In addition, redevelopments within Tysons are expected to facilitate improvements to air quality, energy conservation, stream restoration and protection, stormwater management, green architecture, and restored or enhanced natural environments.

The Tysons goals provide a more stringent standard for mitigating the impacts of development and are ushering in a new generation of innovative approaches that distinguish Fairfax County as a leader in stormwater management.

Elements of Environmental Stewardship

- Transit-Oriented Development
- Stormwater Management
- Green Building / Energy Conservation
- Information and Communications Technology
- Flexibility

Stormwater Design and Management

Developing a dense urban core in Tysons demands a fresh approach to stormwater management. One of the primary goals is keeping the first inch of rainfall onsite through infiltration, evapotranspiration, and reuse. While the current Public Facilities Manual (PFM) provides excellent guidance for suburban-style development, urban stormwater practices should include additional controls that can efficiently manage the large volume of runoff, fit within the urban streetscape, and function unobtrusively in the built environment. In a highly urbanized setting, smaller scale distributed stormwater practices are more suitable than a 'pipe to pond' approach. Rather than centralizing stormwater runoff in a wet pond or detention basin, stormwater management design must be creative within the context of a pedestrian-oriented environment. Tree pits and planters collect and treat runoff from the hardscape while supporting street trees and other vegetation. Courtyards, alleys and parking areas can use permeable paving to infiltrate or store runoff. Green roofs can be used as collection points for the harvesting and reuse of rainwater that can be used as a resource for irrigating landscaped areas, cooling water, or flushing toilets within buildings.

There are three principal steps to achieving conformance with the stormwater management goals for new development proposals, although there may be additional related goals in some areas. The three primary measures which are expected of all new development proposals are:

1. All developments are expected to meet the regulatory standards set forth within the PFM and the Zoning Ordinance.

2. All new development proposals within Tysons are expected to retain and/or reuse the first inch of rainfall onsite to the extent possible, in order to mimic the runoff characteristics of a good forested condition.
3. All new developments within Tysons are expected to provide green building measures including retention and/or reuse of water onsite – measures that support the goal of obtaining Leadership in Energy and Environmental Design (LEED) credits for Sustainable Sites and Water Efficiency.

To be successful, the preferred "Low Impact Development" (LID) stormwater management practices in Tysons must be integrated into the design of buildings and landscapes. This requires greater and earlier coordination with the entire multi-disciplinary design team. To aid design teams and plan reviewers, County staff developed the "Tysons Corner Stormwater Toolkit" (Toolkit). The Toolkit consists of three elements: a Compliance Flowchart, a Conformance Checklist, and a Compliance Spreadsheet. Each of these tools, along with a "How To" guide is available online at: http://www.fairfaxcounty.gov/tysons/stormwater/.

The Compliance Checklist was designed for county staff, submitting engineers, and development teams to assist those groups in preparing and reviewing stormwater plans for conformance with the Comprehensive Plan goals. The Compliance Flowchart suggests a design process that can be used to test various stormwater approaches that result in the ability to retain the first inch of rainfall on the site. The Compliance Spreadsheet is a tool that designers can use to select a combination of urban stormwater BMPs and calculate their efficiency toward meeting the goal of retaining the first inch of rainfall. The Compliance Spreadsheet provides a variety of land cover types, runoff coefficient values, BMP practices, and assigned runoff reduction credits that can be used to inform stormwater management design on Tysons sites.

As part of the outreach on the Toolkit, staff developed a presentation on urban stormwater management concepts that illustrates a vision for managing runoff in an urban setting and introduces the Toolkit. The presentation contains numerous examples of the facilities and how they have been successfully implemented in other urban areas. Using examples of past practices was a critical element in educating staff, the community, and the development industry representatives about the urban practices that could be used in Tysons.

In reviewing rezoning applications, staff is evaluating development plans and proffers to ensure applicants meet the plan's stormwater goals "to the extent possible". This is done through coordination with the applicants and their design teams, the Department of Planning and Zoning, the Department of Public Works and Environmental Services, and other County agencies.

To date, applicants have committed to innovative stormwater management solutions such as harvesting rooftop rainwater to supply makeup water for building air conditioning and site irrigation; vegetated (green) roofs; infiltration practices that return runoff to the soil and groundwater; bioretention facilities; and urban stormwater planters within the streetscape. Design engineers are using the stormwater toolkit to assist in design and as the basis for discussion in collaborative meetings between applicants and county staff.

Fairfax County is continuing to work with the Virginia Department of Transportation (VDOT) on allowing innovative storm water management facilities within the public street right-of-way. On September 12, 2011, Fairfax County and VDOT signed a Memorandum of Agreement (MOA) on design and maintenance standards for the public streets in Tysons. The MOA allows for certain non-standard facilities to be installed within the right-of-way; included among these are "special drainage feature, underground storage and mechanical vault structures, and innovative drainage features such as rain gardens". Staff from OCR, DPWES, and DOT continue to work with VDOT to establish guidelines and procedures by which developers will be able to install these innovative features within the public right-of-way. These procedures are expected to be completed by 2013.

Green Building Design & Energy/Resource Conservation

The Plan for Tysons includes guidance for energy and water conservation measures. Redevelopment within Tysons should reduce greenhouse gas emissions to help achieve 80% greenhouse gas reductions within the region by 2050 in accordance with the Cool Counties Climate Stabilization Initiative adopted by the Board of Supervisors. These reductions can only be attained through reductions in energy use and associated greenhouse gas emissions from transportation and buildings. Innovative energy efficiency and conservation strategies are expected to be incorporated into all redevelopment projects.

Green Building

Prior to December 2007, there was no formal policy for green building in Fairfax County. A Countywide policy, adopted December, 2007, created an expectation for LEED certified or equivalent for commercial buildings under certain circumstances in Tysons, and commitments to a residential rating system if the development was at the high end of the Plan density range. The Plan now has a green building expectation for commitments to LEED Silver or equivalent for commercial buildings and LEED certified or equivalent for residential buildings under certain circumstances.

According to the U.S. Green Building Council's database, there are currently two constructed buildings in Tysons with LEED certification - Liberty Crossing II (LEED for New Construction (NC) Gold) and Tysons Park Place II (LEED for Core and Shell Gold). New Construction and Core and Shell are rating systems which certify the entire building during the initial construction. These buildings were certified in 2008 and 2009, prior to the 2010 adoption of the Tysons Plan. Additionally, there are five currently constructed buildings in Tysons which are LEED for Existing Buildings certified and one LEED for Commercial Interiors certified building. While these six LEED certifications reflect a level of green performance, Existing Buildings and Commercial Interiors ratings are granted on buildings that may not have been constructed to green specifications during initial construction.

There are eight approved cases with green building commitments in Tysons. The first **MITRE** (RZ 2008-PR-011) has one building with a LEED certified commitment. This case was approved prior to the adoption of the Tysons Plan but after the countywide green building policy. **MITRE 4** (SE 2010-PR-023) committed to LEED Gold certification. **JBG-Tycon III** (PCA C-597-04) was approved prior to the current Tysons Plan, and was accepted prior to the current countywide green building policy. It has green

building elements but no LEED commitment. **Towers Crescent** (RZ 2006-PR-028) was approved prior to either the Tysons Plan or the countywide green building plan, but has green building components proffered to be incorporated in the residential buildings. **Tysons MRP** (SE 94-P-040) has a commitment to LEED certification. This application was approved prior to the Tysons Plan amendment, but after the countywide green building policy. The **Spring Hill Station** (RZ 2010-PR-014A/014B) applications are committed to pursue LEED-NC certification, with an option to pursue LEED-NC Silver or equivalent, for each of the five residential structures.

The **Capital One** (RZ 2011-PR-023) application committed to LEED certification, consistent with the Tysons Plan. The applicant is committed to pursue LEED- Silver, or an equivalent, for each office or hotel building; LEED Certified, or equivalent, would be provided for each residential structure.

Energy/Resource Conservation

While the Plan provides an expectation that new development be designed in a manner consistent with the LEED program, new development is also an opportunity to pursue a variety of alternative energy and/or water management system measures beyond LEED as a means of achieving even greater energy efficiency and water management.

The **Capital One** (RZ 2011-PR-023) application provides commitments to promote efficient, renewable and sustainable energy practices. The applicant included commitments to explore the potential for shared energy systems, including but not limited to combined heat and power, micro-CHP, distributed energy resources and district heating and cooling. In addition, the applicant will assess the feasibility and costs associated with providing electric vehicle charging stations and may include space and infrastructure to provide areas for some “electric-vehicle ready” parking spaces, as well as reuse of some of the stormwater runoff for building cooling systems where applicable.

Development Process Changes

Follow-On Motion #20 directed staff to “be flexible” when reviewing plans in Tysons. Staff is working on a variety of new procedures to support additional flexibility in the development process. The new stormwater review process creates a framework where applicants and their design teams have a wide range of choices on how to meet the Plan stormwater detention and reuse goals. These are discussed in more detail in the ‘Stormwater Design and Management’ section of this chapter.

In addition to the stormwater review process, DPWES is currently reviewing the Public Facilities Manual (PFM) for areas where potential amendments will be needed to allow applicants and their design teams the flexibility they need to design the urban environment envisioned in the Plan. Staff is currently gathering information from outreach sessions to determine where potential changes may need to be made to the PFM. Design issues that are raised as part of the development review process for the pending rezoning applications are also being captured and integrated into potential PFM amendments. It is expected that PFM amendments to allow for such flexibility will be brought to the Board in 2013.

The goal of these amendments would be to provide designers the flexibility to comply with the Plan, and allow the Director of DPWES to be flexible when reviewing plans, thus streamlining the process. Staff is currently creating guidance documents to provide review standards for those design elements that are currently not covered within the PFM. These guidance documents, which will result from discussions with the County and outside stakeholders, will either serve as the basis for specific PFM amendments, or provide new guidance to ensure that the outcome of a high standard in design for Tysons is maintained, while allowing the outcome to be achieved through a wide range of solutions.

Throughout 2013, staff anticipates that there will be a number of proactive, information sessions to ensure that all parties understand any process changes under discussion and have an opportunity to provide input prior to adoption and implementation.

Evaluation of Noise Levels

As part of the development of the Comprehensive Plan for Tysons, it was recognized that the effects of transportation-generated noise would need to be recognized and evaluated for residential and other noise sensitive uses within the mixed-use urban center. The Policy Plan recommends against the location of new residential and other noise sensitive uses within areas impacted by transportation generated noise with a weighted average exceeding 75 decibels over a 24-hour period (dBA DNL). The Plan text for Tysons recommends an area-wide study of noise levels along the major transportation corridors for Tysons. As a result, staff developed a proposal to determine the extent of transportation generated noise impacts for the Tysons to serve as guide for both site-specific and area wide noise impacts and potential mitigation measures.

The focus of this study was to evaluate the Metrorail corridor along Route 123 and Route 7, I-495, the Dulles Toll Road, Route 7, Route 123, as well as a number of other roads within the interior of Tysons. The County sought an outside noise consultant to prepare a study which would provide noise impact information for the Tysons Corner Urban Center, as well as recommendations for noise mitigation measures which could be employed for residential and other noise-sensitive uses impacted by noise in excess of 75 dBA DNL. While the noise study is not expected to eliminate the need for site-specific studies, it is intended to serve as a tool for determining where such studies may be deemed essential to determine both noise impacts and possible mitigation measures. Phoenix Noise & Vibration is under contract to conduct a noise study for Tysons. Final delivery of the study is expected in the fall of 2012.

PUBLIC FACILITIES & PARKS

In order to become an urban center that provides an environment for people to live, work, and play, Tysons will need to provide public facilities, infrastructure and utilities at a level sufficient to support the exptected growth. The Comprehensive Plan's Areawide Recommendations for public facilities are based upon growth projections at the time of the Plan's adoption. As development cases are approved and constructed, the pace of development will be monitored to evaluate how the provision of public services, infrastructure, and utilities is keeping pace with projected development levels.

Public Facility Elements

- Phase with Development
- Schools, Libraries, Arts
- Public Safety
- Park and Recreation Facilities

The Board of Supervisors adopted Follow-On Motion #16 pertaining to public facilities and parks when it approved the Tysons Comprehensive Plan Amendment. The motion called for adoption of an official map of public facilities concurrent with the first rezoning to the PTC district. Staff has concluded, and previously conveyed to the Board, that amending the Comprehensive Plan is preferred over the official map approach originally envisioned. The plan for public facilities and for parks is viewed as conceptual in nature and provides guidance without being overly prescriptive.

Public Facility, Park and Recreation Planning

The Plan recommends that commitments to dedicate building space or land for the public facilities needed by 2050 should generally be provided as development approvals occur during the first 10 to 20 years of Plan implementation, and that the facilities should become operational in concert with the pace of growth. The Comprehensive Plan contained a listing of anticipated public facility needs. Since that time, an interdepartmental team has refined the type, location, space needs, timing and cost for public facilities in Tysons, and has developed new urban models for these facilities.

Table 12: Public Facility Needs

Type of Facility	***Threshold***	***Estimated Year to Open***	***Proposed District***
Fire Station 29 relocation	N/A	2015	Tysons West
Arts Office/Admin. Space	N.A.	2015	Tysons West
Police Substation	31,400 pop. & 140,300 jobs	2020	Tysons Central 7 or Tysons Central 123
Second Fire Station	31,400 pop. & 140,300 jobs	2020	Tysons East
Dominion VA Power Substation #2	Strained capacity at existing Tysons substation	2015 - 2025	Tysons West
Expansion of Spring Hill Rec. Center	18,000 pop. increase	2015 - 2020	Northeast of Tysons
Indoor Recreation Spaces (3)	1 per Metro station, including multipurpose resource center	2015 - 2020	Tysons West, Tysons Central 7 & Central 123
Multipurpose Resource Center	50,000 pop.	2025	Tysons East or Tysons Central 7
Elementary School Building	607 new elem. students in 12,900 new HHs	2030	North Central
Possible 3rd Dominion VA Power substation	Development in North Central & Central 123	2030	In vicinity of North Central
Community Library	50,000 pop.	2030	Tysons Central 7
Performing and Visual Arts Center (or multiple separate smaller theaters)	50,000 pop.	2030 - 2040	Tysons Central 7 or spread among several districts
Civic Commons	TBD	2020 - 2025	Tysons Central 7
Third Fire Station	64,000 pop. & 188,600 jobs	2040	Tysons Central 7 or Tysons Central 123
Full Police Station	TBD	2040 - 2050	Tysons Central 7 or Tysons Central 123
Elementary School Building	717 new elem. students in 20,700 new HHs	2045	East Side
Expansion of Middle School (Kilmer or Thoreau) & High School (Marshall)	437 middle school & 907 High school students in 33,600 new HHs	2050	N/A

Parks are essential to creating a high quality of life for residents and are necessary for achieving important environmental goals. The Comprehensive Plan's Areawide Recommendations for Parks and Recreation call for a "green network", or comprehensive system of parks and open spaces, that connect all the districts in Tysons and integrate large and small urban parks with existing environmentally sensitive areas. The green network should have publicly accessible park acreage consistent with the County's adopted urban park service level standard. The Tysons park system is planned to include a mix of small urban pocket parks, larger civic plazas and common greens, recreation-focused parks, and a centrally located signature park. Staff has created an inventory of existing park land in Tysons. Currently, there are almost 90 acres of publicly owned park land in Tysons. In addition, approximately 8.5 acres of privately owned land that will either be dedicated to the Park Authority or accessible for public use is committed to in previously approved development applications.

The countywide recreation facility service level standard for athletic fields, adjusted for urban demographics, urban athletic field patterns of use, optimal field design, and longer scheduling periods, results in a recommendation for twenty new athletic fields to serve Tysons by 2050. These fields should be achieved through development contributions of land and facilities. Enhancements to, and the redesign of, nearby school and park fields to increase capacity could also be strategies for serving increased sports needs in Tysons. Staff has mapped the inventory of major existing recreational facilities in Tysons.

An interagency staff team including members from DPZ, OCR and FCPA has developed a preliminary Tysons Park System Master Plan that will be used to refine and elaborate upon the Tysons Conceptual Park Network Map and text guidance in the Comprehensive Plan. The master planning process is informed by onsite parks proposed by Tysons rezoning applicants, the Tysons Urban Design Guidelines, particularly the development of a Pedestrian Plan and the Bicycle Master Plan, and further analysis of park and recreation needs conducted by staff. The Tysons Park System Master Plan will consist of a refined park network map with recommended park types, location of athletic fields, location of other "small footprint" recreational facilities, and trails. The Master Plan will also include a text component that will set forth strategies for providing parks and recreational facilities in Tysons, guidance on restoration and enhancement of the stream valleys, and strategies to improve pedestrian and bicycle connectivity through and among park spaces. Staff will work with an Advisory Group that will include citizens, design professionals, urban park planners, and members of the Tysons Partnership to refine the Tysons Park System Master Plan this fall and winter followed by public review.

As commitments for public facilities and parks and active recreation facilities are proffered through the development review process or secured through other means, they will be identified in the Plan and reflected in future inventories. Components of the public facility and park plans will be reviewed on a periodic basis and revised as necessary.

Table 12 identifies the population and employment thresholds, or development levels, that determine the timing for needed public facilities in Tysons as adopted in the Plan.

Staff is working with applicants through the development review process to acquire land and/or building space for most if not all of the facilities listed in *Table 12*. The land use applications under review for PTC rezoning could generate as many as 30,000 new residents, and 58,000 new employees within Tysons. *Table 13* summarizes the public facility commitments that have been proffered to date. The progress of development will be monitored to ensure that expected commitments are realized.

Table 13: Proffered Public Facility Commitments

Application	Type of Facility	Location	Estimated Delivery
RZ 2010-PR-014B	Relocation of Fire Station 29	Tysons West	2020
RZ 2010-PR-021	Community Center (30,000 sq.ft.)	Tysons East	TBD

The first public facility need identified in *Table 12*, the relocation of Fire Station 29, has been committed to by **Spring Hill Station** (RZ 2010-PR-014B). The applicant committed to provide for the construction of a new fire station, to be delivered no later than 2020. The new fire station is anticipated to be constructed in an urban style and integrated into a mixed-use building. Should the County opt out of the in-building option, the applicant is required to dedicate land and provide a financial contribution equivalent to the construction costs. This application also includes a commitment to acquire land to expand an existing park that may support a future athletic field.

The second public facility provided at this time is a 30,000 square foot community center proffered by **Capital One** (RZ 2010-PR-021). This facility was the result of a partnership facilitated by staff between the applicant and another pending application in Tysons East District, **The Commons** (RZ 2011-PR-017). In this arrangement, Capital One will provide a public facility that meets the Comprehensive Plan guidance for both its application and the Commons' application. In turn, the Commons will provide a full athletic field to satisfy its active recreation contribution, as well as a portion of Capital One's contribution. The community center, currently proposed to be located in Building 3 of Block B is currently anticipated to include an indoor basketball court, office space, kitchen facilities and meeting space. In addition, Capital One will provide a small practice field within their development.

The third public facility currently under discussion but not yet approved, is the Hanover site as part of the **Arbor Row** application (RZ 2011-PR-023). This proposal involves the dedication of eight acres of land located along Jones Branch Drive to generally include the construction of one permanent and one-half interim turfed and lit athletic fields, and its associated parking by December 31, 2014; the restoration of stream bank; the construction of a stream valley trail; and the dedication of an elementary school site, with a $600,000 contribution for design. The public will reap the benefits of the athletic fields in the immediate future.

URBAN DESIGN

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

Urban Design Principles

- Enhance Regional Identity
- Establish a Sense of Place
- Improve Connectivity
- Design Sustainable Environments
- Respect Surrounding Neighborhoods
- Create a New Destination for the Arts and Design

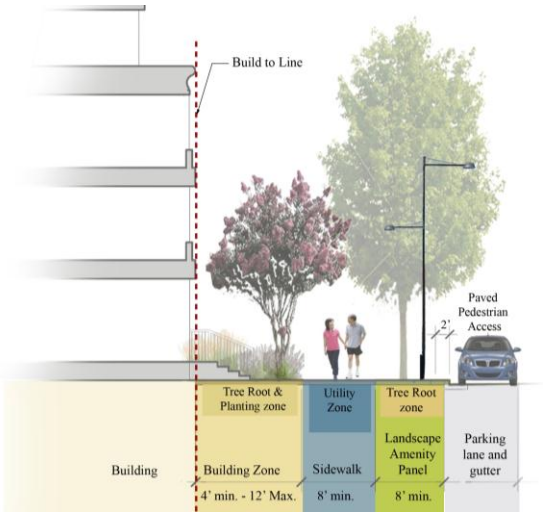
Urban Design Guidelines

The Comprehensive Plan recommends that detailed urban design guidelines and standards be developed for Tysons as a whole, as well as for each of the districts within Tysons. This task was also included as Follow on Motion #18 to the Board of Supervisors' adoption of the Comprehensive Plan amendment for Tysons. The guidelines were intended to address issues such as building materials, street furniture, signage, and built forms. In addition, the guidelines were envisioned to help define distinct identities and characteristics for the various neighborhoods within Tysons.

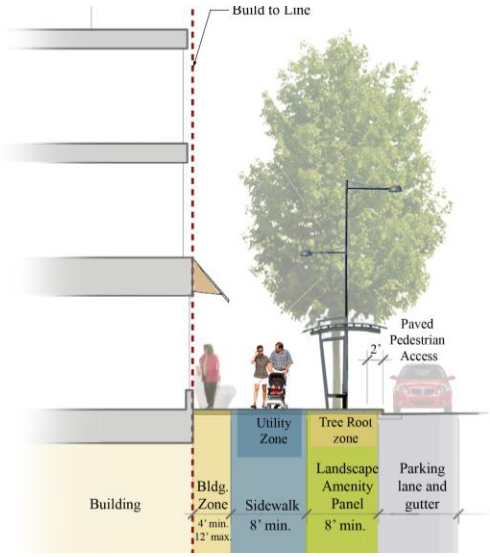
The Tysons Corner Urban Design Guidelines ("the Guidelines") were endorsed by the Board of Supervisors on January 24th, 2012, and are available on the Tysons website at http://www.fairfaxcounty.gov/tysons/design/ .

In writing the Guidelines, the Office of Community Revitalization (OCR) worked with staff from various departments including the Departments of Public Works and Environmental Services, Planning and Zoning, and Transportation, Park Authority, as well as the Virginia Department of Transportation. In addition, a Tysons Corner Urban Design Guideline Advisory Group, consisting of staff, prominent local architects, landscape architects, planners, and members of the Tysons Partnership, volunteered its time, lent its expertise and was critical to the development of the Guidelines.

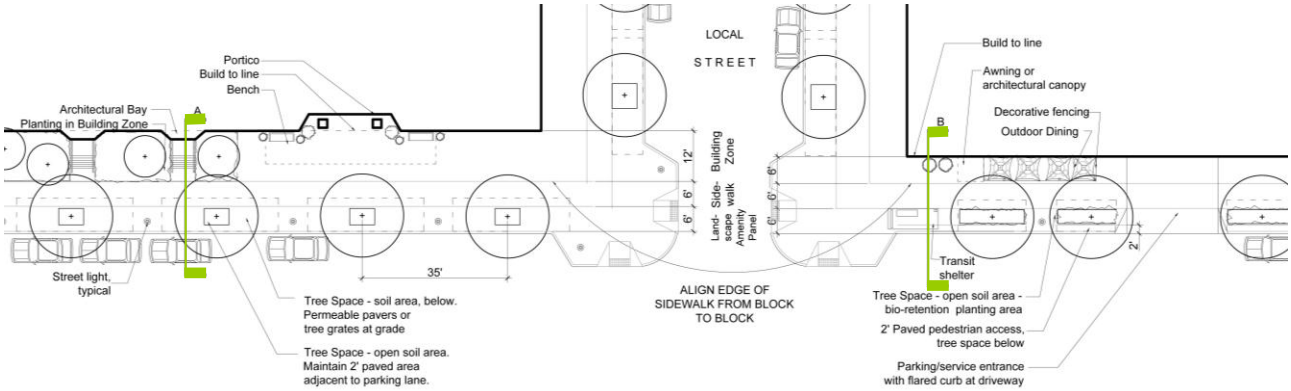
The Guidelines are organized into sections that address the Pedestrian Realm, Building and Site Design and Interim Conditions and include design recommendations that range from master planning concepts such as creating a street grid, block pattern and a pedestrian hierarchy, to details such as paving, sustainable site design, site amenities and building materials. The Guidelines include suggested design strategies both for the streetscape areas and the urban built form including building massing and articulation. The Guidelines also provide recommended concepts for signage and wayfinding, interim conditions and urban parks. The following are samples of the design concepts and graphics from the Guidelines:



Tysons Avenue Streetscape Section A

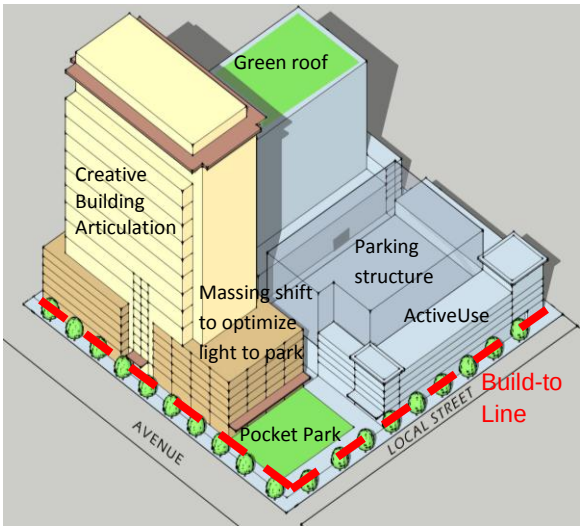


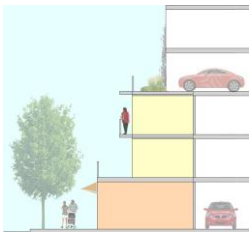
Tysons Avenue Streetscape Section B



Tysons Avenue Streetscape - Plan

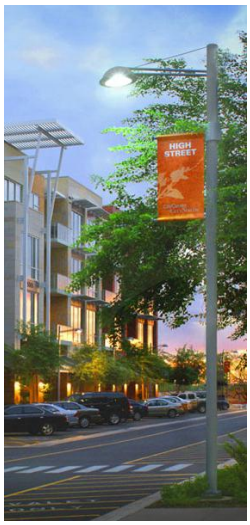
STREETSCAPE DESIGN - The above plan and sections detail the typical Avenue streetscape in Tysons by reiterating the streetscape dimensions set forth in the Comprehensive Plan. They also show how and where streetscape amenities such as enhanced street tree planting spaces, transit shelters, outdoor dining, outdoor seating and streetscape lighting should be located so they do not conflict with pedestrian circulation.

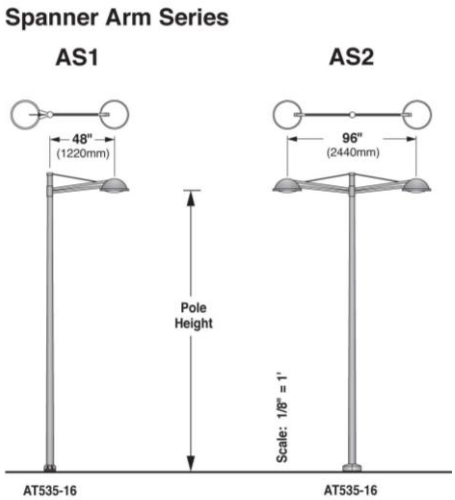


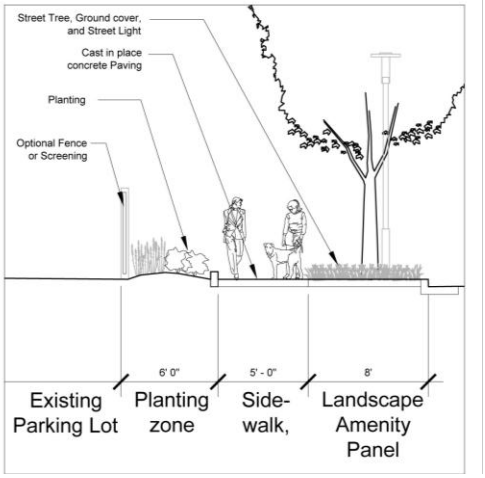


BUILDING AND SITE DESIGN - The Guidelines demonstrate activated street edges, parking structures wrapped with active uses, and varied building heights that create a dynamic urban environment.

BUILDING AND SITE DESIGN – The above images and diagrams from the Guidelines demonstrate how active uses and creative architectural design can mask a parking garage from view and enliven the adjacent pedestrian realm.







STREETSCAPE LIGHTING – Consistent and innovative streetscape lighting suggestions are included and will contribute to a safe and attractive pedestrian realm. The fixtures will also be part of the wayfinding strategy as the poles support banner arms that will be coordinated with other signage and wayfinding elements in Tysons.

INTERIM CONDITIONS – Tysons will develop over time. The Guidelines offer recommendations for creating attractive and functional interim spaces in constrained spaces such, as the interim streetscape shown above.

The Guidelines are a dynamic set of recommendations that are intended to be updated over time so that the recommendations remain relevant, innovative and include current sustainable building methods and materials.

Many of the building and site design strategies required for a densely populated urban center were not envisioned under current County policies and procedures. Interagency teams have been and will continue to work collaboratively to update County policies, regulations and the Guidelines to implement the Urban Design vision as expressed in the Comprehensive Plan.

Staff is currently working with the Tysons Partnership and redevelopment applicants to encourage development of district and neighborhood identities. Once applications are approved, their urban design choices will help guide future development within the individual districts. Specific district urban design guidelines will be created in the future if they are determined necessary to provide additional guidance to support the development of distinct district identities.

Urban Design in Development Review

Since the Board's endorsement in January of 2012, the Guidelines have been used by property owners, developers, and designers when creating or refining their proposals. General concepts and specific elements have been incorporated into development applications, thereby responding directly to the recommendations of the Comprehensive Plan and the implementation strategies described in the Guidelines. They have ranged from the inclusion of a pedestrian hierarchy plan, to tree planting details reflecting specifications from the streetscape section. In reviewing zoning applications, staff uses this guidance to review, among other things, the urban street grid; streetscape design; parks and open space; pedestrian corridors; and, building façade treatments. Building design and massing are further refined based on the Guidelines to allow a variety of building heights, building materials, fenestration patterns and parking garage treatments.

To assist the applicants' design teams, staff has developed an urban design review checklist to be used during the review process as a communication tool with applicants on urban design issues, and to ensure consistency of review among all of the submitted applications. The checklist includes a macro level overview of the urban design vision, as well as a more detailed list of urban design elements and amenities checklists. The checklist also allows staff to document where applicants have succeeded at meeting urban design expectations and where flexibility may have been identified in accepting alternate innovative design strategies.

For example, in the Capital One application (RZ 2010-PR-021), the Guidelines served as the basis for site-specific Capital One design guidelines. The applicant's proposed street grid, block pattern, pedestrian hierarchy, urban parks, streetscape design, building heights and design, parking garage design, and interim conditions were generally consistent with the Guidelines. Upon build-out, the Capital One development is expected to adhere to critical urban design elements that will make the campus a

vibrant, pedestrian-friendly, true mixed-use urban environment for residents, workers and visitors to work, live and play.

In addition, the Guidelines have served as an important document that has initiated further discussions with the development community and broader public regarding the kinds of urban development solutions expected in Tysons. Several meetings regarding the elements of a successful public realm have been held since the Guidelines were endorsed. These have focused on implementing streetscape designs, parks and open spaces, wayfinding strategies, and transit shelters.

Subsequent to their endorsement, the County has received several inquiries for copies of the Guidelines from local jurisdictions also facing the challenges of urban redevelopment. Staff has also made several presentations to interested citizens groups and professional organizations who are interested in the Guidelines and how they might be applied in their communities.

APPENDIX A

Appendix A –Follow-On Motions

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

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

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

Appendix A - Follow On Motions

	Follow-On Motion as Adopted by BOS on June 22, 2010	2012 Update on Follow-On Motion Status
#1	The Board directs staff to continue its work on potential arrangements for **financing** the public share of Tysons infrastructure improvements; to facilitate co-operative funding agreements with the private sector; and, to return to the Board with its recommendations. The Board further directs that this include funding for transit systems, including Metrorail. The Board strongly believes that public and private reinvestment in Tysons is both critical and responsible for ensuring that Tysons continues to be the economic engine for the County. The portion of revenue stemming from growth at Tysons that is proposed to be applied in Tysons should take into account the past and continuing contribution of Tysons to the County's economy.	On March 29, 2011, the Board referred the issue of transportation funding to the Planning Commission. The Planning Commission held over 24 meetings on funding infrastructure over an 18 month period. The Planning Commission made recommendations on these issues to the Board of Supervisors on September 20, 2012. Staff is working through the rezoning process to implement a number of the Planning Commission's recommendations, including Road Fund contribution levels, in-kind construction of local streets and contributions toward Tysons-wide transportation improvements. Staff is working to implement the Planning Commission's recommendation to create a transportation Service District.
#2	The Board directs staff to work with stakeholders to produce the necessary organizational and resource requirements for the **Tysons Partnership** by October 15, 2010 so that it is positioned to be in place prior to any redevelopment activity in Tysons. This should include the aspects of the Partnership presented previously, such as BID-like functions, Transportation Management Association functions and development advisory services	The Tysons Partnership was formed on January 19, 2011, as a private, non-profit membership organization comprised of stakeholders committed to creating flexible and realistic plans to advance and sustain the successful redevelopment and reinvention of Tysons Corner. The Tysons Partnership hired an Executive Director in May 2012 and established a website at www.tysonspartnership.org. The Tysons Partnership has worked with staff on a number of planning and policy initiatives, including the Urban Design Guidelines, stormwater retention issues, funding for transportation improvements, the CTIA transportation studies and has initiated efforts on marketing and branding Tysons. The Tysons Transportation Association (TYTRAN) has been brought under the Tysons Partnership organization.
#3	The Board recommends that the Tysons Partnership initiate a process to review and potentially change **district names** to enhance community character and identity.	In April 2012, WMATA approved the Board of Supervisor's recommended names for the eight Silver Line Metrorail stations (which include four in Tysons). Staff anticipates that changes to the station names in the Comprehensive Plan may be part of a Plan Amendment brought forward in 2013. The Plan Amendment may also evaluate whether the district names contained within the Comprehensive Plan should be revised. Staff anticipates working with the Tysons Partnership on this issue in 2013.
#4	The Board recommends that the Tysons Partnership work with Tysons landowners, County agencies, non-profit housing organizations, and interested private entities to establish options for **workforce and affordable housing** and to help develop options for meeting the workforce and affordable housing elements of this Plan by establishing off-site options for developers when the cost of constructing workforce housing in high rise developments is cost prohibitive. The Tysons Partnership should report back to the Board by January 2011 on the status of these efforts	The submitted rezoning applications have proposed affordable and workforce housing options consistent with the Plan's recommendations. Staff has met with affordable housing providers and advocates, and continues to explore creative opportunities for the provision of affordable and workforce housing within Tysons.

Appendix A - Follow On Motions

	Follow-On Motion as Adopted by BOS on June 22, 2010	2012 Update on Follow-On Motion Status
#5	In order to create a greater sense of community for the residents of Tysons, a r**esidential organization** that represents all of the residential stakeholders and entities in Tysons should be established.	The Tysons Partnership has representation from residents of Tysons, and forms the basis to create a Tysons-wide residential organization. The approved rezoning applications to date, which may contain over 6,000 residents upon build-out, include commitments to "participate in the Tysons Partnership, or its residential equivalent".
#6	The Board directs staff to make recommendations to the Legislative Committee on **financial incentives** such as tax abatement, that can offset the initial cost and help to encourage green buildings, especially at the LEED or equivalent Gold and Platinum levels; and the authority to require adequate public facilities as a condition for development in urban areas like Tysons.	The Board's Legislative Committee reviewed staff's recommendations on September 21, 2010, and accepted staff's recommendations to not to seek legislation on tax incentives for green buildings at this time and to not seek legislation allowing Fairfax County to require adequate public facilities.
#7	The Board directs that staff report annually or as requested on the various aspects of the Plan that call for periodic **monitoring,** particularly in regard to the information needed to determine when it is appropriate to increase the initial development levels for office uses set forth in the Plan, based on the criteria outlined in the Plan as well as the pace of actual redevelopment.	On March 29, 2011, the Initial Development Level (IDL) was referred to the Planning Commission. The Planning Commission made recommendations on this issue to the Board of Supervisors on September 20, 2012. Staff anticipates that consideration of changes to IDL level and monitoring procedures in the Comprehensive Plan will be part of a Plan Amendment brought forward in 2013. The Planning Commission also made a number of recommendations related to periodic monitoring of the pace of residential and non-residential development, transportation infrastructure construction, funding status and funding mechanisms related to providing transportation infrastructure improvements and operating expenses. The Planning Commission also recommended incorporating participation from relevant stakeholders in the monitoring process.
#8	The Board directs staff to commence the planning and operational analysis necessary to implement the higher priority **transportation** facilities listed in the Plan table titled “Transportation Infrastructure, Programs, and Services, As They Relate to the Level of Development in Tysons."	A number of the transportation related projects are underway. The major projects not covered in other Follow-On Motions include: Tysons Bicycle Master Plan which is complete and expected to be reviewed by the Board in 2013 as part of the Fairfax County Bicycle Master Plan; Operational Analysis and Conceptual Design of the Dulles Toll Road Ramps expected to be completed in 2012; and the Jones Branch Connector Study which is being coordinated with VDOT and expected to have preliminary engineering competed by the end of 2012.

Appendix A - Follow On Motions

	Follow-On Motion as Adopted by BOS on June 22, 2010	2012 Update on Follow-On Motion Status
#9	The Board directs staff to begin planning for long-term mass **transit** projects in and around the area, to include investigating a new north-south transit corridor that serves Tysons, and to accelerate all planning and efforts for the extension of mass transit on I-66.	The Countywide Transit Network Study began in 2012. Two public meetings were held in July, 2012 and online surveys collected community and stakeholder comments. Recommendations from the study are expected to be provided to the Board early 2013 on potential extensions of Metrorail, where streetcar or light-rail systems may be appropriate, and where dedicated lanes for bus transit could be located. Recommendations on phasing in the recommended system and options for funding are also expected to be included. In addiiton, the VDOT I-66 Tier 1 EIS study has been underway since June, 2011. This study will issue a Draft Tier 1 EIS document with concepts to be advanced for extending transit and making roadway and other improvments to the cooridor outside I-495 sometime in Fall, 2012.
#10	The Board directs staff to work with representatives of communities adjacent to Tysons to formulate policies and procedures for addressing **traffic congestion**, including measurable strategies to be included as part of the overall plan monitoring.	Intersections to monitor have been selected and will continue to be monitored as development occurs within Tysons; additional intersections may be monitored over time.
#11	The Board directs staff to issue an RFP for the **circulator** study and bring the results of that study to a future Board transportation committee meeting for discussion. In the circulator study and other future studies, such as the one on Enhanced Public Transportation Corridors, the Board directs staff to include consideration of dedicated transit lanes on Route 7 and other roads in and around Tysons and tie into the mass transit and HOV coming off the HOT lanes on I-495.	The Tysons Circulator Study is underway with results expected in 2012. The Study recommends a three-route network, with buses the preferred mode of transit. Staff anticipates that changes to the circulator network map and related text in the Comprehensive Plan will be part of a Plan Amendment brought forward in 2013.
#12	The Board applauds the work already begun on operational analysis of the **grid of streets** and directs staff to continue with this effort, particularly in the vicinity of the intersection of Greensboro Drive and Spring Hill Road.	The Consolidated Transportation Impact Analyses for Tysons West, Tysons Central, and Tysons East district grids are being completed. These analyses have reviewed and refined grid operations and sought to create collective commitments from landowners and applicants to a specific grid of streets within each district and between adjacent districts. These analyses are currently under review by VDOT as part of the 527 process. Staff anticipates that changes to the conceptual road network map in the Comprehensive Plan will be part of a Plan Amendment brought forward in 2013.
#13	The Board directs staff to continue the work already begun on the Tysons Metrorail Station Access Management Study (**TMSAMS**) under the guidance of the Stakeholder Advisory Group, and directs the TMSAMS to engage the public in identifying and prioritizing projects that provide multi-modal access to the four new Metrorail Stations in Tysons Corner.	The TMSAMS recommendations and project list were approved by the Board of Supervisors on May 22, 2012. A number of TMSAMS project have been included for funding in the Board's Four-Year Transportation Plan (FY13-16).

Appendix A - Follow On Motions

	Follow-On Motion as Adopted by BOS on June 22, 2010	2012 Update on Follow-On Motion Status
#14	The Board directs staff to explore options for providing **commuter parking** at Metrorail station(s) in Tysons Corner on an interim basis until Tysons development reaches a level where such commuter parking is not practical or desirable.	On March 29, 2011, this issue was referred by the Board to the Planning Commission. The Planning Commission made recommendations on this issue to the Board of Supervisors on September 20, 2012. Staff is moving forward with the Planning Commission's recommendation of issuing a Tysons Corner Interim Parking Request for Interest (RFI). The RFI will create target requirements and necessary steps for property owners to obtain interim parking agreements with Fairfax County. If an interested property owner(s) is found and the location(s) approved by the Board, it is expected the interim commuter parking location(s) would be operational in December 2013 to coincide with the start of Metrorail operations.
#15	The Board directs staff to bring to the Board an official map of those streets associated with the first rezoning to the Planned Tysons Corner Urban Center (PTC) district. The official map should be adopted concurrently with the rezoning or as soon as possible subsequent to the rezoning and should include existing streets and future street alignments that have been conceptually engineered. The Board further directs staff to bring forward amendments to the official map associated with subsequent rezoning's when such are required to address the alignments of new or modified streets that have been conceptually engineered.	Staff has worked with rezoning applicants to create an integrated street network within Tysons. Staff anticipates that changes to the street network map in the Comprehensive Plan will be part of a Plan Amendment brought forward in 2013. The option for an official map can be pursued at a later date if determined beneficial.
#16	The Board directs staff to bring to the Board for adoption an official map of public facilities concurrently with the first rezoning to the Planned Tysons Corner Urban Center (PTC) district. The official map should include the locations of existing and planned public facilities, including parks and athletic fields, that have been identified within the district or sub district of the rezoning application. The Board further directs staff to bring forward amendments to the official map with subsequent rezoning's when such are required to reflect the locations of additional public facilities as they are identified.	An interdepartmental team has refined the type, location, space needs, timing and costs for public facilities in Tysons, including parks and athletic fields. A sub-group team has developed a preliminary Tysons Park System Master Plan that will be used to refine and elaborate upon the Conceptual Parks and Open Space Network contained within the Comprehensive Plan. Staff will work with an Advisory Group to refine the draft Tysons Park System Master Plan; this will include outreach to the community and stakeholders. The plan for public facilities and for parks is conceptual in nature and provides guidance without being overly prescriptive. As refinements occur, staff has recommended to the Board that amendment to the Plan for Tysons is the preferred approach, over adoption of an Official Map. Staff anticipates that changes to the public facility plan language in the Comprehensive Plan may be part of a Plan Amendment brought forward in 2013-14, based upon the work of the interagency teams. As part of the review of the rezoning applications, staff has been seeking proffer commitments with developers/landowners in an effort to secure parks and public facilities on a case-by-case basis.

Appendix A - Follow On Motions

	Follow-On Motion as Adopted by BOS on June 22, 2010	2012 Update on Follow-On Motion Status
#17	The Board directs staff to bring back to the Board an evaluation of two possible changes to the **Policy Plan,** one of which would modify the County's workforce housing policy to encourage monetary contributions to affordable and workforce housing from future non-residential development; and, the other would modify the Transit Oriented Development policy to incorporate specific conditions related to walking distance from station entrances rather than station platforms.	On March 29, 2011, these two items were referred by the Board to the Planning Commission. The Planning Commission is expected to forward recommendations to the Board on these issues in 2012.
#18	The Board directs staff to prepare, in coordination with appropriate stakeholders, the **urban design guidelines** manual that expands upon, and provides additional detail on the urban design elements contained in the Plan.	The Urban Design Guidelines were developed by staff and underwent extensive input from stakeholders and community outreach throughout the fall of 2011. The Urban Design Guidelines were endorsed by the Board of Supervisors on January 24, 2012.
#19	The Board directs staff to assess the need for dedicated staffing and **staff resource** requirements for development applications, plan monitoring and other activities necessary to implement the Plan for Tysons and return to the Board with its recommendation.	Additional staff has been allocated to implement the vision for Tysons. The inter-departmental CORE team, established in 2010, has continued to collaboratively review redevelopment proposals and ensure consistency. The Office of Community Revitalization created a Deputy Director position, and one additional position, to coordinate Tysons efforts within the County and outside agencies, such as VDOT and Dominion Power. DPWES created additional positions to oversee implementation of new policies and procedures for Tysons, as well as additional staff to review development plans.
#20	The Board directs staff to be **flexible** when reviewing projects that include minor deviations from a strict interpretation of the Plan if such projects exhibit excellence in architecture and urban design; contribute significantly to the urban nature of Tysons; meet transportation and public facility guidelines; and, on balance, meet the objectives of the Plan.	The Plan recommendations have been implemented with creativity and flexibility through the rezoning and land development processes.

APPENDIX B

Appendix B –Development Applications Approved or Under Review June 2010 – September 2012

This appendix covers those applications reviewed or approved between Plan adoption and September, 2012. Since the last annual report, 18 rezoning applications have been reviewed which propose to rezone properties to the new PTC district, with one of the applications, **Capital One** (RZ 2010-PR-021), approved on September 25, 2012.

In many instances, the applications include optional uses for buildings for each application approved or under review; the numbers included in Appendix B identify the maximum square footage within each land use category based on the totals requested by the applicants. In a few applications, the option that has been identified by the applicant as the "primary" option, containing a lower maximum amount, has been included. It is expected that, along with maximum development levels set forth on the CDP and in the associated proffers, there will also be minimum development levels. However, minimum levels have not been proposed for every application and are not included.

The existing land use and intensity levels for each application are also reported. In some applications, the structures containing these uses are expected to remain and be incorporated into the proposed development; in other applications, these structures and land uses are expected to be removed in order to redevelop the new proposed uses.

The applications under review may change significantly through the review process from what is reported in this appendix. These changes may include modifications to the land use mix, intensity levels, application area, and/or the illustrative plans depicted. Issues or circumstances noted in the following summaries will be addressed through further review and amendments to the applications. All of the information related to applications under review is subject to change.

The table below depicts the total net land use changes reviewed or approved between June, 2010 and September, 2012. All development information is reported in square feet for each use, except for Residential Units, which are reported as total units approved/proposed.

	Approved Development	Proposed Development	Under Construction	Total Approved/ Proposed Increase
Office*	2,527,528	16,550,899	1,351,912	19,229,052
Retail**	128,976	582,038	227,808	692,914
Hotel	416,886	1,989,820	252,213	2,406,706
Government or Institutional	0	(9,568)	0	(9,568)
Total Non-Residential:	3,073,390	19,113,189	1,813,933	22,319,104
Residential:	3,379,608	17,459,068	1,214,935	18,688,676
Residential Units:	3,620	16,704	1,099	17,934
Total Development:	6,452,998	36,572,257	3,046,868	41,007,780

** Includes industrial uses for existing use (6,453,007)*
*** Includes car dealerships for existing uses*

More information on the individual applications approved or currently under review can be found in the following pages.

Information on construction plan submissions has been included. Twenty-one construction plan submissions have either been approved, completed, or had substantial development take place since June 2010. For development applications submitted within the Tysons West, Tysons Central 7, Tysons Central 123, and Tysons East districts a summary of the construction plan submission information is included within respective section of this appendix. The construction plan submissions submitted within one of the other four Tysons districts is included in the following table.

Plan Name	Plan Number	Associated Application	Development Change	Description
Westpark – Brunswick Bldg	0312-MSP-003	By-right	0	Removal of existing building and parking
Parkcrest	5166-SP-003	PCA 2002-PR-016-2	307,215 sq. ft. residential (300 units)	New multifamily residential
McLean Hotel	6000-MSP-002	By-right	0	ADA accessable stone paver terrace with exterior fireplace, retaining wall and planter beds
Tysons Corporate Center II	1224-MSP-001	By-right	0	Raised planter, pavement, replacement
7980 Science Applications Ct	2481-MSP-001	By-right	0	Request for physical security updates
Rivers Towers	8921-MSP-001	By-right	0	Utility improvement for a grease interceptor installation
Tysons Towers	8501-MSP-001	By-right	0	ADA improvements

Plan types:
MSP = Minor Site Plan
SP = Site Plan

TYSONS WEST

Ten applications have been submitted within the Tysons West District, with two of the **Spring Hill Station** (RZ 2010-PR-014A/014B) applications approved by the Board on September 27, 2011. Uses which exist on the properties that are proposed for redevelopment are listed below. In some instances, the existing uses will be retained (for details see the descriptions of the individual applications that follow). The proposed uses are identified in the table below. These uses are reported in square footage proposed for each use, except for Residential Units for which the total number of units proposed is also included.

	Existing sq. ft./dus	Approved sq. ft./dus	Under Construction sq.ft./dus	Proposed sq. ft./dus
Office*	*614,011*	(-150,625)	69,108	6,248,058
Retail**	*332,681*	18,100	177,530	552,871
Hotel	*475,259*	0		1,330,400
Government or Institutional	*9,658*	0		0
Total Non-Residential:	*1,431,519*	(-132,525)	246,638	8,131,329
Residential (Sq.Ft.)	*0*	2,150,000	408,445	5,115,000
Residential (Units)	*0*	2,390	404	5,289
Total Development:	*1,431,519*	2,017,475	655,083	13,246,329
Total Land Area		7 acres	6 acres	68 acres

* *Includes industrial uses for existing use*
** *Includes car dealerships for existing uses*

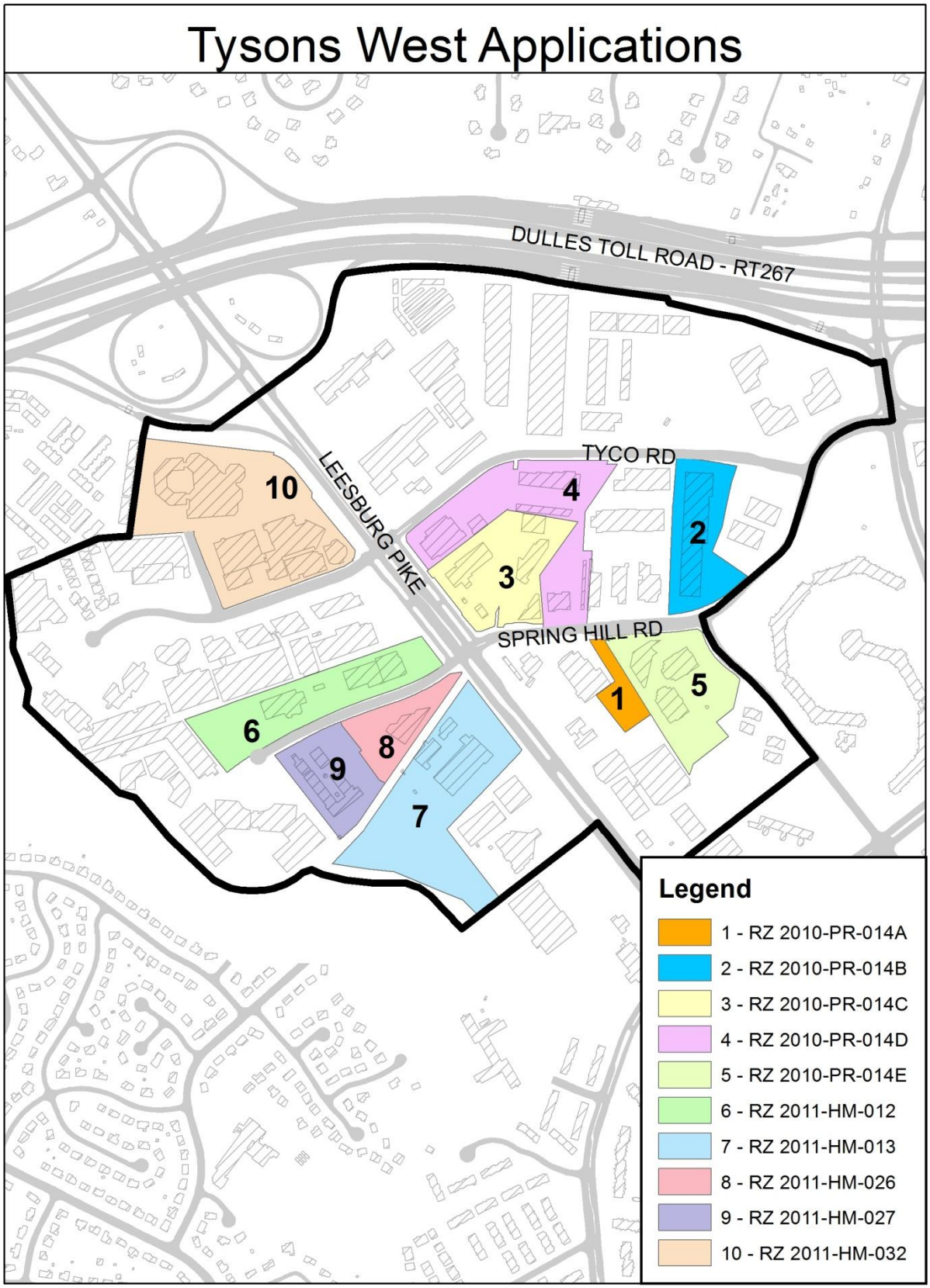
Five construction plan submissions have been approved within the Tysons West District since June 2010. These plan submissions are identified in the table below. One of these applications is associated with development of the **Spring Hill Station** application approved in 2011.

Plan Name	Plan Number	Associated Application	Development Change	Description
Everest College	25554-MSP-001	By-right	0	Proposed ADA improvements, curb/gutter and asphalt improvement
Sunbelt Equipment	3371-MSP-001	RZ 77-0-091	0	Update SWM/BMP facility to new functioning SWM/BMP that will meet code
Tysons Tower I	4729-MSP-001	RZ 74-3-032	0	Parking garage repairs
JBG Tysons Retail - Promenade	6279-SP-004	By-right	69,108 sq.ft. office 177,530 sq.ft. retail 246,638 sq.ft. Total	Four buildings with office, retail, and restaurant
Residences at Spring Hill Station	8158-RGP-001	RZ 2010-PR-014A	408,445 sq. ft. residential (404 units)	Clearing and grading of existing surface parking, to be replaced with residential structure

Plan types:
MSP = Minor Site Plan
RGP = Rough Grading Plan
SP = Site Plan

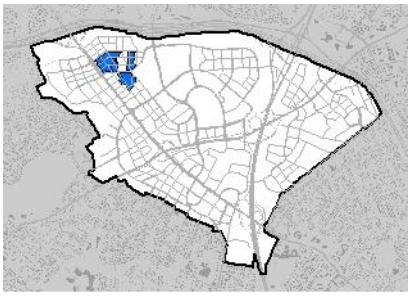
Current information on the applications approved or under review in the Tysons West district is included in the following pages. The applications include;

1 – **Spring Hill Station** (RZ 2010-PR-014A)
2 – **Spring Hill Station** (RZ 2010-PR-014B)
3 – **Spring Hill Station** (RZ 2010-PR-014C)
4 – **Spring Hill Station** (RZ 2010-PR-014D)
5 – **Spring Hill Station** (RZ 2010-PR-014E)
6 – **Dominion Square** (RZ 2011-HM-012)
7 – **Dominion Square** (RZ 2011-HM-013)
8 – **Perseus Realty** (RZ 2011-HM-026)
9 – **Sunburst Hospitality Corp.** (RZ 2011-HM-027)
10 – **Tysons West Promenade** (RZ 2011-HM-032)


Tysons West Applications
DULLES TOLL ROAD - RT267
TYCO RD
LEESBURG PIKE
SPRING HILL RD
1
2
3
4
5
6
7
8
9
10
Legend
1 - RZ 2010-PR-014A
2 - RZ 2010-PR-014B
3 - RZ 2010-PR-014C
4 - RZ 2010-PR-014D
5 - RZ 2010-PR-014E
6 - RZ 2011-HM-012
7 - RZ 2011-HM-013
8 - RZ 2011-HM-026
9 - RZ 2011-HM-027
10 - RZ 2011-HM-032

Spring Hill Station

(RZ 2010-PR-014C, RZ 2010-PR-014D and RZ 2010-PR-014E)



Request to rezone to the PTC District.

This application includes the remaining application area of RZ 2010-PR-014. RZ 2010-PR-014A and 014B were approved in September, 2011.

The application proposes to redevelop an area currently characterized by a mix of low-level industrial uses, car dealerships, and some small office uses. The fire station (#29) site is also included, as are two existing larger office buildings contained within Greensboro Corporate Center, which are proposed to remain. A total of up to 20 buildings (including the two to remain) are proposed. Additional information on these cases can be found at http://www.fairfaxcounty.gov/tysons/development/

A FDP was approved in conjunction with RZ 2010-PR-014A. A FDP has been submitted for a portion of the land area within RZ 2010-PR-014D.

*Image depicted is from CDP, Overall Landscape Plan dated – July 13, 2012 (A, B, D, E) and Nov. 30, 2011 (C)

REZONING CASE ORGANIZATION

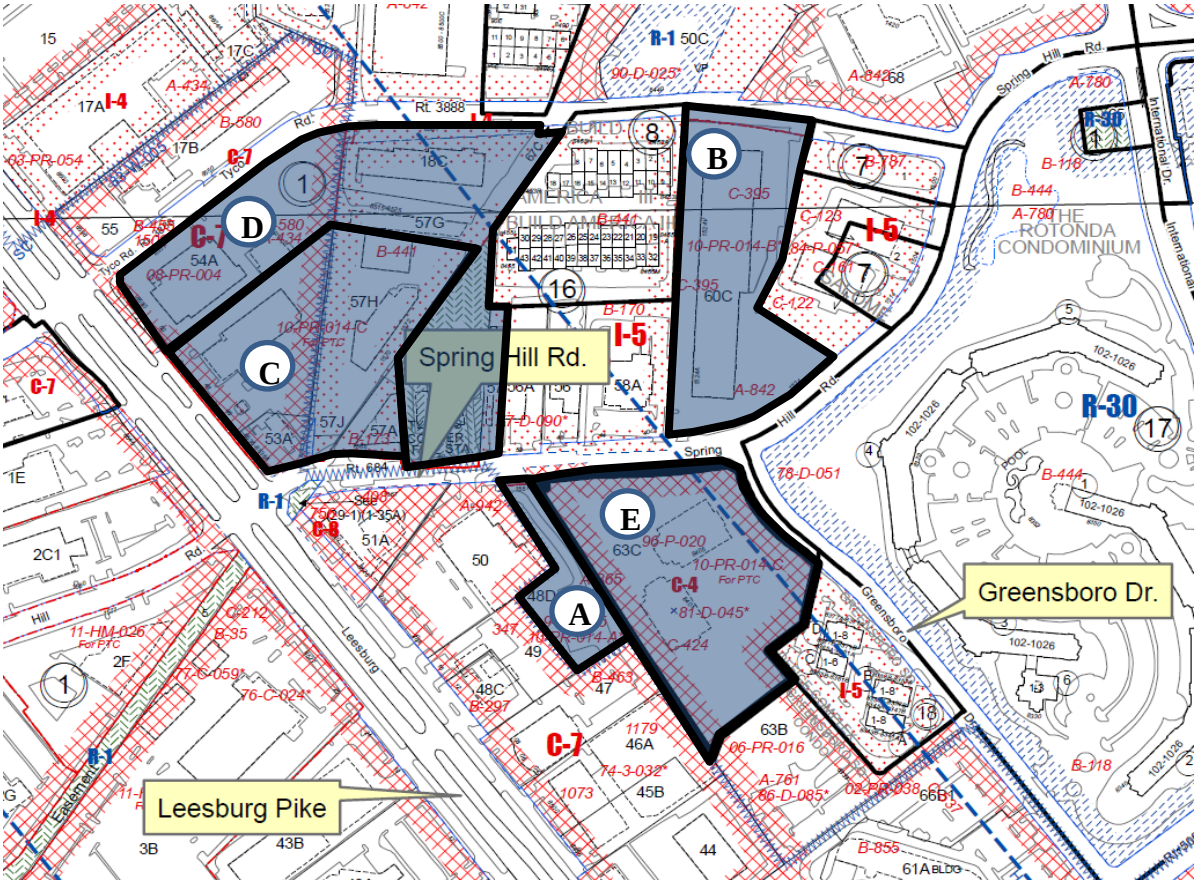
There are five separate rezoning cases associated with the Spring Hill Station development. Two cases (A and B) were approved in September, 2011. The remaining two cases still pending review (D, and E) are detailed in the following pages and RZ 2010-PR-014X is deferred indefinitely.

GENERAL DESCRIPTION

Access to the buildings is proposed from an expanded grid of streets, including the critical link of Retail Circle.

A variety of building heights is shown for the structures, ranging from a low of 60 feet up to a height of up to 400 feet for the office building located immediately adjacent to the Metrorail station.

The applicant is proposing to integrate urban parks within the development and build upon public facilities committed in the approved application areas. This includes a financial contribution towards construction of Fire Station #29 the construction of which was proffered pursuant to RZ 2010-PR-014B; interim and permanent relocation of the kiss-and-ride lot for the Spring Hill Metrorail station; and commitments to construct or provide funding for offsite recreation fields.



RZ 2010-PR-014 A/B

SITE AREA: 7.07 acres

The application information listed below is based upon the approved applications, RZ 2010-PR-014A/B

LAND USES

The land uses shown in the table below are the maximum levels for each option proposed; actual development levels may be lower.

	Office	Retail	Residential	Hotel	Totals
RZ 2010-PR-014A					
Existing	*0*	*0*	*0*	*0*	*0*
Approved	0	6,000	430,000 (478 du)	0	436,000 (6.40 FAR)
RZ 2010-PR-014B					
Existing	*150,625 (industrial use)*	*0*	*0*	*0*	*150,625 (0.65 FAR)*
Approved	0	18,100**	1,720,000 (1,912 du)	0	1,738,100*** (7.34 FAR)
Total Existing	*150,625*	*0*	*0*	*0*	*150,625 (0.65 FAR)*
Total Proposed	**0 (0%)**	**18,100 (1%)**	**2,150,000 (99% / 2,390 du)**	**0 (0%)**	**2,168,100*** (5.34 FAR)**

* Although the CDP retains the option for up to 6,000 sq.ft. of retail uses in the proposed building, the FDP only allocates residential uses to the building. No non-residential uses are proposed at this time.

** The applicant reserved the right to increase the sq.ft. of retail and service uses up to 36,200 sq.ft. by concurrently reducing the sq.ft. dedicated to residential uses.

*** This application includes a 25,000 sq.ft. fire station of public use, which—as a public use—in not included in the gross floor area per the PTC District regulation.

At these proposed development levels, the proposed increases to residential and employee population are shown in the table below.

	Residents	Employees
Estimated Current:	0	500
Estimated Proposed:	4,180	40

The applicants also committed to the Plan recommendation of 20% of the residential dwelling units as affordable or workforce housing units. At the intensity approved, this would result in the creation of over 475 workforce housing units integrated into the approved residential structures.

TRANSPORTATION ELEMENTS

The applicant is creating a grid of streets within the application area which will set the tone for the urban block pattern within the Tysons West District, and will be expanded upon in the pending Spring Hill applications. The grid pattern has also been developed to accommodate the Tysons Circulator. While the exact route of the Circulator is not defined at this time, the applicant worked with staff to accommodate its anticipated route.

The applicant will also provide for the extension of Greensboro Drive between Spring Hill and Tyco Road, which is a critical road improvement included in the Table 7 list of needed Tysons-wide transportation improvements. This commitment provided for both on-site construction and off-site right-of-way and construction.

The applicant committed to "take all necessary and reasonable steps" to participate in a special transportation assessment district" established to generate revenue for the purpose of funding additional major transportation improvements in Tysons. The applicant also committed to contribute $1,000 per dwelling unit to the Tysons Road Fund, which could also be used to fund needed transportation infrastructure within Tysons. Under the approved development levels this could provide up to $2,390,000.

ENVIRONMENTAL & PUBLIC FACILITY ELEMENTS

The applicant committed to pursue LEED-NC certification with an option to pursue LEED-NC Silver, or equivalent. In addition, the applicant included provisions for the reuse of some of the runoff for the building cooling systems. The applications included commitments to assess the feasibility for infrastructure required to provide electrical vehicle charging stations. RZ 2010-PR-014B also included commitments to explore the potential for shared energy systems, including, but not limited to combined heat and power, micro-CHP, distributed energy resources and district heating and cooling.

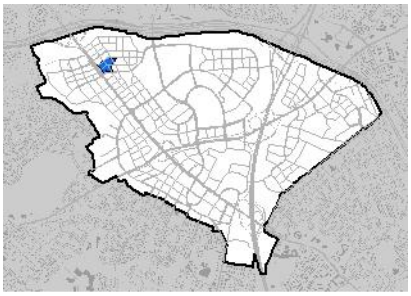
These two applications create almost 0.5 acres of on-site parkland within two pocket parks. To augment these onsite recreation spaces, the applicant is committed to purchase or provide funding to purchase 2.81 acres of land for public park use adjacent to the existing Ragland Road Park. This offsite parkland is intended to be dedicated to the Park Authority for possible athletic field use.

In addition to the park land and transportation improvements previously mentioned, the applicant is committed to provide for the construction of Fire Station #29, which is currently located within the pending application area. The new fire station is anticipated to be constructed by 2020 in an urban style and integrated into a mixed-use structure. Should the County opt of on the in-building option, the applicant is required to dedicate land and provide a financial contribution in lieu of the in-building fire station.

URBAN DESIGN ELEMENTS

There are a variety of building heights among the proposed five structures. They range in proposed heights from a low of 60 feet up to the 300 foot, 26-story residential building located in in RZ 2010-PR-014A. The applications meet the streetscape design suggestions and setbacks contained within the *Tysons Urban Design Guidelines*, as adjusted for existing conditions.

RZ 2010-PR-014 C



SITE AREA: 7.13 acres

NOTE: This application has been deferred indefinitely. The following information reflects the last most recent CDP/FDP submission from November 30, 2011, prior to the deferral.

This application includes the central portion of Neighborhood 1 from the original application, located adjacent to the new Metrorail station with frontage on Route 7 and Spring Hill Road.

PROPOSED LAND USES

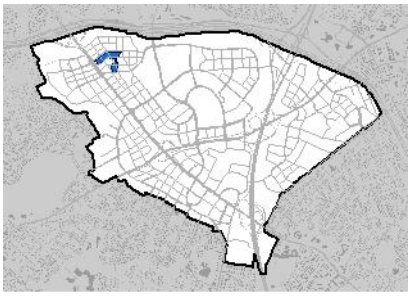
	Office	Retail	Residential	Hotel	Totals
Existing	*0*	*62,381**	*0*	*0*	*62,381** *(0.2 FAR)*
Total Proposed**	**807,752 (50%)**	**78,000 (5%)**	**425,000 (18%/ 472 du)**	**290,000 (18%)**	**1,600,752 (4.95 FAR)**

* Includes car dealerships for existing uses
** Option 1 – Office Max Option

RESIDENTIAL AND EMPLOYEE POPULATION

	Residents	Employees
Estimated Current:	0	140
Estimated Proposed:	825	3,080

RZ 2010-PR-014 D



SITE AREA: 9.86 acres

This application includes the exterior portions of Neighborhood 1 from the original application, located along Tyco Road and Spring Hill Road, but not including the central portion of Neighborhood 1 (which is the separate zoning case 014C).

A FDP has been submitted on a portion of the land area for RZ 2010-PR-014D.

PROPOSED LAND USES

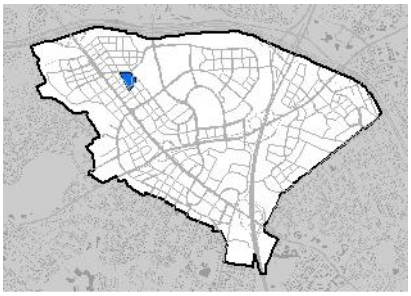
	Office	Retail	Residential	Hotel	Totals
Existing	*38,718*	*39,148**	*0*	*0*	*87,434*** (0.2 FAR)*
Total Proposed* **	**1,272,368 (46%)**	**101,398 (4%)**	**1,222,000 (550-1,350 du)**	**186,400 (7%)**	**2,782,166 (6.4 FAR)**

* Includes car dealerships for existing uses
** Includes 9,568 sq.ft. of Government/Institutional use associated with Fire Station #29
** Option 1 – Office Max Option

RESIDENTIAL AND EMPLOYEE POPULATION

	Residents	Employees
Estimated Current:	0	215
Estimated Proposed:	2,365	4,605

RZ 2010-PR-014 E



SITE AREA: 7.39 acres

This application includes the remainder of Neighborhood 3 from the original application (the portion not approved with 014A), including the existing Greensboro Corporate Center buildings.

PROPOSED LAND USES

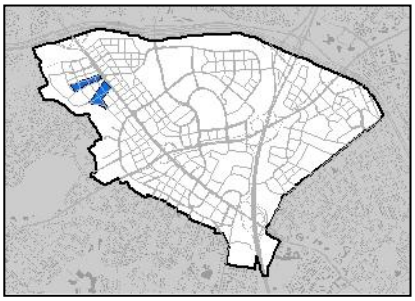
	Office	Retail	Residential	Hotel	Totals
Existing	*454,308*	*0*	*0*	*0*	*454,308 (1.4 FAR)*
Total Proposed*	**841,170 (84%)**	**22,600 (2%)**	**0**	**135,000 (14%)**	**998,770 (3.04 FAR)**

* Option 1 – Office Max Option

RESIDENTIAL AND EMPLOYEE POPULATION

	Residents	Employees
Estimated Current:	0	1,515
Estimated Proposed:	0	2,955

Dominion Square (RZ 2011-HM-012/013)



Request to rezone to the PTC District; CDP.

These two applications are filed by a single applicant; however, since the east and west portions of the application are not adjacent, each is the subject of its own rezoning application. The combined applications propose to redevelop an area currently characterized by existing car dealerships. The new development proposes a total of 12 structures, which includes a mix of office, residential and hotel uses. In addition, a large surface area has been potentially identified as an area for public use, likely a full size rectangular field.

Additional information on this case can be found at http://www.fairfaxcounty.gov/tysons/development/

*Image depicted is from CDP Illustrative Plan, dated – March 7, 2011

SITE AREA: 19.58 acres

The application information listed below is based upon the available data by the applicant.

PROPOSED LAND USES

The land uses shown in the table below are the maximum levels for each option proposed; actual approved or developed levels may differ.

	Office	Retail	Residential	Hotel	Totals
Existing	*0*	*145,048*	*0*	*0*	*145,048 (0.17 FAR)*
Total Proposed	**2,140,000 (49%)**	**25,000 (1%)**	**2,000,000 (46% / 2,000 du)**	**200,000 (5%)**	**4,365,000 (5.10 FAR)**

RESIDENTIAL AND EMPLOYEE POPULATION

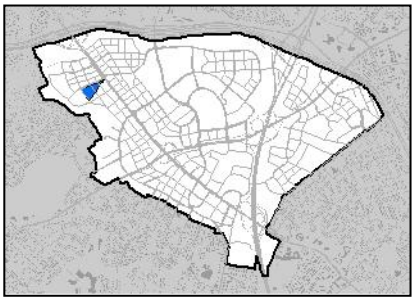
	Residents	Employees
Estimated Current:	0	320
Estimated Proposed:	3,500	7,340

GENERAL DESCRIPTION

Realigned Boone Boulevard is expected to be located across the rear of the sites. A large (approximately 2.5 acre) area has been identified adjacent to the existing stream and along a future extension of Boone Boulevard to serve as a public park area which could be programmed with a variety of elements. The application also includes skyparks and interior courtyards in the buildings.

The proposed development will create new urban blocks, grid of street, and pedestrian pathways through the area.

There is a variety of building heights indicated for the twelve structures proposed which range from a low of 190 feet up to a height of 305 feet, with the larger structures closer to the Spring Hill Metrorail station. The application proposes to place the office uses closer to the Metro, with the proposed residential uses to be located farther away from the station. Staff is working with the applicant on a potential location for a Dominion Power substation.



Perseus Realty (RZ 2011-HM-026)
Sunburst Hospitality Corp. (RZ 2011-HM-027)

Request to rezone to the PTC District; CDP.

These are two separate applications; however, they are being processed jointly due to their adjacency, and the need for coordination between the applicants, particularly with regard to the road network. The area currently has existing office, motel and retail uses. The applications propose up to five new buildings with a mix of office, hotel, and residential uses. These uses would be augmented by supporting retail within each of the buildings.

Additional information on this case can be found at http://www.fairfaxcounty.gov/tysons/development/

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

SITE AREA: 7.89 acres

The application information listed below is based upon the available data by the applicant.

PROPOSED LAND USES

The land uses shown in the table below are the maximum levels for each option proposed; actual approved or developed levels may differ.

	Office	Retail	Residential	Hotel	Totals
Existing	*120,985*	*6,423*	*0*	*80,259*	*207,667 (0.60 FAR)*
Total Proposed*	**808,000 (44%)**	**55,500 (3%)**	**842,000 (46% / 842 du)**	**131,000 (7%)**	**1,836,500 (4.85 FAR)**

*Based upon applicant's proposed CDP

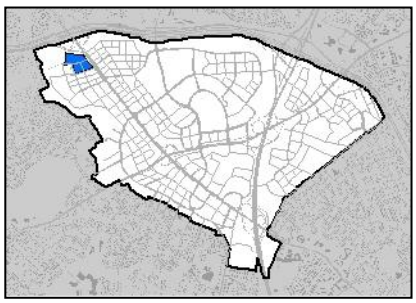
RESIDENTIAL AND EMPLOYEE POPULATION

	Residents	Employees
Estimated Current:	0	480
Estimated Proposed:	1,475	2,910

GENERAL DESCRIPTION

This site is surrounded to the north and south by the Dominion Square applications. Access is provided from Spring Hill Road and the future Boone Boulevard extension. An approximately 1 acre area has been identified adjacent to the existing Dominion Power line to serve as a public park area that could be programmed with a variety of elements. There is a variety of heights among the five structures proposed, which range from a low of 125 feet up to a height of 330 feet, with the tallest structure along Leesburg Pike, closest to the Spring Hill Metrorail station. The application proposes to place the office uses closer to Route 7, with the proposed residential uses to be located on the western side of the application area. Staff is working with the applicant on a potential location for a Dominion Power substation.

Tysons West Promenade (RZ 2011-HM-032)



Request to rezone to the PTC District; CDP.

The application proposes to redevelop an area containing a mix of former car dealerships and the existing Sheraton Premier hotel and conference center. The hotel and conference center will be retained and renovated while adding retail and residential development to create a mixed-use neighborhood with an urban form. A portion of this site is under construction for an urban-style Wal-Mart store and a fitness center as a by-right use under the existing C-7 zoning. These uses will be integrated into an existing parking structure. The development proposes a total of 5 existing and/or new structures.

Additional information on this case can be found at http://www.fairfaxcounty.gov/tysons/development/

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

SITE AREA: 16.02 acres

The application information listed below is based upon the available data by the applicant.

PROPOSED LAND USES

The land uses shown in the table below are the maximum levels for each option proposed; actual approved or developed levels may differ.

	Office	Retail	Residential	Hotel	Totals
Existing	*0*	*79,681*	*0*	*395,000*	*474,681 (0.68 FAR)*
Total Proposed	**378,768 (23%)**	**270,373 (16%)**	**626,000 (38% / 625 du)**	**388,000 (23%)**	**1,663,141 (2.37 FAR)**

* As of July 6, 2011

RESIDENTIAL AND EMPLOYEE POPULATION

	Residents	Employees
Estimated Current:	0	470
Estimated Proposed:	1,095	2,150

GENERAL DESCRIPTION

The proposed development will create new urban blocks, and transition the existing hotel and conference center into an urban context. The applicant proposes to add two additional streets to create a grid of streets that will provide accessibility and connectivity for the area. A potential ramp from the Dulles Access Toll Road and the extension of Boone Boulevard will play an important role in the site's transportation circulation pattern.

There is a variety of building heights among the proposed five structures, which range from a low of 75 feet up to 225 feet. The Sheraton Premier will remain as a "gateway" structure for Tysons. The applicant proposes residential uses along Route 7, with office use located at the corner of Route 7 and Westwood Center Drive.

TYSONS CENTRAL 7

Three applications have been submitted within the Tysons Central 7 District. Uses which exist on the properties that are proposed for redevelopment are listed below. In some instances, the existing uses will be retained (for details see the descriptions of the individual cases that follow). The proposed uses are identified in the table below. These uses are reported in square footage proposed for each use, except for Residential Units for which the total number of units proposed is also included.

	Existing sq. ft./dus	Approved sq. ft./dus	Under Construction sq.ft./dus	Proposed sq. ft./dus
Office*	*1,461,229*	0	0	3,733,438
Retail**	*68,874*	0	0	137,800
Hotel	*158,521*	0	0	523,000
Government or Institutional	*0*	0	0	0
Total Non-Residential:	*1,688,624*	0	0	4,394,238
Residential (Sq.Ft.)	*0*	0	0	3,145,938
Residential (Units)	*0*	0	0	3,215
Total Development:	*1,688,624*	0	0	7,540,176
Total Land Area		0	0	36 acres

** Includes industrial uses for existing use*

*** Includes car dealerships for existing uses*

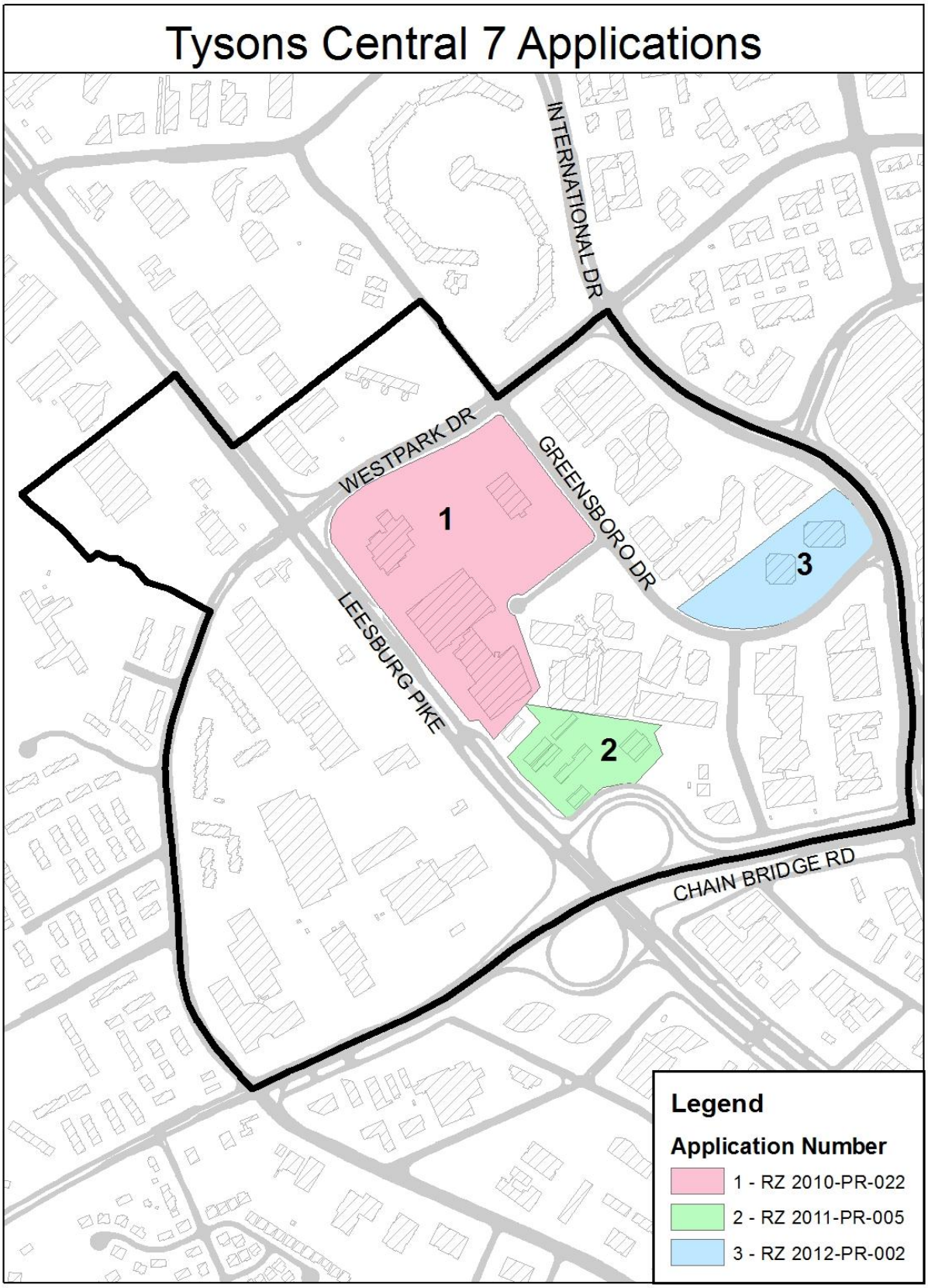
No construction plan submissions have been approved within the Tysons Central 7 District since June, 2010.

Current information on the applications under review in the Tysons Central 7 district is included in the following pages. The applications include;

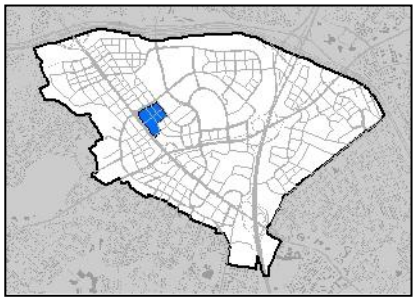
1 – **Solutions Plaza (SAIC)**(RZ 2010-PR-022)

2 – **Tysons Central** (RZ 2011-PR-005)

3 – **Greensboro Park Place** (RZ 2012-PR-002)


Tysons Central 7 Applications
INTERNATIONAL DR
WESTPARK DR
GREENSBORO DR
LEESBURG PIKE
CHAIN BRIDGE RD
1
2
3
Legend
Application Number
1 - RZ 2010-PR-022
2 - RZ 2011-PR-005
3 - RZ 2012-PR-002

Solutions Plaza (SAIC) (RZ 2010-PR-022)



Request to rezone to the PTC District; CDP with FDP for a portion of the site.

The application proposes to partially redevelop an area currently developed with several office buildings and a hotel. The existing hotel would be removed. The three existing SAIC office buildings closest to Route 7 are proposed to remain and an additional SAIC office building is proposed to be renovated for hotel use. A total of up to 14 buildings, including the four to remain, are proposed. The proposed development would be a mixed-use development containing office, hotel and residential uses, with supporting retail uses.

An FDP has been submitted on Block A (at the corner of Westpark and Greensboro Drives).

Additional information on this case can be found at http://www.fairfaxcounty.gov/tysons/development/

*Image depicted is from CDP-Illustrative Plan submitted, revised – July 16, 2012

SITE AREA: 23.7 acres

The application information listed below is based upon the available data by the applicant.

PROPOSED LAND USES

The land uses shown in the table below are the maximum levels for each option proposed; actual approved or developed levels may differ.

	Office	Retail	Residential	Hotel	Totals
Existing	*956,655*	*0*	*0*	*158,521*	*1,115,176 (1.1 FAR)*
Total Proposed*	**2,599,864 (53%)**	**40,000 (1%)**	**1,911,000 (39% / 1,940 du)**	**380,000** (8%)**	**4,930,864 (4.74 FAR)**

* Not included in GFA/FAR calculations is 17,000 sq. ft. of library or other public use
**Includes separate hotel conference/amenity building of 44,000 sq. ft.

RESIDENTIAL AND EMPLOYEE POPULATION

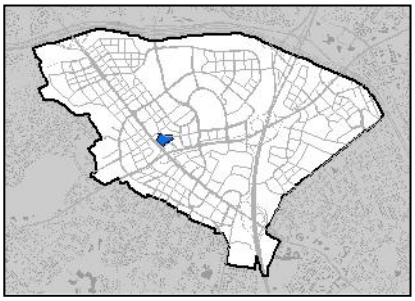
	Residents	Employees
Estimated Current:	0	3,310
Estimated Proposed:	3,395	9,040

GENERAL DESCRIPTION

The application proposes a grid of streets and development adjacent to the Greensboro Metrorail station. A series of public plazas would connect the sloped site to the Metrorail station. The applicant has also suggested incorporating a library into the development. Residential use is proposed in the western portion of the site.

There is a variety of building heights among the twelve structures proposed, which range from a low of 45 feet for the hotel amenity building up to a height of 400 feet for a signature office building, with the larger structures generally closer to Route 7.

Tysons Central (RZ 2011-PR-005)



Request to rezone to the PTC District; CDP.

The application proposes to redevelop six parcels characterized by a mixture of low-density retail and commercial uses - including Clyde's restaurant - into a high density, transit-oriented, mixed-use development. The development proposed includes a mix of office, hotel, residential, and retail uses contained within six new buildings.

Additional information on this case can be found at http://www.fairfaxcounty.gov/tysons/development/

*Image depicted is from CDP- Illustrative Roof and Site Plan, dated – June 20, 2012

SITE AREA: 5.79 acres

The application information listed below is based upon the available data by the applicant.

PROPOSED LAND USES

The land uses shown in the table below are the maximum levels for the option listed; actual approved or developed levels may differ.

	Office	Retail	Residential	Hotel	Totals
Existing	*0*	*68,874*	*0*	*0*	*68,874 (0.35 FAR)*
Total Proposed*	**629,000 (39%)**	**97,800 (6%)**	**755,500 (46% / 795 du)**	**143,000 (9%)**	**1,625,300 (6.44 FAR)**

*Option 1: Maximum Commercial

RESIDENTIAL AND EMPLOYEE POPULATION

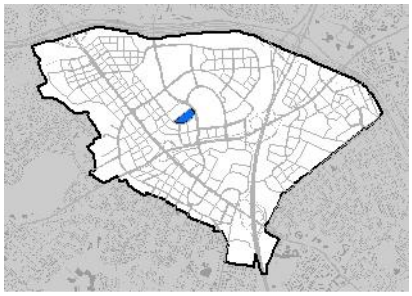
	Residents	Employees
Estimated Current:	0	150
Estimated Proposed:	1,390	2,420

GENERAL DESCRIPTION

The proposed development will create new urban blocks and a gateway at the Greensboro Metrorail station. The current access off of Rt. 7 is proposed to provide improved access to the site and to eventually become a portion of the grid of streets network for this area.

There is a variety of building heights shown for the six structures proposed, which range from a low of 176 feet for a 12 story office building up to a height of 341 feet for a signature 31-story hotel/residential building, with the largest closer to the Greensboro Metrorail station. A large open space area at the entrance to the Metro station, identified on the CDP as “Metro Plaza Park”, is proposed to enhance that transit-pedestrian space and create a focal point within the neighborhood.

Greensboro Park Place (RZ 2012-PR-002)



Request to rezone to the PTC District; CDP.

The application proposes infill residential development on two parcels currently developed with two office buildings. The existing office buildings are proposed to remain, with two new residential towers and underground parking to be provided in the existing surface parking lot.

Additional information on this case can be found at http://www.fairfaxcounty.gov/tysons/development/

*Image depicted is from CDP- Conceptual Landscape Plan, dated – November 22, 2011

SITE AREA: 6.90 acres

The application information listed below is based upon the available data by the applicant.

PROPOSED LAND USES

The land uses shown in the table below are the maximum levels for each option proposed; actual approved or developed levels may differ.

	Office	Retail	Residential	Hotel	Totals
Existing	*504,574*	*0*	*0*	*0*	*504,574 (1.68 FAR)*
Total Proposed	**504,574 (51%)**	**0 (0%)**	**479,438 (49% / 480 du)**	**0 (0%)**	**984,012 (3.27 FAR)**

RESIDENTIAL AND EMPLOYEE POPULATION

	Residents	Employees
Estimated Current:	0	1,680
Estimated Proposed:	840	1,680

GENERAL DESCRIPTION

The proposed development will construct two urban, residential buildings on an existing surface parking lot. New park spaces, streetscape and street grid will be provided, and additional modifications to the existing office development will improve the existing relationship between the current suburban office development and surrounding streets and developments.

It should be noted that the applicant's original application included a proposal to add additional office square footage onto the existing office buildings. The applicant has indicated they will be withdrawing that portion of their request and is it therefore not reflected in this report.

TYSONS CENTRAL 123

One application has been submitted within the Tysons Central 123 District. Uses which exist on the properties that are proposed for redevelopment are listed below. In some instances, the existing uses will be retained (for details see the descriptions of the individual cases that follow). The proposed uses are identified in the table below. These uses are reported in square footage proposed for each use, except for Residential Units for which the total number of units proposed is also included.

	Existing sq. ft./dus	Approved sq. ft./dus	Under Construction sq.ft./dus	Proposed sq. ft./dus
Office*	*335,015*	0	992,804	1,108,429
Retail**	*0*	0	50,278	58,656
Hotel	*0*	0	252,213	162,000
Government or Institutional	*0*	0	0	0
Total Non-Residential:	*335,015*	0	1,295,295	1,329,085
Residential (Sq.Ft.)	*0*	0	499,275	1,246,600
Residential (Units)	*0*	0	395	1,174
Total Development:	*335,015*	0	1,794,570	2,575,685
Total Land Area		0	0	19 acres

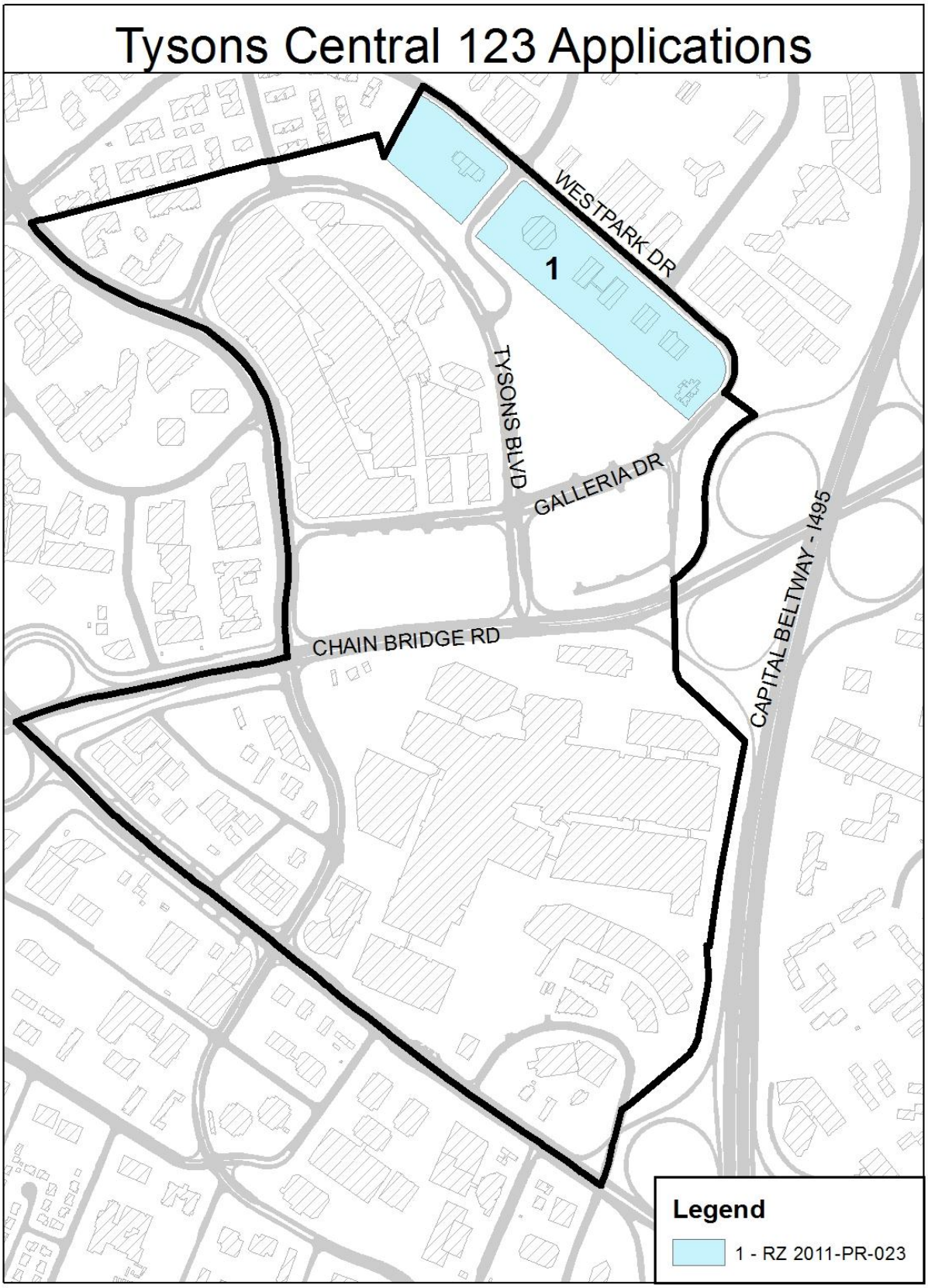
** Includes industrial uses for existing use*
*** Includes car dealerships for existing uses*

Six construction plan submissions have been approved within the Tysons 123 District since June, 2010, or have had active construction since that time. These plan submissions are identified in the table below. Two of these applications are associated with development approved prior to Plan revision in 2010 and therefore those cases are not included in the approved development tabulations above.

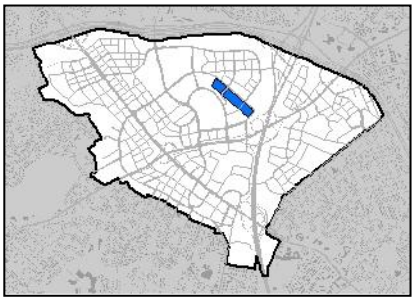
Plan Name	Plan Number	Associated Application	Development Change	Description
Tysons II	6028-SP-018	PCA 84-D-049-5	456,576 sq.ft. office	Construction of Building H
Tysons Corner Center	6399-MSP-005	RZ 2004-PR-044	0	Convert existing retail space to restaurant/retail including outdoor use
Tysons Corner Center	6399-MSP-006	RZ 2004-PR-044	0	Add outdoor seating and landscaping
Tysons Corner Center	6399-MSP-007	RZ 2004-PR-044	0	Revision to existing outdoor dining patio to show seating
Tysons Corner Center – Phase I Infrastructure	6399-SP-017	RZ 2004-PR-044	0	Realigned Shop Tysons Drive, SWM pond modifications
Tysons Corner Center – Phase I	3538-SP-002	RZ 2004-PR-044	536,228 sq. ft. office 499,275 sq.ft residential (395 dus) 252,213 sq.ft. hotel 50,278 sq.ft. retail 1,337,994 sq.ft. Total	Rough grading for early grading, sheeting and shoring for a new building and surface parking

Plan types:
MSP = Minor Site Plan
SP = Site Plan

Current information on the application under review in the Tysons Central 123 district is included in the following pages. The application is;
1 – **Arbor Row** (RZ 2011-PR-023)


Tysons Central 123 Applications
WESTPARK DR
1
TYSONS BLVD
GALLERIA DR
CHAIN BRIDGE RD
CAPITAL BELTWAY - I495
Legend
1 - RZ 2011-PR-023

Arbor Row (RZ 2011-PR-023)



Request to rezone to the PTC District; CDP with thee FDPs for portions of the site.

The application proposes to redevelop six parcels characterized by 1970s era office buildings, into a mixed-use development containing office, hotel, residential, and retail uses in up to nine new buildings.

Additional information on this application can be found at http://www.fairfaxcounty.gov/tysons/development/

*Image depicted is from CDP – Illustrative Plan, revised July 23, 2012

SITE AREA: 19.40 acres

The application information listed below is based upon the available data by the applicant.

PROPOSED LAND USES

The land uses shown in the table below are the maximum levels for each option proposed; actual approved or developed levels may differ.

	Office	Retail	Residential	Hotel	Totals
Existing	*335,015*	*0*	*0*	*0*	*335,015 (0.40 FAR)*
Total Proposed	**1,108,429 (43%)**	**58,656 (2%)**	**1,246,600 (48% / 1,174 du)**	**162,000 (7%)**	**2,575,685 (3.05 FAR)**

RESIDENTIAL AND EMPLOYEE POPULATION

	Residents	Employees
Estimated Current:	0	1,120
Estimated Proposed:	2,055	3,950

GENERAL DESCRIPTION

The proposed mixed use development will be oriented along Westpark Drive and Westbranch Drive. A large urban plaza is planned to be integrated into the development to create a focal point within the neighborhood and to serve as an extension of a previously proffered park to the southwest. All of the existing buildings will be demolished, and eight new buildings will be constructed with heights varying from 70 feet to 300 feet. An approximately 8-acre offsite parcel along Jones Branch Drive (the Hanover site) is proposed to be dedicated to the County for athletic fields and a future elementary school site.

TYSONS EAST

Seven rezoning applications have been submitted within the Tysons East District, with **Mitre** 4 (PCA 92-P-011-7) approved by the Board on June 7, 2011 and **Capital One** (RZ 2010-PR-010) approved by the Board on September 25, 2012. Uses which exist on the properties that are proposed for redevelopment are listed below. In some instances, the existing uses will be retained (for details see the descriptions of the individual cases that follow). The proposed uses are identified in the table below. These uses are reported in square footage proposed for each use, except for Residential Units for which the total number of units proposed is also included.

	Existing sq. ft./dus	Approved sq. ft./dus	Under Construction sq.ft./dus	Proposed sq. ft./dus
Office*	*2,374,916*	2,678,153	290,000	9,741,561
Retail**	*0*	110,876	0	234,250
Hotel	*0*	416,886	0	608,200
Government or Institutional	*0*	0	0	0
Total Non-Residential:	*2,374,916*	3,205,915	290,000	10,584,011
Residential (Sq.Ft.)	*390,000*	1,229,608	0	8,342,130
Residential (Units)	*331*	1,230	0	7,382
Total Development:	*2,764,916*	4,435,523	290,000	18,926,141
Total Land Area		29.2 acres	2.93 acres	115 acres

** Includes industrial uses for existing use*
*** Includes car dealerships for existing uses*

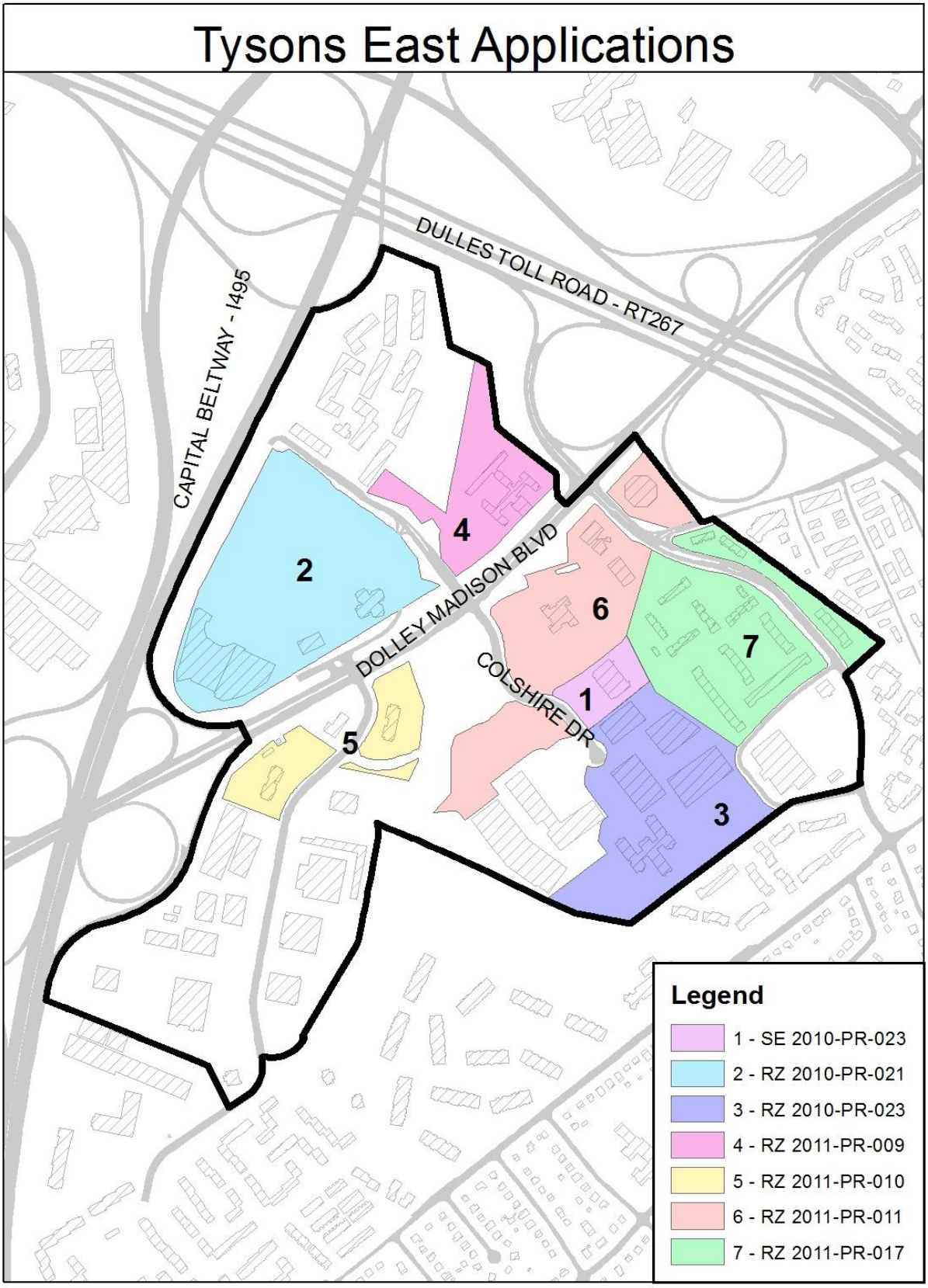
Three construction plan submissions have been approved within the Tysons East District since June, 2010. These plan submissions are identified in the table below. Two of these applications are associated with development of the **Mitre 4** application approved in 2011.

Plan Name	Plan Number	Associated Application	Development Change	Description
Commons S.C .	0684-MSP-001	By-right	0	Dumpster pad, addition to 8" waterline
Johnson II Demolition	3538-RGP-001	RZ 1998-PR-052 / PCA 92-P-001	-50,000 sq.ft. office	Demolition of office structure
Mitre 4	3538-SP-002	PCA 92-P-011-7 / SE 2010-PR-023	340,000 sq. ft. office	Rough grading for early grading, sheeting and shoring for a new building and surface parking

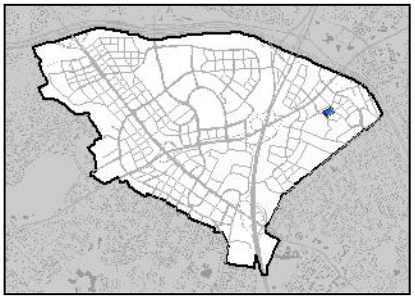
Plan types:
MSP = Minor Site Plan
RGP = Rough Grading Plan
SP = Site Plan

Current information on the applications approved or under review in the Tysons East district since June, 2010 is included in the following pages. The applications include;

1 – **MITRE 4** (PCA 92-P-011-7 / SE 2010-PR-023)
2 – **Capital One Bank** (RZ 2010-PR-021)
3 – **MITRE 5** (RZ 2010-PR-023)
4 – **Scotts Run Station, North** (RZ 2011-PR-009)
5 – **Scotts Run Station, South** (RZ 2011-PR-010)
6 – **Scotts Run Station, South** (RZ 2011-PR-011)
7 – **The Commons** (RZ 2011-PR-017)


Tysons East Applications
DULLES TOLL ROAD - RT267
CAPITAL BELTWAY - I495
DOLLEY MADISON BLVD
COLSHIRE DR
1
2
3
4
5
6
7
Legend
1 - SE 2010-PR-023
2 - RZ 2010-PR-021
3 - RZ 2010-PR-023
4 - RZ 2011-PR-009
5 - RZ 2011-PR-010
6 - RZ 2011-PR-011
7 - RZ 2011-PR-017

MITRE 4 (PCA 92-P-011-7 / SE 2010-SE-023))



Approved on June 7, 2011 to transfer approved, but previously unbuilt, office square footage from Land Bay B-6 to Land Bay B-3 within the West*Gate office park. The PCA was approved to allow for the construction of a 340,000 sq.ft. office building. The special exception request was approved to allow for a building height of 225 feet, which is higher than the C-3 maximum height of 90 feet. The applicant is expected to demolish the existing 2-story office building and surface parking lot to construct the new building.

It is anticipated that this building will be incorporated into the existing MITRE campus, located to the southeast of this site. The entire application area is also included in the pending application RZ 2010-PR-023, to rezone the property to the PTC zoning district. This application contains additional information on the MITRE campus.

Additional information on this case can be found at http://www.fairfaxcounty.gov/tysons/development/

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

SITE AREA: 15.95 acres (2.93 acres for the SE area)

The application information listed below was approved by the Board of Supervisors on June 7, 2011.

LAND USES

The land uses shown in the table below are the approved development levels contained within the above referenced application.

	Office	Retail	Residential	Hotel	Total
Existing	*79,883*	*0*	*0*	*0*	*79,883 (0.62 FAR)*
Total Approved	**340,000**	**0**	**0**	**0**	**340,000 (0.62 FAR)**

RESIDENTIAL AND EMPLOYEE POPULATION

	Residents	Employees
Estimated Current:	0	265
Estimated Proposed:	0	1,130

TRANSPORTATION ELEMENTS

The applicant has illustrated where a potential street grid connection would occur with Colshire Meadow Drive, but that improvement was not part of this approved application. It is anticipated that this extension will be included in RZ 2010-PR-023. The applicant will also provide right-of-way dedication necessary for enhancement of Dartford Drive, if requested by the Fairfax County Department of Transportation.

Parking is accommodated primarily underground, with 90% of the spaces located underground. The additional 10% of parking spaces are included in a surface parking lot. While surface lots are discouraged within close proximity to the Metro stations, the approved surface lot may be temporary pending the outcome of the pending RZ application.

The approved building will participate within the Transportation Demand Management (TDM) program currently approved, or as approved by the subsequent RZ application, for the MITRE campus.

ENVIRONMENTAL & PUBLIC FACILITY ELEMENTS

The application is expected to meet many of the environmental plan goals. The major among these include: LEED Gold certification for the new structure and aggressive and innovative storm water management techniques including Low Impact Development (LID) facilities, devices to monitor water consumption within cooling towers, and coordinating with the Department of Planning and Zoning (DPZ) to provide non-proprietary energy and water consumption data for information use by DPZ.

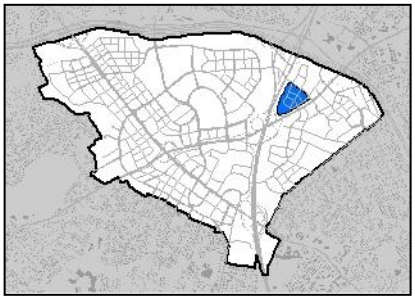
The applicant will integrate a landscaped seating area into the development. This area is approximately 0.13 acres and will include evergreen trees, canopy trees, benches and a trellis. There is the potential for this area to be modified in the pending application.

URBAN DESIGN ELEMENTS

The approved building is expected to be a part of the larger MITRE campus. The L-shaped building will consist of 14 stories at a maximum height of 225 feet. This is within the Comprehensive Plan height tier 2.

While the approved build-to lines are set back further from the street edge than those recommended in the Comprehensive Plan, existing utility easements constricted the applicant's ability to site the building closer to the street, and the approved design is in keeping with the rest of the MITRE campus.

Capital One Bank (RZ 2010-PR-021)



Approved request to rezone to the PTC District; CDP with FDP for a portion of the site.

This application requesting to redevelop a campus style office park to a mixed use development was approved by the Board on September 25, 2012. The approved application would permit the existing Capital One campus which consists of an existing office, conference center and freestanding parking garage to become an approximately 5 million square foot mixed-use development consisting of 14 buildings with office, hotel, retail and residential uses.

Additional information on this case can be found at http://www.fairfaxcounty.gov/tysons/development/

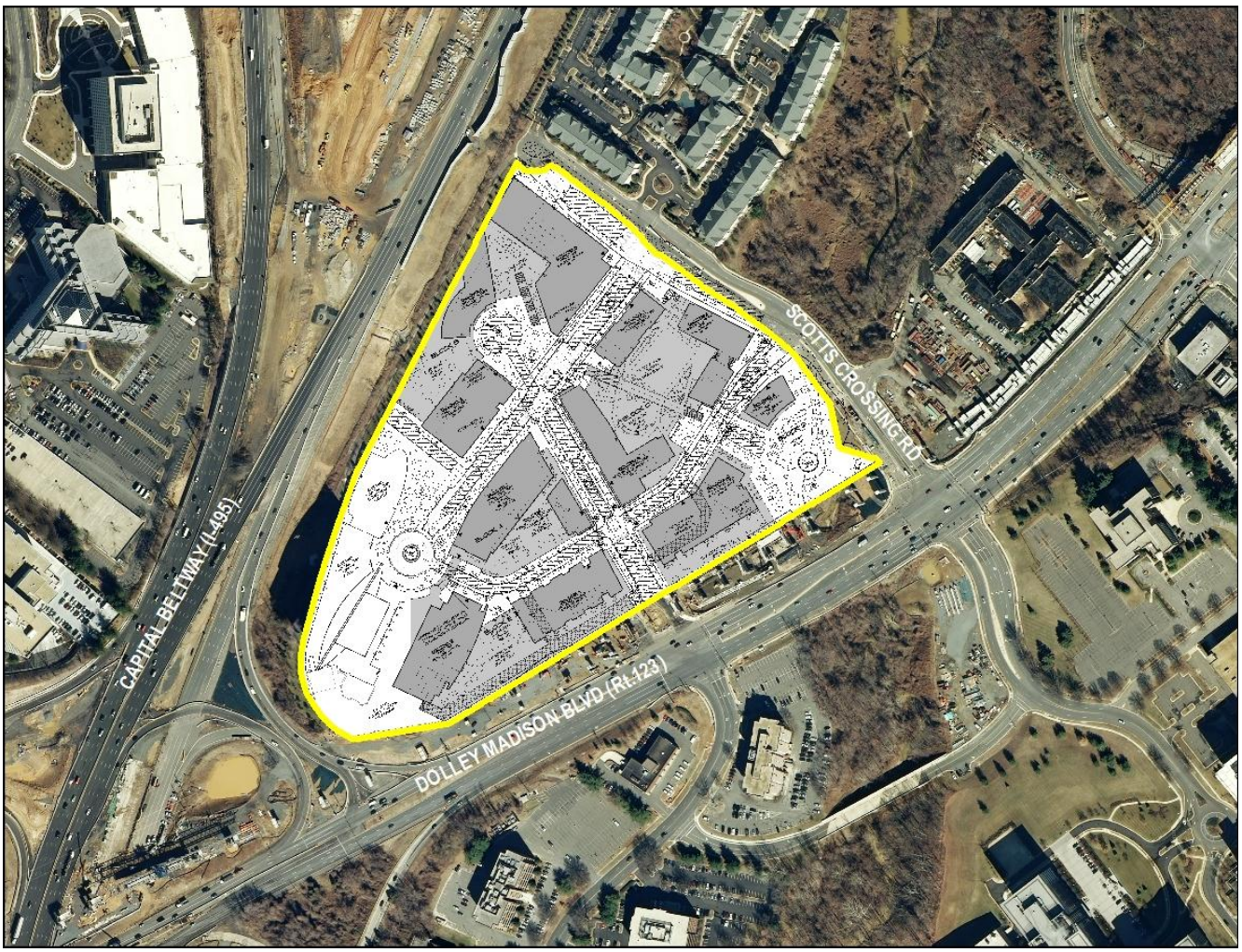


*Image depicted is from CDP submitted, dated – June 13, 2012

SITE AREA: 29.20 acres

The application information listed below is based upon the available data by the applicant.

LAND USES

The land uses shown in the table below are the maximum levels for each option proposed; actual approved or developed levels may differ.

	Office	Retail	Residential	Hotel	Total
Existing	*504,000*	*0*	*0*	*0*	*504,000*
Total Approved	**3,182,153 (64%)**	**110,876 (2%)**	**1,229,608 (25% / 1,230 du)**	**416,886 (8.4%)**	**4,969,523* (3.88 FAR)**

* Total includes 30,000 sq.ft. of Governmental/Institutional use associated with proffered Community Center

RESIDENTIAL AND EMPLOYEE POPULATION

	Residents	Employees
Estimated Current:	0	1,680
Estimated Proposed:	2,153	11,160

GENERAL DESCRIPTION

The development will create new urban blocks near the McLean Metrorail station. The development is oriented around the three new streets internal to the site and three parks provided onsite. It will consist of office and residential towers with both underground and above ground parking structures and uses such as retail and public facilities at the ground level will activate the ground plane. The development will include a variety of public and private park spaces, as well as integration of the pedestrian and retail realms. A 30,000 sq.ft. public community center will also be included in the development.

There is a variety of building heights proposed among the twelve structures proposed, which range from a low of 42 feet for an existing conference center to a height of 390 feet for a signature office building.

The applicant committed to the Plan recommendation of 20% of the residential dwelling units as affordable or workforce housing units.

TRANSPORTATION ELEMENTS

The applicant committed to creating a grid of public streets establishes the urban block pattern within the district. The applicant has also committed to dedicating approximately 1.65 acres along Scotts Crossing Road frontage to accommodate the road widening associated with the connection of the Jones Branch Connector / Scotts Crossing over the Beltway.

With the application, the applicant has agreed to contribute to the Tysons Road fund, join a transportation Service District, and contribute to the Tysons-wide Road Improvements fund.

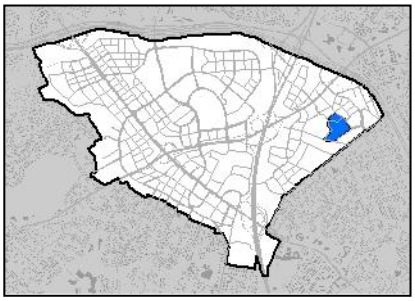
In addition, the applicant has proffered to a TDM program to meet the trip reduction goals outlined in the Plan which increase as the square footage of total development in Tysons increases.

ENVIRONMENTAL & PUBLIC FACILITY ELEMENTS

The applicant proffered to pursue LEED silver certification for the non-residential development and certification for the residential development. In addition, the applicant included provisions for the retention and reuse of the first inch of rainfall on the site. The application includes commitments to assess the feasibility for infrastructure required to provide electrical vehicle charging stations and to explore the potential for shared energy systems.

A large metro urban park is proposed at the entrance to the McLean Metrorail station, on the corner of Scotts Run Crossing Rd. and Dolley Madison Blvd. to enhance the station area and create a focal point within the neighborhood. The applicant also shows a common green with youth athletic field and playground in its residential block and a civic plaza near the hotel and office block which will likely contain the Community Center.

MITRE 5 (RZ 2010-PR-023)



Request to rezone to the PTC District; CDP/FDP.

The applicant is proposing to add one additional office building and one free standing parking structure to the existing MITRE campus, to create a campus of four buildings and three structured parking garages.

Additional information on this case can be found at http://www.fairfaxcounty.gov/tysons/development/

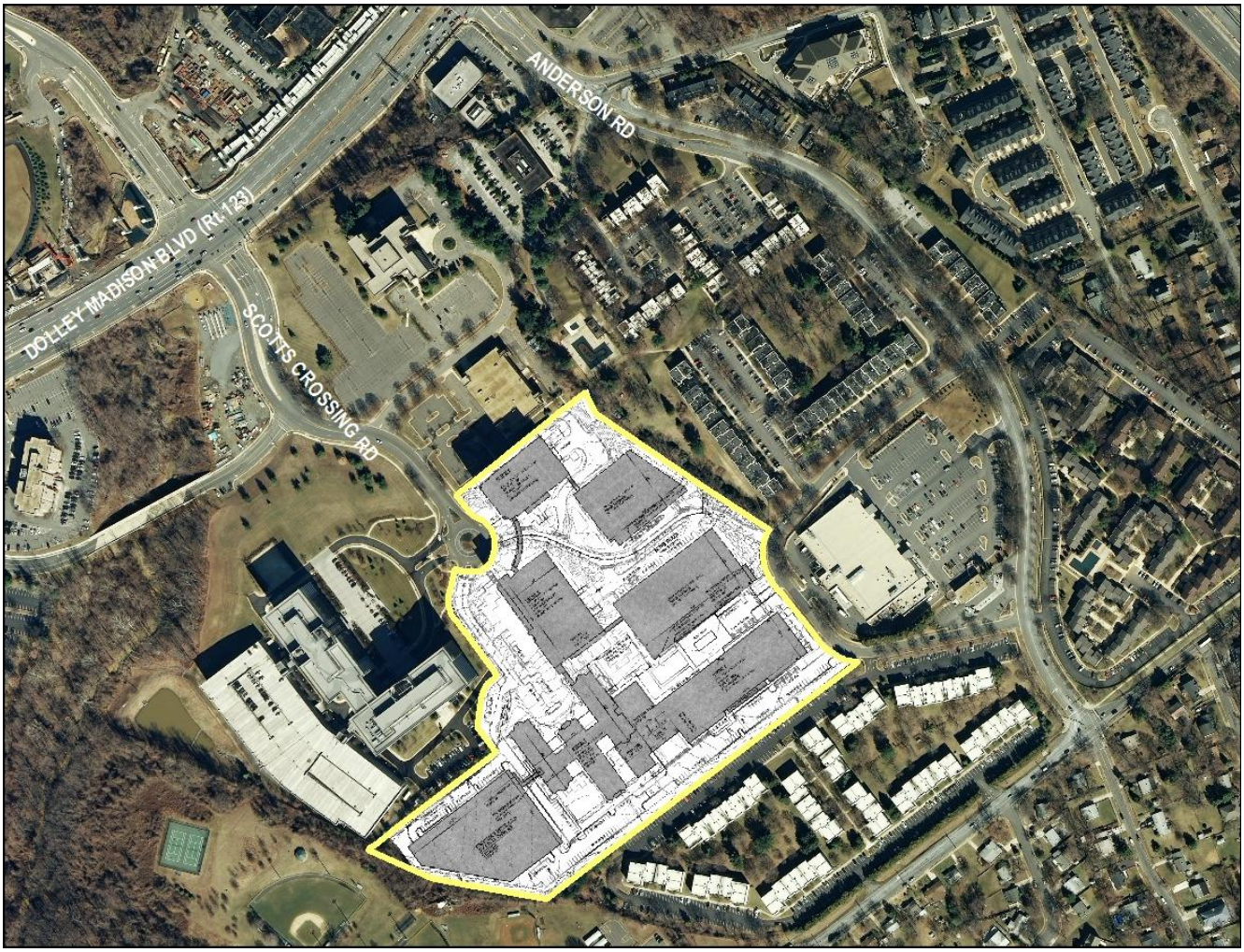


*Image depicted is from CDP/FDP submission, revised November 16, 2010

SITE AREA: 19.60 acres

The application information listed below is based upon the available data by the applicant. Many of the buildings contained within the application are existing and are proposed to remain.

PROPOSED LAND USES

The land uses shown in the table below are the maximum levels for each option proposed; actual approved or developed levels may differ.

	Office	Retail	Residential	Hotel	Totals
Existing	*820,591*	*0*	*0*	*0*	*820,591 (0.95 FAR)*
Total Proposed	**1,367,341***	**0**	**0**	**0**	**1,367,341 (1.6 FAR)**

*This includes 55,000 sq.ft. of cellar space that is expected to be limited to mechanical use

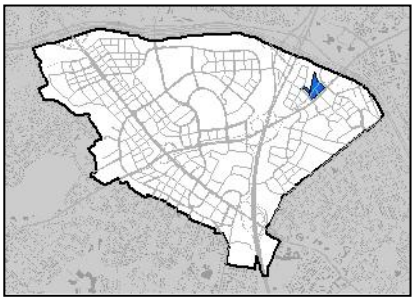
RESIDENTIAL AND EMPLOYEE POPULATION

	Residents	Employees
Estimated Current:	0	2,735
Estimated Proposed:	0	4,560

GENERAL DESCRIPTION

The only proposed new building is proposed to have a maximum height of 135 feet and incorporate architectural techniques to transition the building height to the existing garden-style apartments contained in The Commons and single family detached dwellings located to the south of the site in Pimmit Hills. The application may be amended to include additional land area, and potentially add an additional structure.

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



Request to rezone to the PTC District; CDP.

The applicant proposes to redevelop an existing office property from a low-density commercial development to a higher-density mixed-use development. The application proposes two options for the site. The first option consists almost entirely of office development in two buildings, with a small amount of supporting retail use. The second option consists of a mixed-use development, with commercial, residential and retail uses in five multi-story structures.

Additional information on this case can be found at http://www.fairfaxcounty.gov/tysons/development/

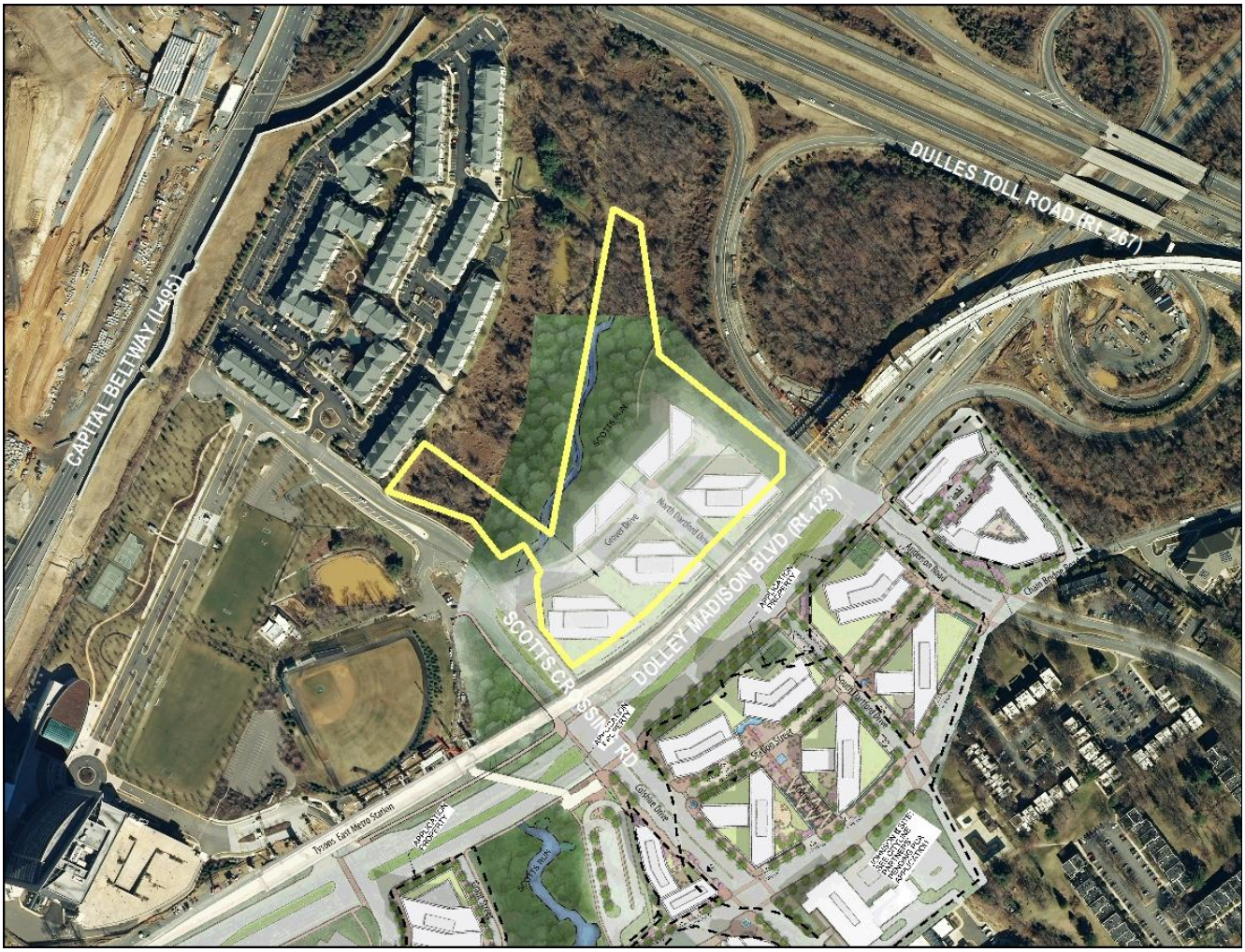


*Image depicted is from CDP submitted, dated – August 1, 2012

SITE AREA: 9.40 acres

The application information listed below is based upon the available data by the applicant.

PROPOSED LAND USES

The land uses shown in the table below are the maximum levels for each option proposed; actual approved or developed levels may differ.

	Office	Retail	Residential	Hotel	Totals
Existing	*170,537*	*0*	*0*	*0*	*170,537 (0.42 FAR)*
Total Proposed Option 2*	**1,274,000 (70%)**	**25,480 (1%)**	**510,000 (28% / 464 du)**	**0 (0%)**	**1,809,480 (2.91 FAR)**

*Option 1 proposes 1,279,000 sq. ft. of office, 5,000 sq. ft. of retail, and no residential uses.

RESIDENTIAL AND EMPLOYEE POPULATION

	Residents	Employees
Estimated Current:	0	570
Estimated Proposed:	810	4,300

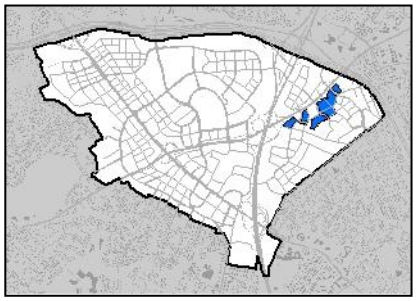
GENERAL DESCRIPTION

Access to the buildings is proposed from a new roadway that parallels Route 123 and that may connect to the ramp from the Dulles Access Toll Road.

A variety of building heights is shown for the five structures proposed in the mixed use alternative, ranging from a low of 208 feet near the existing park and neighboring multifamily residential development of the Gates of McLean up to 273 feet at the intersection of Scotts Run Crossing and Route 123, near the new McLean Metrorail station.

The applicant is proposing to integrate urban parks within the development and provide stream restoration efforts Scotts Run, which is currently in a degraded condition.

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



Request to rezone to the PTC District; CDP with FDP for a portion of the site.

Scotts Run Station South consists of two applications, as the portions of the site are not contiguous. The applicant proposes to redevelop existing office properties from a low-density commercial development to a higher density, transit-oriented, mixed-use development. The development proposes a mix of office, hotel, residential, and retail options spread among 16 multi-story buildings.

A FDP has been submitted on the Garfield site (the area north of Anderson Road).

Additional information on this case can be found at http://www.fairfaxcounty.gov/tysons/development/

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

SITE AREA: 36 acres

The application information listed below is based upon the available data by the applicant.

PROPOSED LAND USES

The land uses shown in the table below are the maximum levels for each option proposed; actual approved or developed levels may differ.

	Office	Retail	Residential	Hotel	Totals
Existing	*439,899*	*0*	*0*	*0*	*439,899 (0.28 FAR)*
Total Proposed	**3,551,040 (55%)**	**109,520 (2%)**	**2,597,130 (40% / 1,9,17 du)**	**218,200 (3%)**	**6,475,890 (4.13 FAR)**

RESIDENTIAL AND EMPLOYEE POPULATION

	Residents	Employees
Estimated Current:	0	1,465
Estimated Proposed:	3,449	12,240

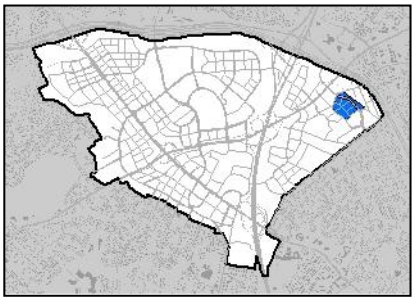
GENERAL DESCRIPTION

The proposed development will create new urban blocks and will redevelop older existing office structures. Among other street additions, the applicant is proposing to extend Colshire Meadow Drive from its terminus with Colshire Drive to Anderson Road.

There is a variety of building heights proposed among the sixteen structures proposed, which range from a low of 70 feet up to a height of 400 feet closest to the McLean Metrorail station along Route 123.

The applicant is proposing to integrate urban parks within the development, and orient much of the development around Scotts Run Stream Valley Park. Enhancement and restoration of Scotts Run Stream Valley Park has the potential to transform the park into a linear urban park with a possible trail system. A full-size athletic field and a fire station are also proposed.

The Commons (RZ 2011-PR-017)



Request to rezone to the PTC District; CDP.

The applicant proposes to redevelop a residential complex currently developed with 12 low-rise garden apartments known as The Commons. Two options are proposed. Under Option 1, all of the existing apartments would be removed and redeveloped with seven new multi-family residential buildings and two large public parks. Under the alternative option, one of the existing low-rise garden apartments will be retained and the amount of park space proposed would be reduced.

Additional information on this case can be found at http://www.fairfaxcounty.gov/tysons/development/

*Image depicted is the Overall Plan (Sheet L-4) from CDP dated May 21, 2012

SITE AREA: 20.96 acres

PROPOSED LAND USES

The land uses shown in the table below are the maximum levels for each option proposed; actual approved or developed levels may differ.

	Office	Retail	Residential	Hotel	Totals
Existing	*0*	*0*	*390,000 (331 du)*	*0*	*390,000 (0.45 FAR)*
Total Proposed*	**0**	**0**	**2,614,800 (100% / 2,564 du)**	**0**	**2,614,800 (2.86 FAR)**

*Option 1 – Maximum Residental

RESIDENTIAL AND EMPLOYEE POPULATION

	Residents	Employees
Estimated Current:	662	0
Estimated Proposed:	4,490	0

GENERAL DESCRIPTION

The applicant has proposed two large park areas, Anderson Park and Park Commons, which would add over 7 acres of parkland and would serve as focal points and passive and active recreation amenities (including a full-size athletic field) for the greater Tysons East neighborhood. Enhanced pedestrian corridors would allow residents to take full advantage of the adjacent transit node at the McLean Metrorail station and the adjacent retail development, Commons Shopping Center. The applicant is also proposing to add to the grid of streets by creating Dartford Drive.

There are a variety of building heights proposed among the seven structures proposed, which range in proposed heights from a low of 135 feet up to a height of 235 feet, with the tallest three buildings located closest to the McLean Metrorail station.

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