

# REPORT TO BOARD OF SUPERVISORS ON TYSONS

## 2015



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## **INTRODUCTION**

On June 22, 2010, the Fairfax County Board of Supervisors (Board) adopted a new Comprehensive Plan (Plan) for the Tysons Corner Urban Center (Tysons). The Plan for Tysons is an essential element in the County's strategic efforts to effectively and efficiently manage future growth. The Plan created a vision for the County's largest downtown that was designed to take advantage of the new stations planned as a part of the Silver Line extension of the Metrorail transit system. Phase I of the 23-mile Silver Line extension, including four new Metrorail stations in Tysons and one in Reston, began operation on July 26, 2014. It is anticipated that by 2050 Tysons will be transformed into a walkable, vibrant urban center, with over 100,000 residents and 200,000 jobs. Tysons will become a 24-hour place where people live, work and play.

Much of what exists today will need to redevelop to support the new vision for Tysons. For example, the vehicle-based road network will transition into a multi-modal transportation system providing transportation choices for residents, employees and visitors. In addition, 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 implementation. As part of the monitoring process, the Board charged County staff with preparing a periodic report on Tysons. This is the fifth such Annual Report, covering the time period from October 2014 through September 2015.

In the 12 months since the last report was released significant milestones have been met. Private construction continues; three major buildings were delivered this year and seven are currently under construction. A summary of the significant activities follows; additional details and information are provided in subsequent sections of this report. The VITA at Tysons Corner Center, a 28-story residential building with 429 units and the Hyatt Regency hotel were delivered, completing construction of the Phase I development at the Tysons Corner Center. Tysons Overlook, an 11-story office building, was also delivered and began occupancy. In addition, considerable work has been undertaken to implement the vision for Tysons, including the completion of a number of transportation studies; ongoing construction on public facilities and infrastructure projects; completion of the Tysons Park System Concept Plan; delivery of the first new athletic fields; and, approval of three additional major rezoning applications.

To augment the monitoring actions recommended in the Plan, the Board adopted 20 Follow-on Motions related to Plan implementation. These follow-on motions, and status updates on them, are included in Appendix A of this report.

The sections of this report address in detail the actions occurring in Tysons relating to land use, transportation, the environment, parks and public facilities, and urban design. Appendix A includes

information on the Board's Follow-on Motions, as noted, as well as additional information on County process modifications and other initiatives. Details on development activity, including rezoning applications and site construction plans for all major applications, are included in Appendix B.

### *Outreach and Implementation*

A culture of public outreach with a collaborative approach involving stakeholders has been critical in reaching the milestones achieved to date. This approach remains critical to meet all the goals set forth in the Plan for Tysons.

The Tysons webpage [www.fairfaxcounty.gov/tysons](http://www.fairfaxcounty.gov/tysons) continues to serve as the primary point of entry for information about Tysons. The website contains information on the Plan and pending amendments, upcoming public meetings, general news of interest in Tysons, planning efforts, and development applications submitted and approved within Tysons.

On June 8, 2015, the County held its sixth community open house to showcase activities occurring in Tysons, including County-led efforts, private sector development proposals and other public and non-profit initiatives. The open house was attended by approximately 75 people and provided an opportunity for information sharing and continued engagement in the transformation of Tysons.

The Tysons Partnership, formed in 2011, continues to work with its members and staff on a variety of issues related to the development of Tysons. The Partnership website can be found at: [tysonspartnership.org](http://tysonspartnership.org).

**LAND USE**

The 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 redevelop as compact, mixed-use transit-oriented developments (TODs) and neighborhoods. This land use pattern focuses growth near the Metrorail stations by allocating higher intensity development in the areas closest to the stations. Monitoring the progress of land use change in Tysons consists primarily of tracking existing, proposed, approved, and constructed developments.

**Existing Land Uses**

Figures L1, L2 and Table L1 illustrate the land use patterns and existing development levels within Tysons in 2015. The existing pattern of development continues to be characterized by segregated land uses and low levels of residential development relative to office uses, although this pattern is changing with the new developments that have been delivered and those that are under construction.

Figure L1: Existing Land Use Pattern in Tysons

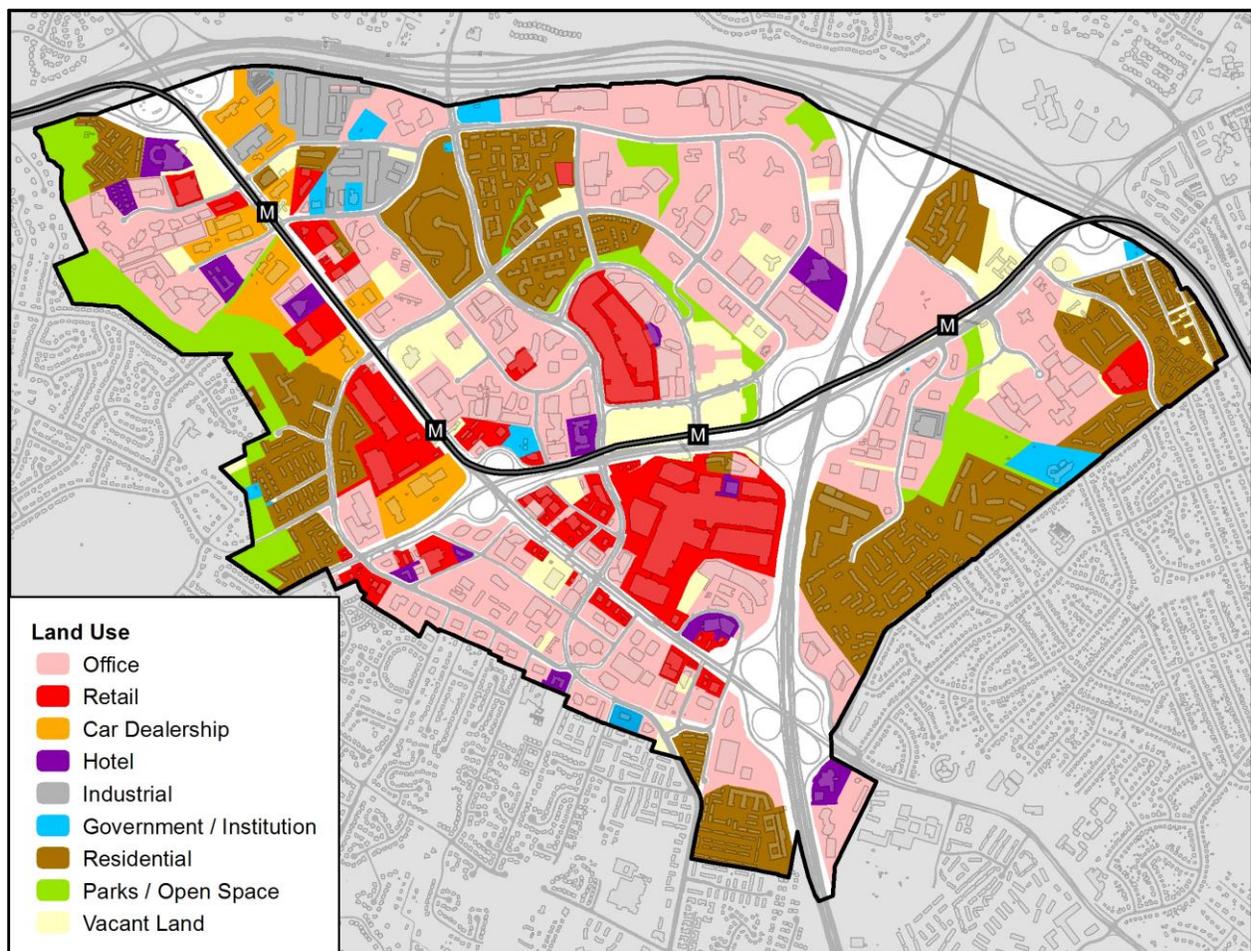
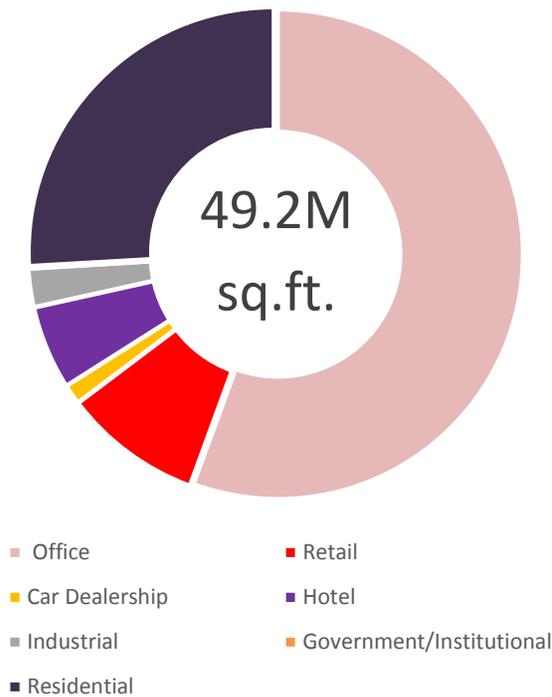


Figure L2: Existing Development in Tysons



The existing development is estimated to support approximately 20,000 residents and up to 93,000 employees. The majority of development within Tysons today remains office use, which, by square feet, is approximately 56% of the total developed land use. The residential component of Tysons is a quarter of all uses by gross floor area (26%), with 90% of all dwelling units in multi-family structures.

Table L1: Existing Development Levels within Tysons as of January 1, 2015

Land Use	Gross Floor Area (square feet) <sup>1</sup>
Office	27,585,000
Retail	5,240,000
Car Dealership	628,000
Hotel	2,550,000
Industrial	1,003,000
Government/Institutional	25,000
Residential (sq. ft.)	12,146,000
Residential (units)	10,380
Total All Uses	49,178,000

1. Rounded to nearest 1,000

**Land Use Changes Over Time**

The Plan envisions that the proportion of residential development to overall development will increase as development occurs. *Figure L3* depicts changes in land use since Plan adoption. In 2011, residential square footage was approximately 23% of the total development within Tyson. In 2015, residential uses comprise 25.5% of the development, and when the buildings currently under construction are delivered (within the next three years), that will rise to 27%. This reflects the delivery of over 3 million square feet of additional residential development since 2011.

*Figure L3: Change in Land Use: 2011 to 2015*



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

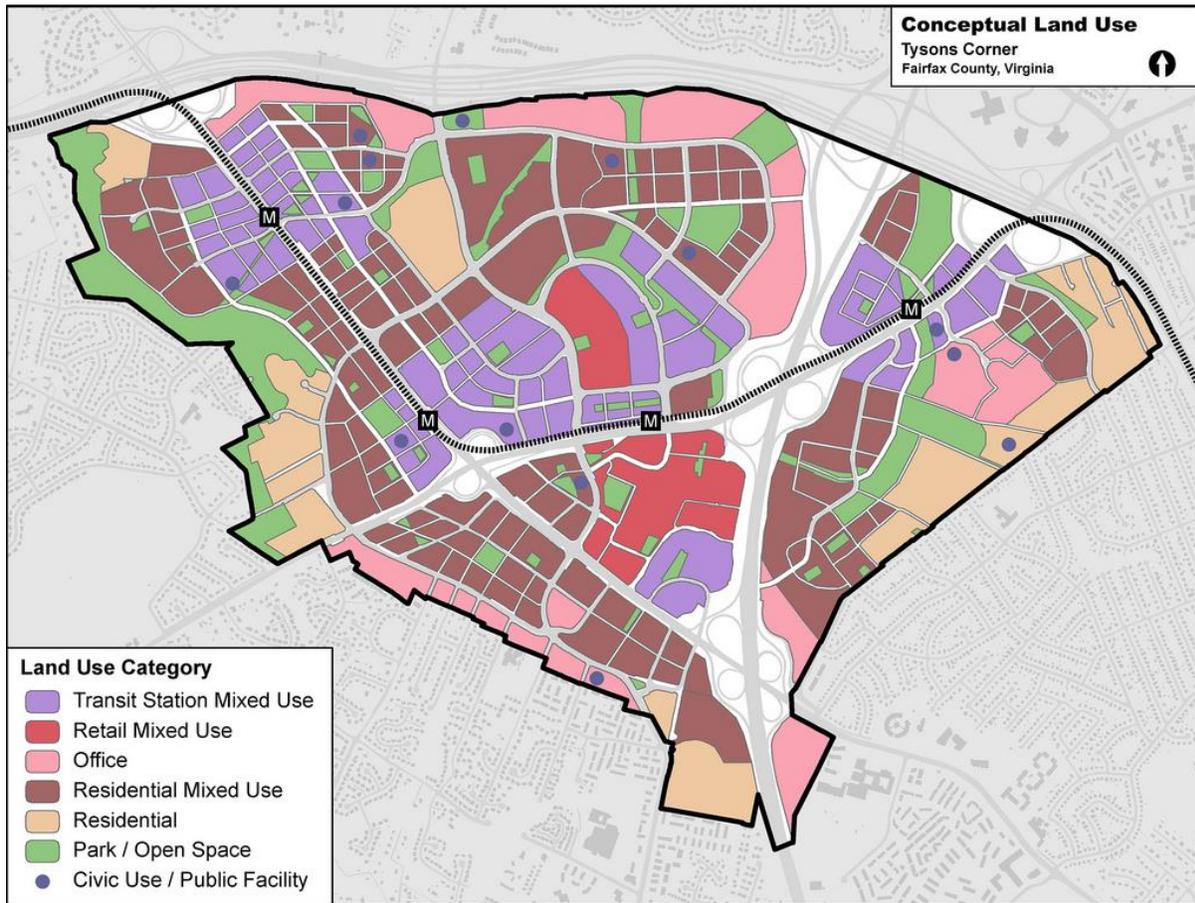
The Plan has a goal of four jobs per household, which likely entails approximately 35% of developed area being in residential uses (depending upon the types of employment and residential unit sizes). The jobs to household ratio within Tysons has improved from 12.4/1 in 2005, to 11.7/1 in 2010, and to 8.9/1 in 2015. This reflects almost a quarter of the change needed to meet the Plan’s recommended ratio of jobs per household.

It is significant that this increase in residential as a percentage of land use is occurring while Tysons as a whole is growing. From 2011 to 2015, the total square feet of development within Tysons increased over 4%. In addition, there is significant construction underway within Tysons today. Seven buildings, totaling over 3 million square feet, are anticipated to be delivered within the next three years.



## Conceptual Planned Land Uses

Figure L4: Planned Conceptual Land Use



Up to 100,000 residents and 200,000 employees are expected in Tysons by 2050. Future land uses are planned to be mixed, either vertically (in the same building) or horizontally (within a distance of two or three blocks). This mixing of uses will reduce the separation among residents, workers, and services, thus encouraging walking, biking and transit usage.

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

Changes to the land use pattern since publication of the 2014 Annual Report include completion of the Phase 1 development at Tysons Corner Center, consisting of the Vita residential building, the Hyatt Regency hotel and retail structures; and, completion of the Tysons Overlook building, an 11-story office building.

Redevelopment of sites has resulted in the demolition of some older office and retail buildings. A summary of development activity is included later in this section.

*Table L2: Comprehensive Plan Goals: Projected Population, Employment and Building Space*

<b>Year</b>	<b>Population</b>	<b>Employment</b>	<b>Gross Floor Area (square feet)</b>
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**

Twenty-two major rezoning applications, which are defined as those applications with rail-related intensities or densities, have been approved in Tysons. Six of these were approved by the Board prior to 2010 (Plan adoption), with an additional 16 Planned Tysons Corner Urban Center District (PTC) applications approved since that time. Of the sixteen PTC applications, three were approved since the last annual report was published in October 2014.

*Figure L5* depicts the general location of the 22 approved major rezoning applications. *Table L3* provides updates on these applications, focusing on activity that has occurred this year. *Figure L5* and *Table L3* treat concurrent applications by the same applicant as a single unit (for example, Scotts Run Station South is technically two zoning applications, RZ 2011-PR-010 and RZ 2011-PR-011, but is depicted as one development; therefore the 22 approved rezonings are shown as 17 applications). Additional details on applications is located in Appendix B.

Figure L5: Approved Major Applications

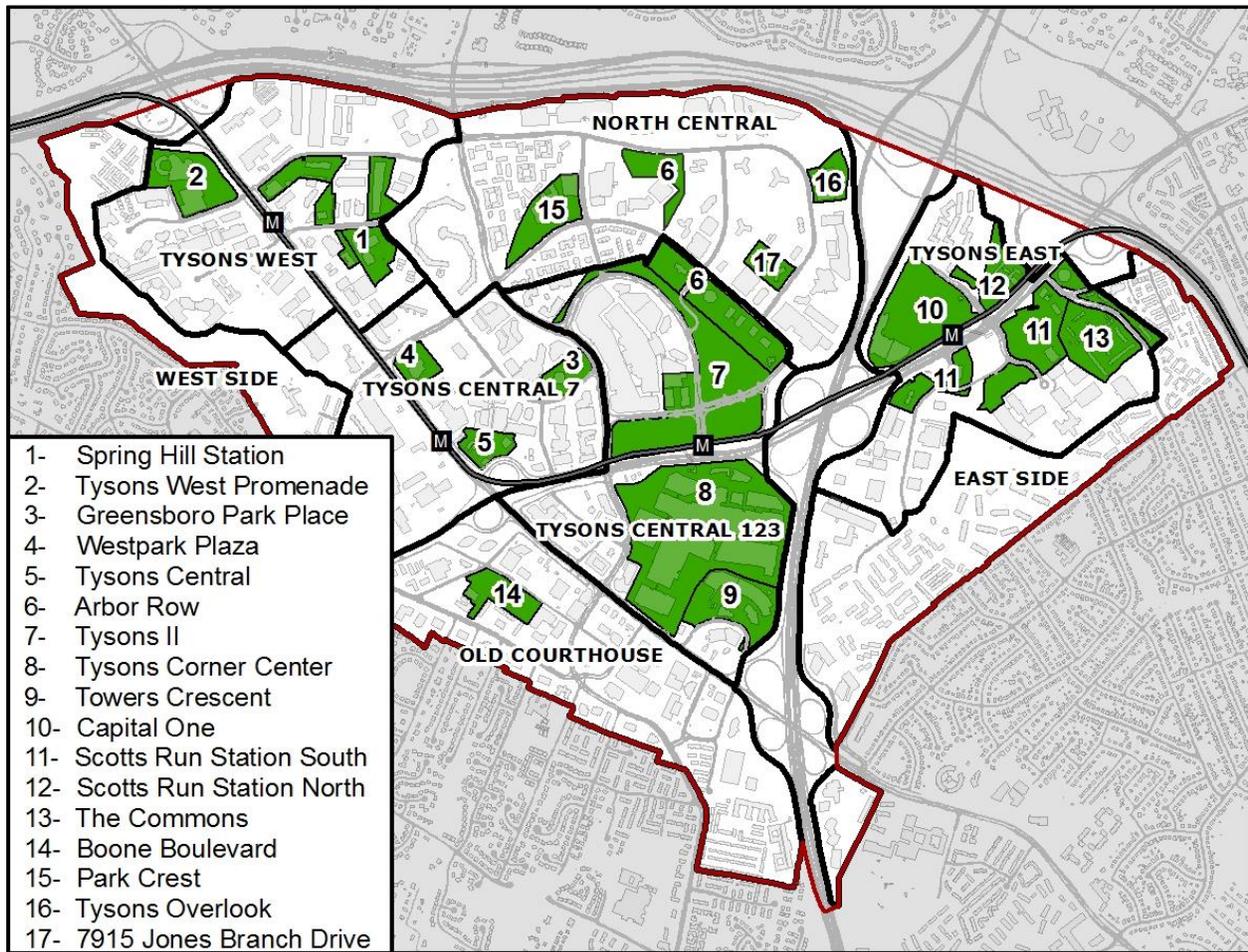


Table L3: Current Activity on Approved Major Applications (by District)

Development / Application(s) (Board Approval Date)	Current Activity (October 2014 – September 2015)
<b>Tysons West District</b>	
1 - Spring Hill Station: RZ 2010-PR-014A/014B (9/27/2011) RZ 2010-PR-014D/014E (2/12/2013)	<ul style="list-style-type: none"> <li>Construction underway for a 34-story residential building, Elan Tysons West, associated with RZ 2010-PR-014D, pursuant to Site Plan 8158-SP-004</li> </ul>
2 - Tysons West Promenade: RZ 2011-HM-032 (9/24/2013)	<ul style="list-style-type: none"> <li>Site Plan (6279-SP-003) under review for a 6-story residential building</li> </ul>
<b>Tysons Central 7 District</b>	
3 - Greensboro Park Place: RZ 2012-PR-002 (2/25/2014)	<ul style="list-style-type: none"> <li>No current activity</li> </ul>

<b>Development / Application(s) (Board Approval Date)</b>	<b>Current Activity (October 2014 – September 2015)</b>
4 - Westpark Plaza: RZ 2013-PR-009 (11/18/2014)	<ul style="list-style-type: none"> <li>No current activity</li> </ul>
5 - Tysons Central: RZ 2011-PR-005 (11/19/2013)	<ul style="list-style-type: none"> <li>Site Plan and Building Plan approved related to interim pop-up retail uses (25084-MSP-001).</li> <li>Site Plan for a 34-story residential building is currently under review (1682-SP-001).</li> </ul>
<b>Tysons Central 123 District</b>	
6 - Arbor Row: RZ 2011-PR-023 (11/20/2012)	<ul style="list-style-type: none"> <li>Construction of the Jones Branch fields and Arbor Row Stream Valley Park, proffered public improvements (25530-SP-003)</li> <li>Construction underway on 27-story residential Building E (25530-SP-001)</li> <li>Site plan approved for 10-story office Building F (25530-SP-002)</li> <li>Site plan under review for a 22-story residential Building A2 (25530-SP-004)</li> </ul>
7 - Tysons II: PCA 84-D-049-5 (6/16/2003)	<ul style="list-style-type: none"> <li>Construction underway on an 18-story office building, Building H, 1775 Tysons Boulevard (6028-SP-018)</li> </ul>
8 - Tysons Corner Center: RZ 2004-PR-044 (1/22/2007)	<ul style="list-style-type: none"> <li>Construction completed on remaining Phase I structures: 28-story residential building, Hyatt Regency hotel, and a retail structure (6399-SP-018 )</li> </ul>
9 - Towers Crescent: RZ 2006-PR-028 (10/15/2007)	<ul style="list-style-type: none"> <li>No current activity</li> </ul>
<b>Tysons East District</b>	
10 - Capital One: RZ 2010-PR-021 (9/25/2012) PCA 2010-PR-021 (5/12/2014)	<ul style="list-style-type: none"> <li>Site work underway related to proffered road and recreation improvements (6835-SP-005)</li> <li>Site Plan approved and construction underway for office headquarters, Building 3 (6835-SP-006)</li> </ul>
11 - Scotts Run Station South: RZ 2011-PR-010 (4/9/2013) RZ 2011-PR-011 (4/9/2013)	<ul style="list-style-type: none"> <li>Construction underway for two residential structures on the Garfield block (1217-SP-002)</li> <li>Construction underway on 340,000 square foot office building, MITRE 4 (3538-SP-003)</li> </ul>
12 - Scotts Run Station North: RZ 2011-PR-009 (6/2/2015)	<ul style="list-style-type: none"> <li>No current activity (interim Park &amp; Ride lot in operation)</li> </ul>
13 - The Commons: RZ 2011-PR-017 (6/3/2013)	<ul style="list-style-type: none"> <li>Site plan under review for Building 1 (3797-SP-002)</li> <li>Site work and demolition underway for Building 1 (1217-RGP-002)</li> </ul>

<b>Development / Application(s) (Board Approval Date)</b>	<b>Current Activity (October 2014 – September 2015)</b>
<b>West Side District</b>	
<i>No Approved Major Applications</i>	
<b>Old Courthouse District</b>	
14 -Boone Boulevard (Tycon): PCA C-597-4 (7/21/2008)	<ul style="list-style-type: none"> <li>No current activity</li> </ul>
<b>Tyson's North Central District</b>	
15 -Park Crest: RZ 2002-PR-016 (5/11/2001)	<ul style="list-style-type: none"> <li>No current activity</li> </ul>
16 -Tysons Overlook (MRP): SEA 94-P-040 (5/18/2011)	<ul style="list-style-type: none"> <li>Construction completed on an 11-story office building (24989-SP-002)</li> </ul>
17 – 7915 Jones Branch Drive: RZ 2014-PR-004 (12/2/2014)	<ul style="list-style-type: none"> <li>Site plan under review (3797-SP-002)</li> <li>Site work and building demolition approved (1211-RGP-001)</li> </ul>
<b>East Side District</b>	
<i>No Approved Major Applications</i>	

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

**Major Applications Approved**

As noted, 22 major rezoning applications have been approved in Tysons. Their Conceptual Development Plans (CDPs) set the maximum development level for the project and uses by building, although optional development scenarios may have been approved for some or all of the buildings. Different maximum development levels for residential and non-residential uses may result based on the option(s) constructed. Following or concurrent with the approval of the rezoning and CDP is a Final Development Plan (FDP), approved by the Planning Commission. An FDP may include all or a portion of the site area covered by the CDP, and may propose a lower level of intensity than what was approved on the CDP. Approval of the FDP is a prerequisite for approval of site and building plans under which construction is authorized. While the CDP shows the maximum approval, it may not be fully implemented for decades. Development approved by FDP can be reasonably expected to occur within a shorter timeframe, and development that has an approved site plan can be expected to occur within the near term.

Table L4 aggregates the total development approved under the major applications in Tysons. As noted, many of the approved applications propose use-options for various buildings, resulting in different

maximum development levels depending on whether a residential or non-residential option is ultimately selected.

*Table L4: Total Maximum Development Approved by Major Applications*

	# of Buildings	Office	Retail	Residential	Hotel	Totals <sup>1</sup>
<b>Under Construction</b>						
	8	1,737,126	43,654	1,716,995 (1,602 du)	0	3,497,685
<b>Approved by Site Plan, Not Under Construction</b>						
	1	198,740	1,260	0	0	200,000
<b>Approved by FDP (Approved Applications)</b>						
	67	10,592,506	4,079,206	9,930,431 (8,804 du)	1,547,300	26,072,251
<b>Approved by CDP (Approved Applications)</b>						
Options that Maximize Non-Residential	130	19,717,726	4,823,571	20,697,095 (19,422 du)	2,566,500	48,584,892
Options that Maximize Residential	131	18,971,726	4,807,571	21,990,595 (20,965 du)	2,242,500	48,732,392

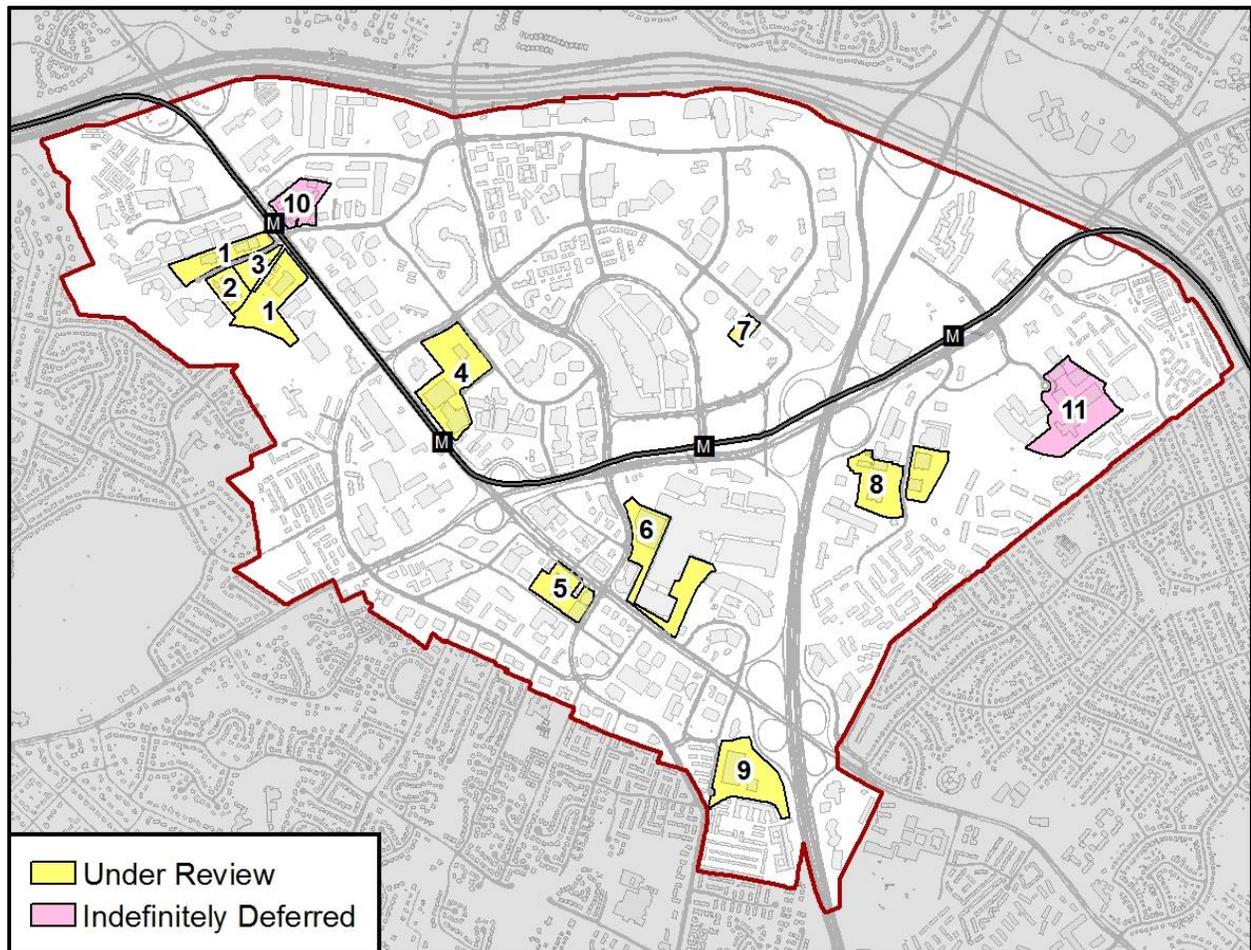
<sup>1</sup> Total may not equal sum of land uses shown as total includes public facility uses and/or applications may include a development cap that is less than the sum of individual land uses

## Major Applications Pending and Indefinitely Deferred

As of September 2015, ten major rezoning applications are pending. Collectively, these ten applications cover approximately 97 acres of land. In addition, two major rezoning applications previously under review have been deferred indefinitely. *Figure L6* illustrates the location of the pending and deferred applications. As with the approved applications, *Figure L6* treats concurrent applications by the same applicant as a single unit (in this case, Dominion Square is technically two zoning applications, RZ 2011-HM-012 and RZ 2011-HM-013 but is shown graphically as one). FDP-only applications are not listed as separate applications in this report, although their development data is included with the associated rezoning.

*Table L5* provides a summary of the combined total of the proposed CDP and FDP development levels for the pending major applications, but does not include those for indefinitely deferred applications. Many of the pending applications propose use options for various buildings which may result in different maximums based on the final use selected. *Table L5* depicts the maximum potential development under the pending CDP options and shows the maximum residential and non-residential development potential that could be constructed.

Figure L6: Pending and Indefinitely Deferred Major Applications



Pending Applications

- 1 – Dominion Square (CARS) (RZ 2011-HM-012, RZ 2011-HM-013)
- 2 – Sunburst at Spring Hill Metro (RZ 2011-HM-027)
- 3 – Perseus at Spring Hill Metro (RZ 2011-HM-028)
- 4 – The Boro (RZ 2010-PR-022)
- 5 – International Place at Tysons (RZ 2015-PR-006)
- 6 – Tysons Corner Center, Phases 3 & 4 (PCA 2004-PR-044-02)
- 7 – Arbor Row, Block D (PCA 2011-PR-023)
- 8 – The Highland District (RZ 2014-PR-021)
- 9 – Tysons Technology Center (PCA 75-7-004-3)

Indefinitely Deferred Applications

- 10 – Spring Hill Station / Cherner (RZ 2010-PR-014C)
- 11 – MITRE 5 (RZ 2010-PR-023)

Table L5: Total Proposed Maximum Development in Pending Major Applications

	# of Buildings	Office	Retail	Residential	Hotel	Totals <sup>1</sup>
<b>Proposed by FDP (Pending Applications)</b>						
	25	1,644,918	771,593	3,685,057 (3,297 du)	0	6,101,678
<b>Proposed by CDP (Pending Applications)</b>						
Options that Maximize Non-Residential	40	5,220,104	901,873	8,142,096 (7,943 du)	858,800	13,602,256
Options that Maximize Residential	39	4,775,104	896,873	8,542,096 (8,343 du)	858,800	13,552,256

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

### Tysons Total Development Levels and Land Use Mix

Staff is monitoring progress towards achieving the planned mix of uses and intensity within Tysons. Table L6 provides the current existing development level and land use mix, amount of development under construction, amount of approved but unbuilt development, and amount of development proposed with pending rezoning applications (using the option that maximizes non-residential development). The specific development levels and land use mixes are subject to change during the rezoning process for pending applications and/or subsequent to rezoning approval but prior to construction based upon options selected or choices to develop less than the maximum amount approved. Any such changes will be monitored and reflected in future Annual Reports. Indefinitely deferred applications are not reflected in this table.

Table L6: Tysons Development Levels: Existing, Under Construction, Approved and Proposed

	Existing Development	Under Construction	Approved Development <sup>1</sup>	Proposed Development <sup>1</sup>	Total
Office <sup>2</sup>	28,588,000	1,737,126	9,982,293	4,576,574	44,883,993
Retail <sup>3</sup>	5,868,000	43,564	661,257	866,353	7,439,174
Hotel	2,550,000	0	1,452,696	700,279	4,702,975
<b>Total Non-Residential</b>	<b>37,031,000</b>	<b>1,780,690</b>	<b>11,647,297</b>	<b>6,143,206</b>	<b>56,602,193</b>
Residential	12,645,000	1,716,995	15,580,218	8,142,096	37,585,309
Residential Units	10,392	1,602	14,713	8,408	35,515
<b>Total Development</b>	<b>49,178,000</b>	<b>3,497,685</b>	<b>27,708,076</b>	<b>14,304,295</b>	<b>94,688,056</b>

1 Net increase over existing level, less amount under construction

2 Includes industrial uses

3 Includes car dealerships

## Population

Staff is monitoring the number of dwelling units proposed, approved and constructed, which, along with other data, is used to develop population estimates. Staff is also monitoring non-residential land use, which will be used to develop employment population estimates. *Tables L7* and *L8* summarize the current estimates for existing residential and employment populations, as well as estimates based upon the approved major applications through September 2015, and pending major applications. Indefinitely deferred applications are not reflected in these tables.

As stated above, many of the approved and pending applications propose use-options for various buildings. *Table L7* depicts the estimated population changes under the maximum non-residential development. *Table L8* depicts the estimated population changes under the maximum residential development.

*Table L7: Population Estimates; Maximum Non-Residential Development Options*

	Existing	Under Construction	Approved Development	Proposed Development	Total
Residential Population	20,165	2,804	27,199	14,714	64,882
Residential Units	10,392	1,602	15,942	8,408	35,944
Employment Population	93,000	5,873	35,848	17,699	152,420

*Table L8: Population Estimates; Maximum Residential Development Options*

	Existing	Under Construction	Approved Development	Proposed Development	Total
Residential Population	20,165	2,804	29,899	16,506	69,824
Residential Units	10,392	1,602	17,485	9,432	38,511
Employment Population	93,000	5,873	33,086	16,205	148,164

## Land Use / Public Infrastructure Balance

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

Figure L7: Comparison of Planned Development with Approved and Proposed Development

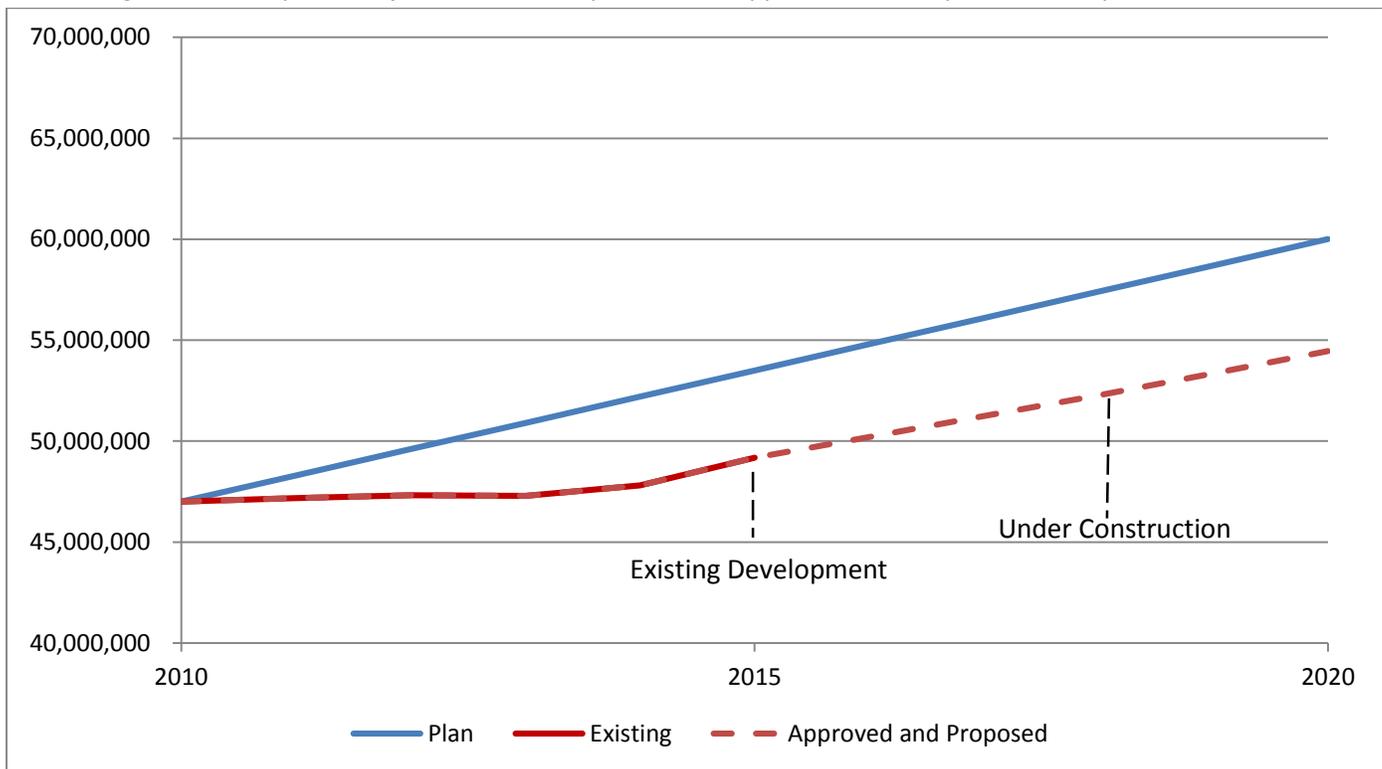


Figure L7 depicts the development levels planned in Tysons (Table L2) compared to existing development levels and those developments either under construction or anticipated to begin construction by 2020 (Table L6). The “Existing” line depicts actual annual development through today. The ‘Approved and Proposed’ line estimates the development rate of those buildings that are under construction or anticipated to be under construction and to be delivered by 2020. For example, the estimated timeline is that all of the buildings currently under construction will be completed by 2018. As shown, the development levels estimated for the near term closely track, but do not exceed, the Plan estimates. The gap between the two lines illustrates the current additional capacity for new development under the Plan projections.

#### Land Use

Significant new development delivered in Tysons since 2010 includes the following:

- The Avalon Park Crest six-story (354 unit) and Ovation at Park Crest nineteen-story (300 unit) residential buildings associated with Park Crest (RZ 2002-PR-016);
- An urban-style Walmart store and a fitness center associated with Tysons West Promenade (RZ 2011-HM-032) but originally approved as a by-right use under the previous zoning;
- Tysons Overlook, an 11-story office building (SEA 94-P-040);
- The Ascent at Spring Hill Station twenty-six-story (404 unit) residential building associated with Spring Hill Station (RZ 2010-PR-014A); and,

- Tysons Tower, a 22-story office building, VITA Residences, a 28-story (429 unit) residential building, the Hyatt Regency hotel, and additional retail associated with Tysons Corner Center Phase I construction (RZ 2004-PR-044).

A number of construction projects are currently underway and are anticipate to be delivered within the next three years. They include the following:

- Five multi-story residential buildings creating approximately 1.3M sq.ft. and 1,200 new residential units. These project include: Elan Tysons West, Nouvelle Apartments, The Commons Building 1 and two buildings at the Tysons Garfield Site.
- Three office buildings creating approximately 1.7M sq.ft. of new office development. These projects include; the Capital One Headquarters, 1775 Tysons Boulevard and MITRE 4.

*Table L3* and Appendix B detail site plans and construction projects that are under review or under construction.

### *Transportation*

There are a number of regional transportation improvements that have been completed since 2010, are currently under construction, or have been funded and programmed. These include:

- Phase I of the Silver Line began service on July 26, 2014. This critical transit service provides the underpinning for the redevelopment of Tysons and includes four Metrorail stations in Tysons and one in Reston providing access from those areas to the Metrorail system.
- Expanded and modified Fairfax Connector and Metrobus service went into effect with the start of Silver Line operations.
- The I-495 Express Lanes (opened November, 2012) created four new high occupancy toll lanes on I-495 and new access points from I-495 into Tysons.
- Three Express Bus Service routes to Tysons started operation in 2013, utilizing the Express lanes.
- The Jones Branch Connector (funded, programmed and in final design) will provide a major east-west connection within Tysons, connecting Rt. 123 with Jones Branch Drive via a new I-495 crossing designed to accommodate vehicles, bicycles, pedestrians and transit uses.
- Twelve of the Tysons Area Metrorail Station Access Improvement Projects have been completed, seven are under construction or will be under construction in the coming year (all are funded and programmed with various timeframes). Information on individual projects may be found at: <http://www.fairfaxcounty.gov/fcdot/silverline/tysonsimp.htm>

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

The transportation benefits resulting from the infrastructure investments of the Silver Line and Express Lanes in and of themselves far out-weigh the additional trips generated by new development that has been delivered in Tysons since the adoption of the Plan. The transportation investments completed, currently under construction, or funded and programmed, are adequate to balance delivered development and development under construction. Staff will continue to assess this balance and report on it in the Annual Reports and will conduct major studies at appropriate intervals. As noted in the Transportation section, monitoring of traffic congestion in and around Tysons (pre and post opening of the Silver Line) will provide additional metrics to assist this assessment in the coming years.

#### *Public Facilities and Parks*

An elevated public plaza at the Tysons Corner Center was opened on July 24, 2014, connecting the newly constructed Tysons Corner Center Phase 1 buildings, the original mall and the Tysons Corner Metrorail station. The plaza is over one acre in size with public art, a children's play area, and additional public amenities and is fully accessible for public use, although privately owned and maintained.

Construction began in December 2013 on Westgate Elementary School to renovate the existing 50,000 sq. ft. of space, and expand the school to a total of over 90,000 sq. ft. Completion of the school expansion is anticipated in 2015.

The Jones Branch Fields and Arbor Row Stream restoration were completed and dedicated to Fairfax County in May 2015. This facility has a full-size rectangle field and an interim youth-size field and stream valley trails, and will serve as the site for a future elementary school.

Office space for the Fire Marshal review team was proffered by application RZ 2014-PR-004 for a period of 10 years in an existing (off-site) building. This no-cost lease has been implemented and the space is in use.

A number of new public facilities and parks have been proffered by the approved zoning applications, as detailed in the Public Facilities section of this report. The type and amount of new development delivered since adoption of the Plan is not anticipated to negatively impact public facility service levels in the Tysons area.

#### **Affordable Housing**

In addition to providing sufficient housing to improve the jobs/housing balance, a critical aspect of the Plan is the provision of housing choices so that a population with a variety of income levels has the ability to live in Tysons. To that end, the Plan encourages affordable and workforce housing in Tysons, and recommends that all projects with a residential component provide 20% of their units as affordable

and/or workforce dwelling units (ADUs/WDUs). All PTC rezoning applications approved to date have committed to provide 20% of their units as affordable/workforce units; based on the total number of units provided, development under residential maximums could result in the creation of as many as 3,500 workforce housing units in Tysons. The Ascent at Spring Hill, which began leasing in 2014, includes 81 WDU units. The VITA at Tysons Corner Center, which began leasing in 2015, includes 39 WDU units.

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

### **Amendments to the Comprehensive Plan**

On March 5, 2013, the Board authorized three Plan amendments, organized by topical areas, to update the Plan based on experience, studies, and planning activities that have been completed since the Plan was adopted in 2010. Although authorized as three separate amendments, subsequent community input led to a decision to review the Plan in three topical phases, but to merge the components into a single amendment prior to the public hearings. Phase 1 covers the implementation, land use, and urban design sections; Phase 2 covers transportation; and, parks and public facilities are addressed in Phase 3.

County staff initiated a public dialogue regarding the Plan amendments in 2013. As a result of the decision to modify the process to a phased review of the various sections followed by a single amendment, public input opportunities were incorporated into the Planning Commission's Tysons Committee review process. Since February 2014, staff has been working with the Planning Commission's Tysons Committee to review proposed edits to the Tysons Plan and gather additional feedback from the public. The draft Plan text (for all three phases) was made available for public review on September 11, 2015. Public hearings on the complete proposed text are expected to occur in Winter 2015-2016.

For more information on the current status of the Comprehensive Plan Amendment:

<http://www.fairfaxcounty.gov/tysons/tysonsplanamendments2013.htm>

## **TRANSPORTATION**

The 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 occurs. The Plan recommends that the increase in development over time be phased and coordinated with the provision of additional transportation infrastructure and capacity, and that developments incorporate programs to reduce vehicular trips. Monitoring the performance of the transportation system as Tysons develops is critical to achieving these goals.

Monitoring overall transportation performance in Tysons relies upon tracking the critical components of the transportation system. These include use of private automobiles, transit, walking and bicycling. In addition to these modal activities, progress towards achieving parking management and transportation demand management goals is being monitored and assessed.

This section includes transportation data obtained through May 2015. The analysis and summary of this data includes the effects of the opening of the Metrorail Silver Line rail service, which began in July 2014.

### **Transportation Infrastructure Improvements Funding**

The Plan recommends that increases in development 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 timeframes can be found in the Comprehensive Plan Table: *Transportation Infrastructure, Programs, and Services, As They Relate to the Level of Development in Tysons* (Table 7; Comprehensive Plan).

The transportation improvements identified in Table 7 of the Plan require significant capital investment, as well as on-going operating funds for increased transit services. At the direction of the Board, the Planning Commission and staff engaged in an inclusive process to address funding of the Table 7 items. On October 16, 2012, the Board endorsed the Planning Commission's transportation funding plan, and approved a series of motions directing staff to implement elements of the funding plan for Tysons. For more details on this process, see Appendix A of this report.

The funding plan, originally estimated at \$3.1 billion dollars, will be reviewed annually and revised as necessary to reflect refined project cost estimates and schedule updates for project implementation. In Fall 2014, the revised total cost for the funding plan was \$300 million less than the original estimate, or \$2.8 billion, primarily due to a recalculation of the future transit needs for Tysons.

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

### *Road Funds*

The funding plan included the establishment of two new road funds for Tysons; these were established on January 8, 2013. A third, previously existing, fund also remains. Contribution rates for all funds are reviewed annually. The three funds, with the 2015 contribution rates, are as follows:

- The Tysons Grid of Streets Transportation Fund (Tysons Grid Fund) creates a mechanism for redevelopment projects to provide construction of or funding for the local grid of streets. The 2015 contribution rates are \$6.71 per GSF of non-residential building structure and \$1,042 per unit for new residential uses. (August 2015 balance: \$19,321,919)
- The Tysons-wide Transportation Fund (Tysons-wide Fund) creates a mechanism for redevelopment projects to contribute towards the Table 7 Tysons-wide transportation improvements (as one of multiple funding sources). The 2015 contribution rates are \$5.87 per GSF of non-residential building structure and \$1,042 per unit for new residential uses. (August 2015 balance: \$925,410)
- The previously existing Tysons Road Fund remains as a funding source for general transportation projects in Tysons. Applications approved prior to the new Plan continue to provide proffered contributions to this fund. The 2015 contribution rates are \$4.36 per GSF of non-residential building structure and \$968 per unit for residential uses. (August 2015: \$931,080)

Of the \$21M in these three funds as of August 2015, the majority (approximately \$18M) was allocated to the Jones Branch Connector, Phase 1 of the Route 123 superstreets project, the Route 123/Route 7 interchange project and the Tysons East Dulles Connector Ramps study. The Board approved updates to these allocations in September 2015.

### *Tysons Transportation Service District*

To provide additional revenue for the Table 7 Tysons-wide projects, the Board established the Tysons Transportation Service District (the Service District), a special tax assessment district which collects revenue based upon the assessed value of all properties within the district. Revenue generated by the district may only be used for transportation improvements within the service district. Appendix A contains information on the formation of the Service District.

The FY2015 tax rate for the Service District is set at \$0.05 per \$100 of assessed value. The Service District has collected \$7.3M through FY2015. Of the \$7.3M collected, the policy is to retain 10% for future debt service reserves, while the majority of the remainder (\$6.4M) is budgeted for projects in FY2016.

In September 2015, the Board approved allocation of Service District funds for the widening of Route 7 (Rt. 123 to I-495), Route 123 (Old Courthouse to Rt. 7) and Route 123 (Rt. 7 to I-495).

## Transportation Studies and Infrastructure Improvements

In recent years, the Fairfax County Department of Transportation (FCDOT) has advanced a number of transportation studies necessary for implementing the Tysons Plan. Highlights of current key studies and infrastructure projects are discussed below. Appendix A contains additional information on previously completed studies.

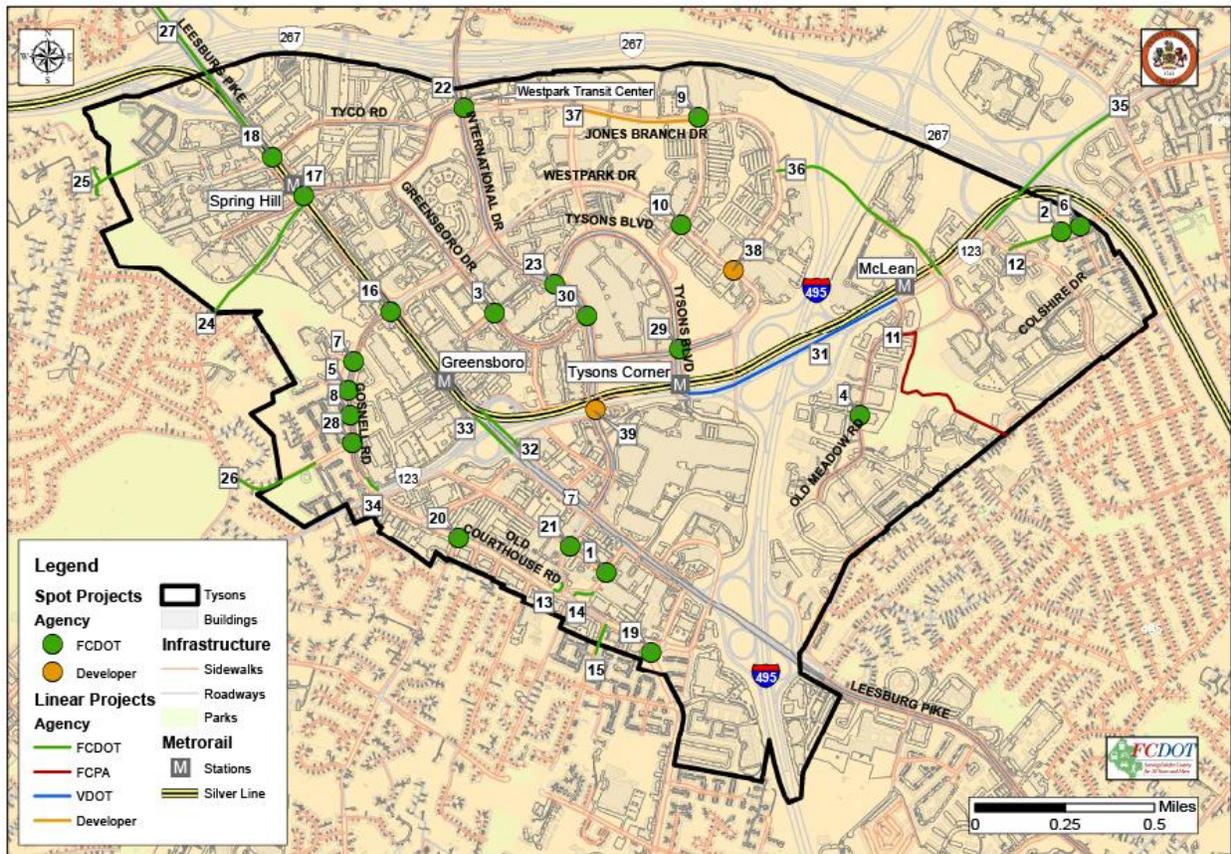
*Jones Branch Connector* – The project will connect Route 123 to Jones Branch Drive via the extension of Scotts Crossing Road. The segment between the I-495 Express Lane ramps and Jones Branch Drive was constructed as part of the I-495 Express Lanes project, and opened in 2012. Final design plans for the connection between Route 123 and the I-495 Express Lanes' ramps are at a 75% level of completion. A location and design public hearing was held in December 2014. The Interchange Modification Report (IMR) and the National Environmental Policy Act (NEPA) reevaluation documents received final approvals from VDOT and FHWA in February 2015. FCDOT is administering the Preliminary Engineering Design and Right-of-Way phases, and will then transfer the project to VDOT for construction administration.

*Tysons Circulator (Initial Operations)* – The first phase of the Circulator System, serving the Metrorail stations in Tysons, was implemented with the opening of the Silver Line Phase 1 and consists of bus service operating in mixed-traffic on existing rights-of-way. The three routes operate within the area defined by Route 7, the Capital Beltway (I-495), and the Dulles Toll Road (Rt. 267). These routes were modified during their first year of operation to improve performance, reliability, and attractiveness, and will continue to be adjusted as new roadway and grid connections are built. One key change expected when the Jones Branch Connector opens, providing a new crossing of the Beltway, is the Route 424 (North Tysons – Spring Hill Metro) route being split into two routes.

*Tysons Metrorail Station Access Improvement Projects* – The Tysons Metrorail Station Access Management Study (TMSAMS), approved by the Board in May 2012, prioritized access improvements to the Metrorail stations in Tysons. Many of the recommended projects were funded in the Board's Four-Year Transportation Plan. In May 2013, the Board approved a project agreement with VDOT for over \$20 million of federal Regional Surface Transportation Program (RSTP) and Congestion Mitigation and Air Quality (CMAQ) funds for preliminary engineering, right-of-way acquisition, utility relocation and construction expenses for TMSAMS transportation improvements. As projects have moved through the design process, opportunities have arisen which have allowed projects to move to construction more quickly by utilizing other funding sources and transferring construction responsibilities to VDOT. This has resulted in a reduced need for RSTP and CMAQ funds for TMSAMS projects. Unutilized funding has been transferred to other projects, including widening the Route 7 Bridge over the Dulles Toll Road.

FCDOT staff is working to design and construct TMSAMS projects. As of August 2015, 12 of the 39 projects have been completed, three are under construction, eight are in design, and 11 are in land acquisition. *Figure T1* depicts the TMSAMS project locations.

Figure T1: Tysons Metrorail Station Access Improvement Projects



Additional information on TMSAMS, including the status of each of the projects, is available at:

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

<http://www.fairfaxcounty.gov/fcdot/tmsams/>

*Route 7 Corridor Transit Study* – The Route 7 Corridor Transit Study is an in-depth assessment of the travel needs in the corridor, including potential recommendations to improve mobility and accessibility to and within the Route 7 corridor between Tysons and the City of Alexandria. Phase I identified a range of transit options that could improve mobility and accessibility in the corridor and narrowed the transit options to be evaluated further in Phase II. Phase II is underway and will be completed in late 2016.

*Tysons Neighborhood Traffic Study* – Phase I of this study analyzed 19 intersections outside of Tysons to determine the impact of the Tysons Plan on these intersections. This analysis was completed in 2010. Phase II of the Tysons Neighborhood Traffic Study was initiated in 2012 and includes an additional 10 intersections, for a total of 29 intersections. Updated land use information based on rezoning approvals and applications associated with the Tysons Consolidated Transportation Impact Analyses (CTIA) and the detailed CTIA travel demand model are being used to analyze intersections and identify mitigation measures. The study is expected to be completed by late 2015, and will provide recommendations to mitigate the impacts of future Tysons development on each of the 29 intersections.

*Countywide Transit Network Study* – The Countywide Transit Network Study is intended to establish a network of high-quality transit corridors in a cost-effective way in order to accommodate the County’s planned growth over the long term. The study includes recommendations on where Metrorail should be extended; where light rail, bus rapid transit and/or streetcar systems are appropriate; and, where dedicated lanes for bus transit could be located and associated right-of-way requirements established. Land use recommendations for certain parts of the County (not within Tysons, but along Route 1 and Route 28), system cost estimates, phasing recommendations and potential funding options will also be included. Comprehensive Plan amendments will follow, as appropriate. While the Countywide Transit Network Study is not specific to Tysons, the resulting recommendations will address the transit network within and around Tysons. A recommendation on a high quality transit network concept is expected to be presented to the Board in late 2015.

*Route 7/123 Intersection Study* – This study of the intersection of Routes 7 and 123 is evaluating four options to reconfigure the intersection: two at-grade intersection options, an elevated plaza option, and an interchange option. All options will be examined with respect to their ability to accommodate projected traffic demands, as well as to facilitate all transportation needs (cars, transit, pedestrians and bicycles) in the context of the urban character Tysons is planned to achieve. A recommendation regarding the final configuration will be reviewed by stakeholders and VDOT. This study is expected to be completed by Spring 2016.

*Route 7 Widening Study (Route 123 to the Capital Beltway)* – A study is being conducted to widen this critical segment of Route 7 between Route 123 and the Capital Beltway. The design will add a lane in each direction to accommodate projected traffic demands and will be integrated with the grid of streets and the intersection configurations recommended by the CTIA Study. The widening study is being conducted in conjunction with the Route 7/123 Intersection Study, and is expected to be completed by Spring 2016.

*Route 123 Superstreet* – This study will analyze a conceptual “superstreet” configuration of intersections along Route 123 between International Drive and Anderson Road. A superstreet configuration changes the way left turns are made, and preliminary results show that a superstreet configuration along Route 123 will decrease traffic congestion significantly. Existing superstreet applications have also resulted in a reduction in accidents. Preliminary design plans (30% level) are being finalized for a section of the superstreet between I-495 and Anderson Road.

*Tysons East Dulles Connector Study* – This effort is reviewing how to facilitate a new connection from the Dulles Connector Road to the Tysons East roadway network, as recommended in the CTIA. The connection proposed would be located in the southwest quadrant of the interchange of Route 123 and the Dulles Connector Road and would provide for alternative roadway connections in the area to help relieve congestion on Route 123. The study will recommend two alternatives to be carried forward for further study. The study is anticipated to be completed by late 2015.

## Travel Monitoring

Travel monitoring is a critical element of assessing the performance of the transportation system serving Tysons. Metrorail to Tysons and the implementation of additional bus service is expected to have a significant impact on the transit mode split. Improved pedestrian and bicycle accessibility to/from Metrorail stations will further encourage transit use and discourage single occupant vehicle use. These changes to travel patterns to, from, through and around Tysons are important in the transformation of Tysons. Early identification of travel changes provides an opportunity to make timely transportation programming and funding decisions, and allows necessary adjustments to be made to the system.

The three primary monitoring metrics are person travel, vehicle travel, and level-of-service analysis (LOS). These are discussed in the following sections.

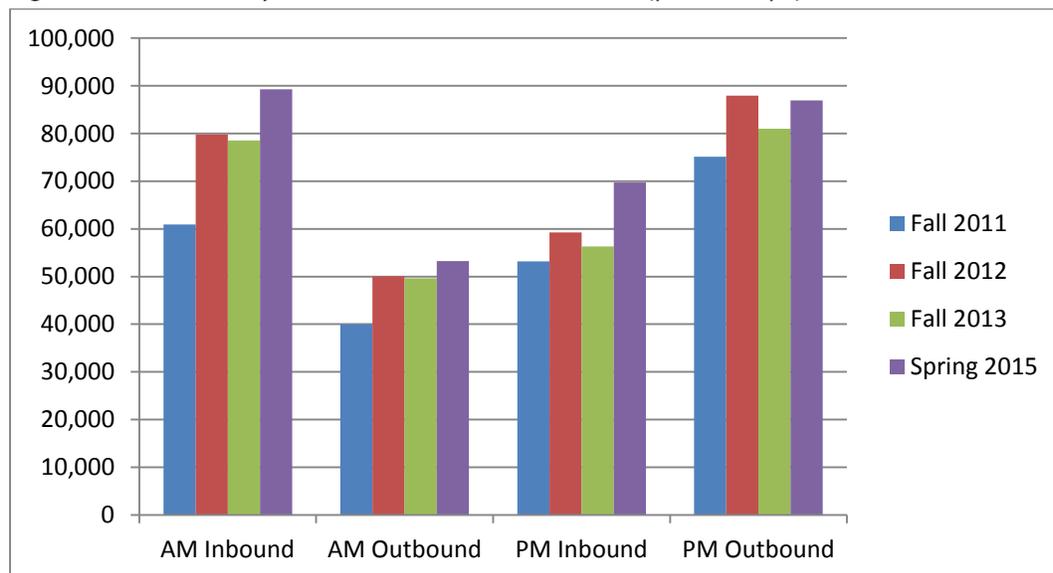
### Person Travel

Inbound and outbound peak period person travel has continued to grow from 2011 to 2015.

- From 2011 to 2014 before the Silver Line opened, AM Peak Period person travel grew 12.5% per year while PM Peak Period person travel grew by 3.5% per year.
- Since the opening of the Silver Line the AM Peak Period person travel grew at a rate of 7% per year and the PM Peak Period person travel grew at a rate of 9% per year.

These changing person travel growth trends are shown in *Figure T2*.

*Figure T2: Trends in Tysons Peak Period Person Travel (person trips)*



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

*Table T1* provides a summary of total person movement entering and exiting Tysons during the AM and PM peak hours and the AM and PM peak periods on a typical weekday. The monitoring of person movement by mode was initiated in 2011. Person trips entering and exiting Tysons (including through trips) are identified through traffic volume counts and transit passenger counts conducted at the boundaries of Tysons. The traffic counts were conducted between 7:00 AM and 7:00 PM. From these counts, AM and PM peak hour data was tabulated for 7:45 – 8:45 a.m. and 5:00 – 6:00 p.m., which represent the busiest hours of travel into and out of the Tysons on a typical weekday. Counts were taken in May 2015, a representative time period that is at the seasonal annual average for travel in the given year. The next set of annual counts will be conducted in April/May 2016.

*Table T1* demonstrates that the peak directions of travel in 2015 during 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. On an average day, over 30,000 persons entered Tysons in the AM peak hour and exited Tysons in the PM peak hour. In assessing peak period travel, the AM inbound and PM outbound directions also continue to be the predominant movements for person travel into and out of Tysons. The table shows approximately 90,000 persons enter Tysons during the AM peak period, with nearly the same, 87,000, exiting in the PM period. In previous years, PM peak period travel (in and out bound combined) has shown more traffic than the AM peak period (in and out bound combined). In 2015, outbound PM peak period travel is less than AM inbound peak period travel. This reduction appears to be due to a drop or shift in ride-sharing during the PM peak period. The total PM peak period travel in 2015 remains higher than AM peak period travel, with 157,000 persons traveling in the PM peak period and 143,000 persons traveling in the AM peak period.

*Table T1* also shows that the predominant mode of travel to/from and through Tysons continues to be the automobile, with vehicle (or auto driver) trips accounting for 76-79% of all trips in the AM peak period and 73-79% in the PM peak period of travel. The transit mode split (rail plus bus) for inbound AM and outbound PM trips is in the range of 9-10%, reflecting a preponderance of work trips. Pedestrian volumes are low, accounting for less than one percent of all travel into and out of Tysons during these critical travel periods.

It is expected as improvements to transit service, pedestrian access and bicycling are made over the coming years, and as additional high density development near Metrorail stations takes place, the percentages of person trips made by transit, walking, and biking will increase to the target levels identified in the Plan.

Table T1: Total Person Travel Entering and Exiting Tysons - 2015

Peak Hour	AM				PM			
	Enter		Exit		Enter		Exit	
Auto drivers/ vehicles	26,315	79.5%	13,955	75.9%	17,484	72.5%	24,650	78.8%
Auto passengers	3,834	11.6%	1,731	9.4%	3,490	14.5%	3,080	9.8%
Rail passengers	2,675	8.1%	2,625	14.3%	3,045	12.6%	3,080	9.8%
Bus passengers	277	0.8%	53	0.3%	44	0.2%	424	1.4%
Pedestrians	22	---	24	0.1%	49	0.2%	63	0.2%
<b>Total:</b>	<b>33,123</b>	<b>100.0%</b>	<b>18,388</b>	<b>100.0%</b>	<b>24,112</b>	<b>100.0%</b>	<b>31,297</b>	<b>100.0%</b>

Peak Period	AM				PM			
	Enter		Exit		Enter		Exit	
Auto drivers/ vehicles	70,563	78.8%	40,314	75.7%	50,812	72.8%	69,035	79.2%
Auto passengers	10,286	11.5%	5,031	9.4%	10,155	14.6%	8,601	9.9%
Rail Passengers	7,862	8.8%	7,719	14.5%	8,456	12.1%	8,561	9.8%
Bus passengers	672	0.8%	146	0.3%	206	0.3%	766	0.9%
Pedestrians	112	0.1%	78	0.1%	121	0.2%	152	0.2%
<b>Total:</b>	<b>89,495</b>	<b>100.0%</b>	<b>53,288</b>	<b>100.0%</b>	<b>69,750</b>	<b>100.0%</b>	<b>87,155</b>	<b>100.0%</b>

Notes:

1. Person travel totals are derived from traffic volume and auto occupancy counts and transit passenger counts taken by the FCDOT in May 2015 and from ridership counts of Express Service by Fairfax, Prince William and Loudoun Counties. Peak periods of travel are 7:00 – 10:00 a.m. and 3:45 – 6:45 p.m. Peak hours of travel are 7:45 - 8:45 a.m. and 5:00 – 6:00 p.m.
2. Auto drivers = vehicle volumes. 'Auto passengers' excludes drivers and is derived from application of typical auto occupancy rates based on data collected in May 2015.
3. Rail passengers are derived from WMATA ridership statistics for peak period travel in April 2015. Peak hour travel is estimated from WMATA OD Ridership Patterns.
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.
6. This table represents vehicles and rail cars entering and exiting Tysons as well as through trips.

A travel survey conducted in Tysons by FCDOT prior to the opening of Silver Line Metrorail service, asked people about features such as their mode of travel, where their trip started, and their parking choices, if they drove. The methodology included the use of intercept (in-person), online and telephone surveys.

The survey targeted key locations within Tysons to ensure a satisfactory sample of respondents capturing a variety of travelers, including employees, residents, and visitors. There were 2,007 responses that were used in the analysis, with 588 identifying themselves as Tysons residents; the responses are shown in *Tables T2* and *T3*. *Table T2*, depicting work trips to Tysons, illustrates ridesharing of 9% and transit use of 6%. *Table T3*, depicting visitor (retail) trips to Tysons, shows a heavier percent of ride-sharing and similar transit use.

*Table T2: Tysons Employees Mode Share*

Origin of Trip	Drive Alone	Shared Ride	Taxi	Transit	Bike	Walk	Number of Trips
Fairfax, Other	87%	10%	0%	2%	1%	0%	402
Alexandria	98%	2%	0%	0%	0%	0%	33
Arlington	91%	5%	0%	4%	0%	0%	74
Washington, D.C.	76%	7%	0%	17%	0%	0%	48
Loudoun	85%	10%	0%	5%	0%	0%	103
Prince William	75%	23%	0%	3%	0%	0%	57
Montgomery	86%	11%	0%	3%	0%	0%	60
Elsewhere	80%	4%	0%	16%	0%	0%	150
<b>All Origins</b>	<b>85%</b>	<b>9%</b>	<b>0%</b>	<b>6%</b>	<b>0%</b>	<b>0%</b>	<b>927</b>

Source: Tysons Travel Survey - 2014 (FCDOT); data collected between November 2013 and July 2014 before the Silver Line started operation.

*Table T3: Tysons Visitors (retail shoppers) Mode Share*

Origin of Trip	Drive Alone	Shared Ride	Taxi	Transit	Bike	Walk	Number of Trips
Fairfax, Other	63%	32%	0%	4%	1%	1%	371
Alexandria	64%	18%	0%	18%	0%	0%	11
Arlington	40%	50%	0%	10%	0%	0%	20
Washington, D.C.	67%	25%	0%	8%	0%	0%	12
Loudoun	50%	38%	0%	12%	0%	0%	8
Prince William	70%	30%	0%	0%	0%	0%	10
Montgomery	75%	25%	0%	0%	0%	0%	20
Elsewhere	35%	49%	0%	16%	0%	0.0%	42
<b>All Origins</b>	<b>60%</b>	<b>33%</b>	<b>0%</b>	<b>6%</b>	<b>1%</b>	<b>1%</b>	<b>494</b>

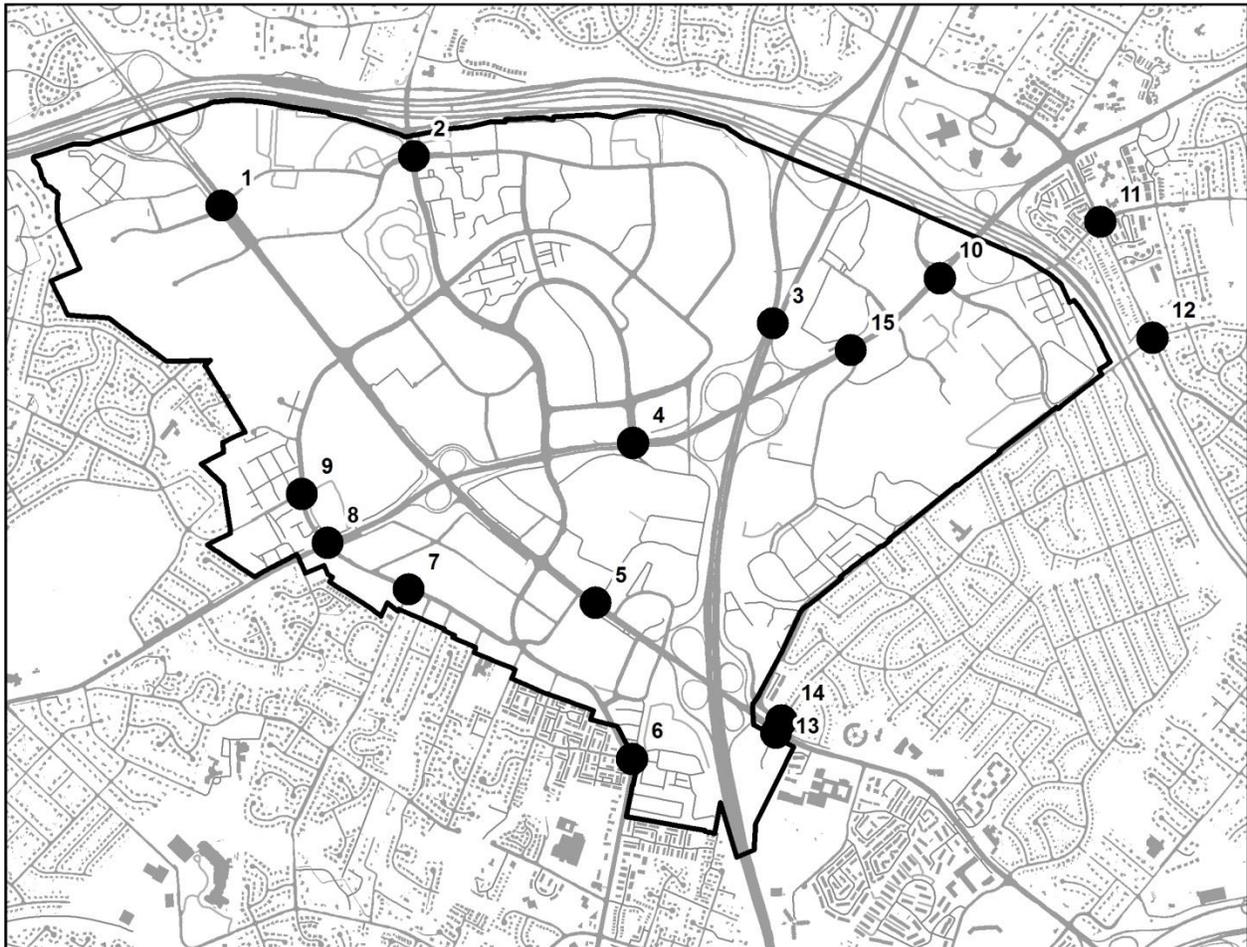
Source: Tysons Travel Survey - 2014 (FCDOT); data collected between November 2013 and July 2014 before the Silver Line started operation.

### *Vehicle Travel*

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

Over the past several years, counts of vehicles have been conducted at 14 locations where traffic enters and exits Tysons, as depicted on *Figure T3*. The counts are tabulated for the critical AM and PM peak hours and peak periods of travel. These intersections were chosen as they best capture traffic using the major and minor arterials and collector roadways that provide the primary access to Tysons.

*Figure T3: Traffic Monitoring Analysis Locations*



### *Vehicle Travel Trends*

As in the case of person travel, vehicle travel has grown between 2011 and 2015. A review of changes in peak hour and peak period vehicle travel is presented in *Figures T4* and *T5*. A number of findings are revealed:

- AM peak hour traffic grew annually at about 5% prior to the Silver Line opening. The rate of growth in the AM peak hour has dropped to a 3% annual rate, since the opening.
- The PM peak hour vehicle travel has been growing at a steady rate of a 3% annual rate prior to the Silver Line opening, and is continuing at the same rate since the opening of the Silver Line.

- Both of the peak period growth rates have been higher than the peak hour growth rates: AM peak period has been averaging 6-7% annually and the PM peak period has been averaging 3-4% annually.
- With the advent of the Silver Line, the AM peak period growth rate has dropped while the PM peak period rate has continued at the same general rate of growth as before the opening.
- The inbound AM and outbound PM peak hour flows, as well as the peak period flows, are still significantly higher than the outbound AM and inbound PM peak hour flows, due to the imbalance between office and residential development. However, this imbalance is starting to be reduced by residential construction.

Figure T4: Trends in Tysons Vehicle Travel During AM and PM Peak Hours (vehicles)

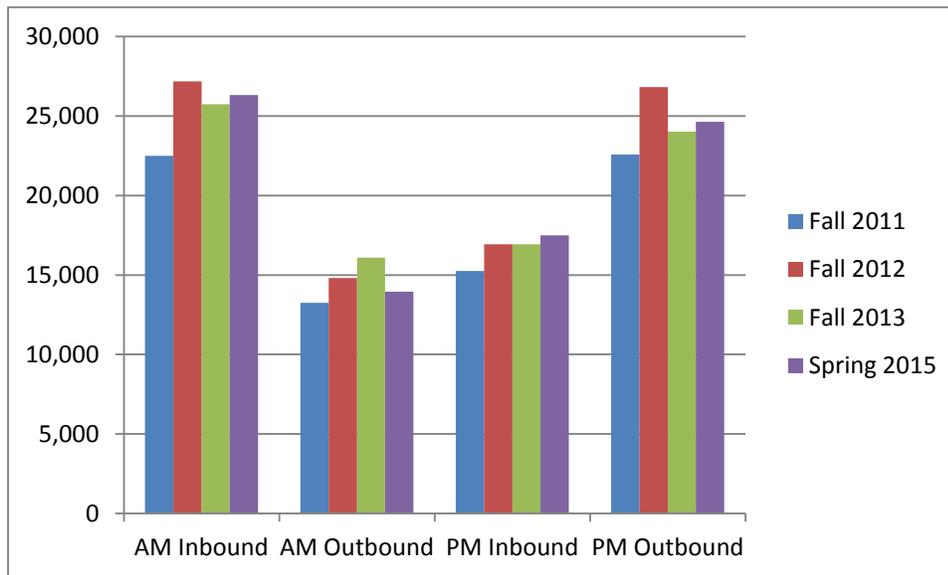
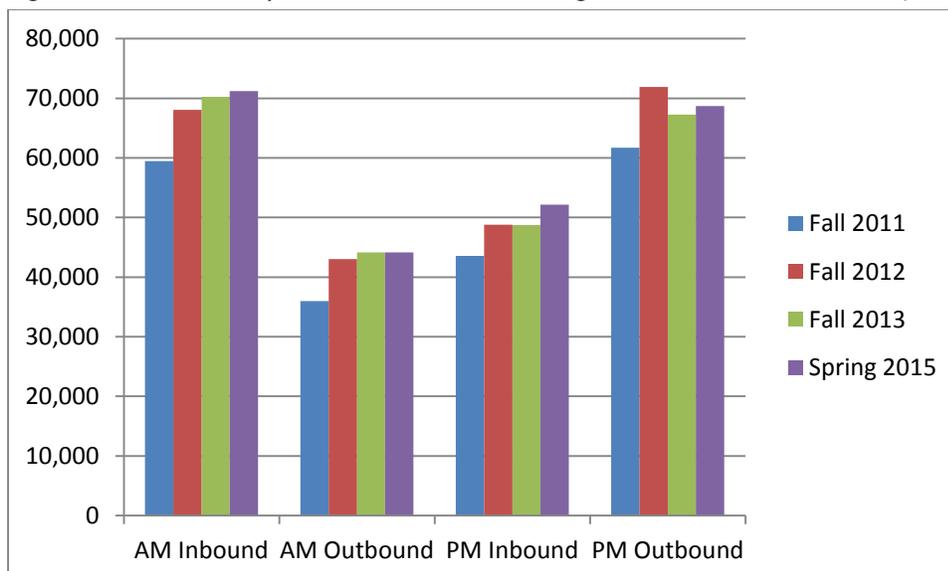


Figure T5: Trends in Tysons Vehicle Travel During AM and PM Peak Periods (vehicles)



Fourteen intersections were counted in May 2015 around the boundaries of Tysons. As *Table T4* illustrates, peak hour travel is currently much greater west of the Capital Beltway and directionally skewed (inbound versus outbound). The predominant movements are AM inbound to Tysons and PM outbound from Tysons. The area of Tysons located east of the Capital Beltway exhibits lower traffic levels and a more balanced flow of traffic entering and exiting during the peak hours. The combined two-way traffic volumes in the PM peak hour are greater than in the AM peak hour, due to more diverse trip purposes, including retail and other non-work trips in addition to the commuting traffic.

AM and PM peak period data provide a more complete picture of demand into and out of Tysons than peak hour traffic data. Peak period traffic at the Tysons' cordon crossing locations was compiled from counts between 7 a.m. and 7 p.m. *Table T5* provides the AM and PM peak period traffic data for Tysons. Traffic into and out of Tysons is more directionally skewed around the core area west of the Beltway than it is east of the Beltway. Total traffic volumes are similar during AM and PM peaks; however, the distribution of inbound versus outbound traffic is more skewed during the AM peak period. Some count locations currently experience saturated conditions in the peak hour. Under this condition, growth in traffic can be expected to take place before and after the peak hour. Peak period traffic, rather than specific peak hour traffic, will exhibit growth and more peak spreading. Both peak hour and peak period traffic data will continue to be collected in the Tysons traffic monitoring program.

Future vehicle counting will occur each Spring at these intersections, to continue to provide an annual assessment of traffic and transportation utilization trends and changes to the underlying traffic patterns in the Tysons area. Count information from the previous reporting period is included in *Tables T4* and *T5* to illustrate annual changes.

Table T4: Motorized Vehicles Entering and Exiting Tysons in the Peak Hour – 2015

		AM		PM	
		Enter	Exit	Enter	Exit
<i>West of Capital Beltway</i>					
1	Rt. 7 N of Tyco Road	3,086	1,695	1,767	3,145
2	Spring Hill Road N of Int'l Drive	2,666	482	805	1,847
3	I-495 / Express Lane Access	628	129	56	684
4	Rt. 123 E of Tysons Blvd.	4,299	2,356	3,172	4,213
5	Rt. 7 E of Tysons Corner SC Entrance	3,350	1,418	2,409	2,856
6	Gallows Road S of Science App Ct.	1,946	762	1,204	1,915
7	Woodford Rd. S of Old Courthouse Rd	431	187	264	536
8	Rt. 123 W of Old Courthouse Road	1,672	567	964	1,281
9	Old Courthouse Rd W of Gosnell Road	891	280	259	1,145
<b>TOTALS (Post Silver Line)</b>		<b>18,969</b>	<b>7,876</b>	<b>10,900</b>	<b>17,622</b>
<b>Fall 2013: Pre-Silver Line Opening</b>		<b>19,321</b>	<b>9,700</b>	<b>11,024</b>	<b>16,783</b>
<i>East of Capital Beltway</i>					
10	Rt. 123 E of Anderson Road	2,821	1,574	2,251	1,850
11	Chain Bridge Road W of Great Falls St.	306	434	308	483
12	Magarity Road W of Great Falls St.	461	613	525	779
14	Lisle St./Magarity Road N of Rt. 7	935	613	701	778
15	Rt. 123 W of Old Meadow Road	2,823	2,845	2,799	3,138
<b>TOTALS (Post Silver Line)</b>		<b>7,346</b>	<b>6,079</b>	<b>6,584</b>	<b>7,028</b>
<b>Fall 2013: Pre-Silver Line Opening</b>		<b>6,415</b>	<b>6,393</b>	<b>5,906</b>	<b>7,234</b>

Notes: 2015 Traffic counts were taken by FCDOT on May 20 and 21, 2015.

The AM peak hour is 7:45 -8:45 a.m. and the PM peak hour is 5:00 – 6:00 p.m.

Express lane counts taken in October, 2013 Source: I-495 Shoulder Use Project, VDOT.

Table T5: Motorized Vehicles Entering and Exiting Tysons in the Peak Period - 2015

		AM		PM	
		Enter	Exit	Enter	Exit
<i>West of Capital Beltway</i>					
1	Rt. 7 N of Tyco Road	8,956	4,979	5,511	10,022
2	Spring Hill Road N of Int'l Drive	6,156	1,251	2,594	4,972
3	I-495 / Express Lane Access	1,725	355	160	1,965
4	Rt. 123 E of Tysons Blvd.	10,844	7,240	9,227	11,160
5	Rt. 7 E of Tysons Corner SC Entrance	9,687	4,957	7,330	8,207
6	Gallows Road S of Science App Ct.	5,188	2,282	3,433	5,274
7	Woodford Rd. S of Old Courthouse Rd	1,036	598	722	1,276
8	Rt 123 W of Old Courthouse Road	4,759	1,751	2,860	3,697
9	Old Courthouse Rd W of Gosnell Road	2,362	665	894	2,927
<b>TOTALS (Post Silver Line)</b>		<b>50,713</b>	<b>24,078</b>	<b>32,731</b>	<b>49,500</b>
<b>Fall 2013: Pre-Silver Line Opening</b>		<b>52,644</b>	<b>26,921</b>	<b>32,124</b>	<b>47,680</b>
<i>East of Capital Beltway</i>					
10	Rt. 123 E of Anderson Road	8,180	4,856	7,506	5,768
11	Chain Bridge Road W of Great Falls St.	684	1,046	951	1,335
12	Magarity Road W of Great Falls St.	1,153	1,771	1,411	1,850
14	Lisle St/Magarity Road N of Rt. 7	2,392	1,960	1,949	2,348
15	Rt. 123 W of Old Meadow Road	8,073	7,323	7,598	7,901
<b>TOTALS (Post Silver Line)</b>		<b>20,482</b>	<b>16,956</b>	<b>19,415</b>	<b>19,202</b>
<b>Fall 2013: Pre-Silver Line Opening</b>		<b>17,606</b>	<b>17,256</b>	<b>16,642</b>	<b>19,605</b>

Notes: 2015 Traffic counts were taken by FCDOT on May 20 and 21, 2015.

The AM peak period is 7:00 -10:00 a.m. and the PM peak period is 3:45 – 6:45 p.m.

Express lane counts taken in October, 2013 Source: I-495 Shoulder Use Project, VDOT.

*Traffic Level-of-Service Analysis*

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

Figures T6 and T7 depict the most recent level-of-service analyses for key Tysons intersections in the AM and PM peak hours. These intersections were assessed using Synchro analysis software which reveals a broad range of vehicle delay. The most congested intersections experience average delays of 60 to 100+ seconds during the peak hours. Improvements to LOS are expected upon 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.

Figure T6: Level-of-Service Analysis – AM Peak (2015)

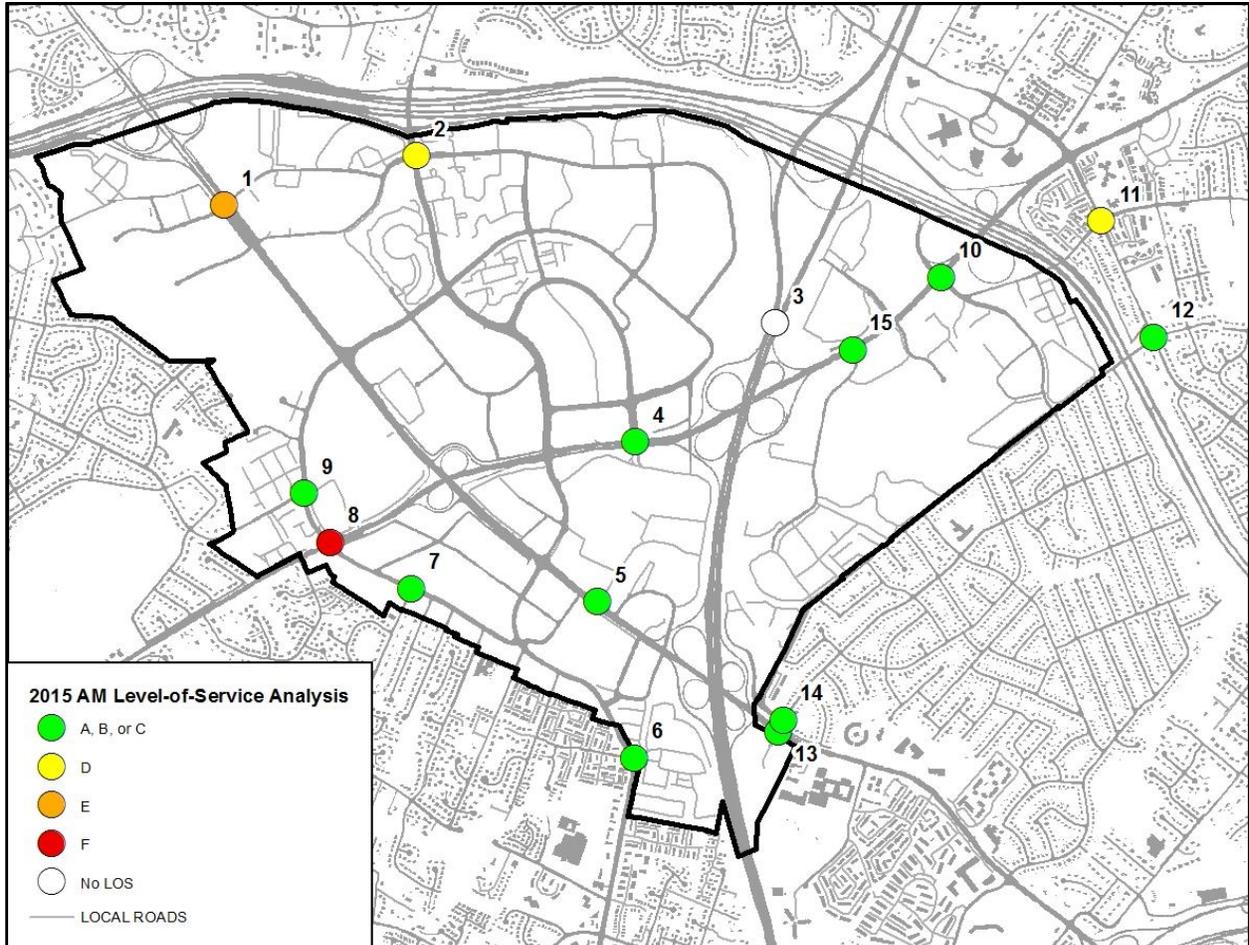
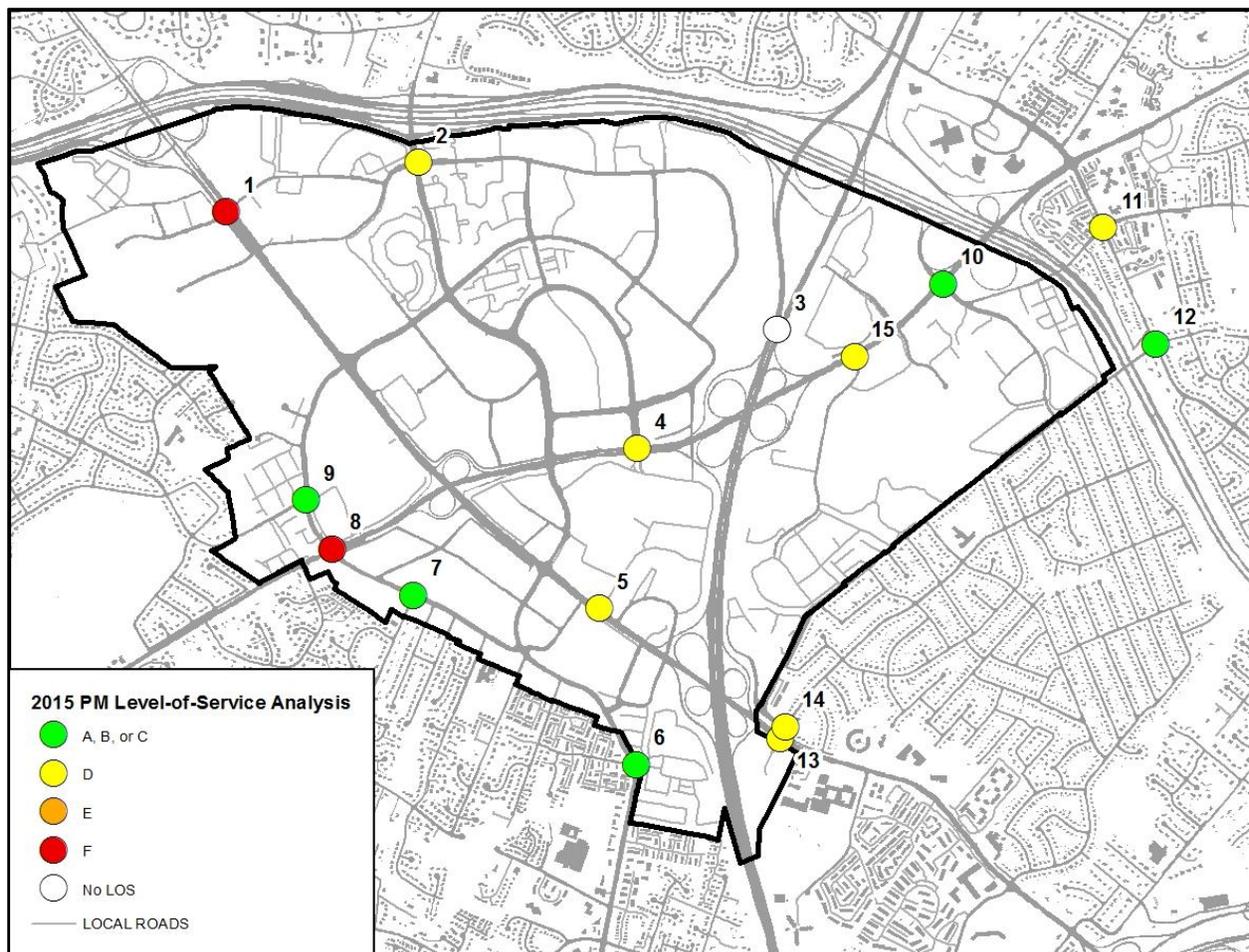


Figure T7: Level-of-Service Analysis – PM Peak (2015)



*Level of Service Changes Since 2012*

Since 2012, 14 intersections have been monitored for levels of service during the AM and PM peak hours. Of those, the number of intersections operating poorly (levels of service E or F during peak hours) has been reduced from seven and nine in 2012 and 2013 respectively to only two intersections in 2014 and 2015:

- Tyco Road and Route 7, and
- Old Courthouse Road and Route 123.

Conversely in 2012 and 2013, only two intersections operated at favorable levels of service of A, B or C during the peak hours. Now, four of the intersections are experiencing levels of service in the A, B or C categories. Improvements in LOS are due in some extent to the change in travel patterns associated with completion of the Silver Line and other construction activities.

## Transit Monitoring

Increased transit utilization and improved transit service levels are Plan recommendations that are both critical to the future success of Tysons. Monitoring of transit began prior to the opening of the Silver Line in July 2014 with the addition of the four Metrorail stations to Tysons. Metrics include counts of transit use such as bus passenger counts and rail boardings and alightings (entries and exits) by station. Transit usage has also been determined through surveys of residential, retail and employment sites. These measures are supplemented by data derived from other sources and transit operators, such as the Washington Metropolitan Area Transit Authority (WMATA), Fairfax Connector, Potomac Rappahannock Transportation Commission (PRTC) and Loudoun County Transit.

### *Silver Line Rail Service*

Station entries have increased since the opening of Silver Line rail service. *Table T6* compares typical weekday entries between August 2014 and July 2015. The greatest percent change in entries has been seen at the Greensboro Metrorail Station, where entries are up by 30 % since August 2014. However, the Tysons Corner station has experienced the greatest net growth, with an increase of over 600 riders during the same time period.

*Table T6: Silver Line Ridership (Typical Weekday Entries)*

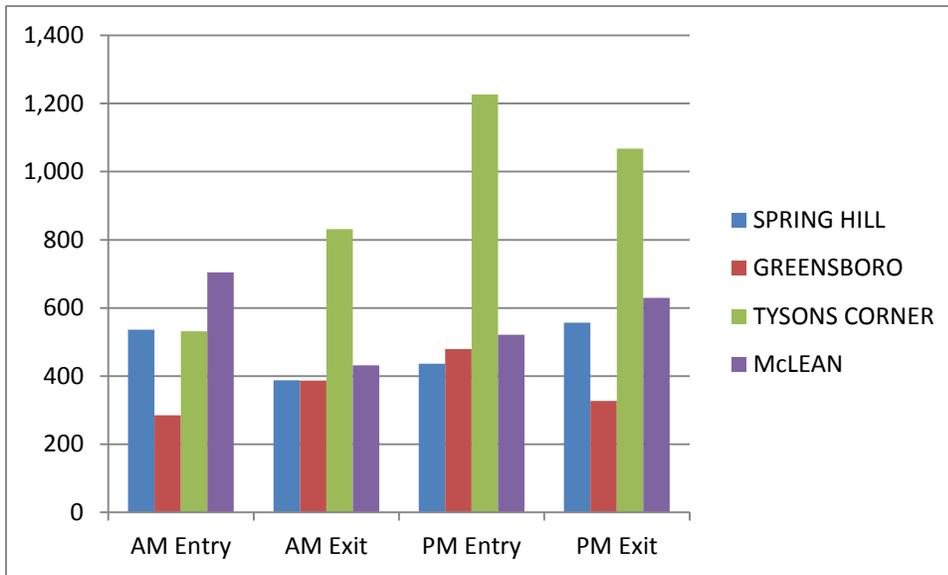
Stations	August 2014	July 2015	Percent Change	Net Growth
<i>Tysons Stations</i>	15,075	17,066	13%	+ 1,438
McLean	1,439	1,830	27%	+ 391
Tysons Corner	2,993	3,605	20%	+ 612
Greensboro	893	1,164	30%	+ 271
Spring Hill	1,316	1,480	12%	+ 164
<i>Reston Stations</i>				
Wiehle-Reston East	8,434	8,987	7%	+ 553

At the Metrorail stations in Tysons, usage has increased by 13% over the past year with an overall net growth of over 1,400 entries per day. The Wiehle-Reston East Station west of Tysons has the highest ridership on the Silver Line, but the growth has only increased at a 7% annual rate.

Individual station use is beginning to exhibit characteristics tied to the land use in the vicinity of each station. This is particularly noticeable for the Greensboro and Tysons Corner stations, which show higher exits in the AM period (indicating people are leaving the Metrorail system to access the area surrounding the station) than entries (people arriving at the station to access the Metrorail system). Conversely, the Spring Hill and McLean stations show a greater demand for accessing the Metrorail system than exiting the system. *Figure T8* depicts these variations and tendencies. The PM period exhibits the reverse attractiveness: more riders access Metrorail from Greensboro and Tysons Corner.

It is likely that the McLean pattern will shift to be more like Greensboro and Tysons Corner as substantial development takes place adjacent to the station in the near future.

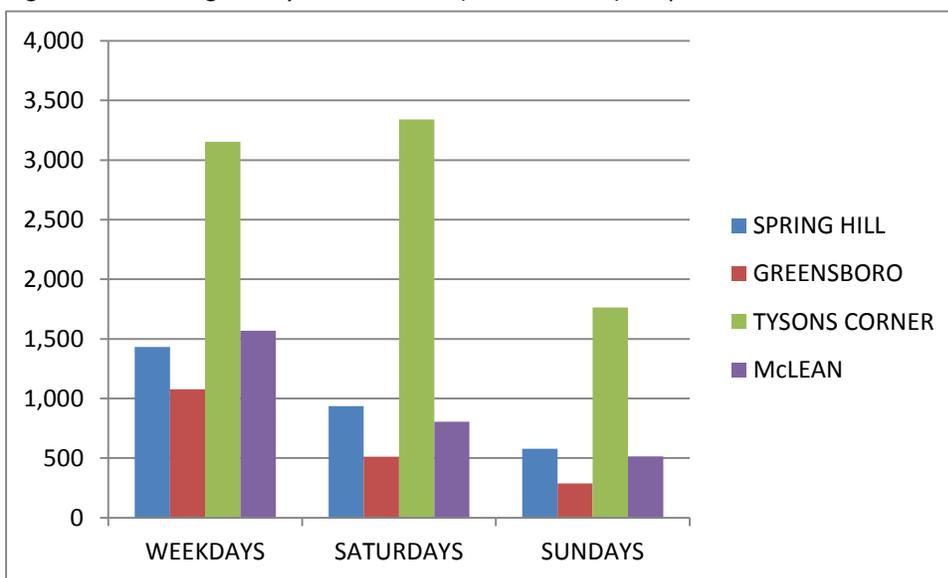
Figure T8: Average Weekday Peak Period Entry/Exit Comparisons – April 2015



The most active Metrorail station has been the Tysons Corner station averaging over 3,000 passengers per day (total exits) during weekdays and Saturdays. Peak use occurs at the Tysons Corner station on Saturdays, and Sunday use also exceeds activity at the other three Tysons stations. This reflects the strong retail presence at the Tysons Corner Station.

In April 2015, weekday peak period rail passengers traveling in and out of Tysons average approximately 8,000 riders in the AM and 8,500 riders in the PM; average total daily exits are depicted in Figure T9.

Figure T9: Average Daily Station Exits (Destinations) – April 2015

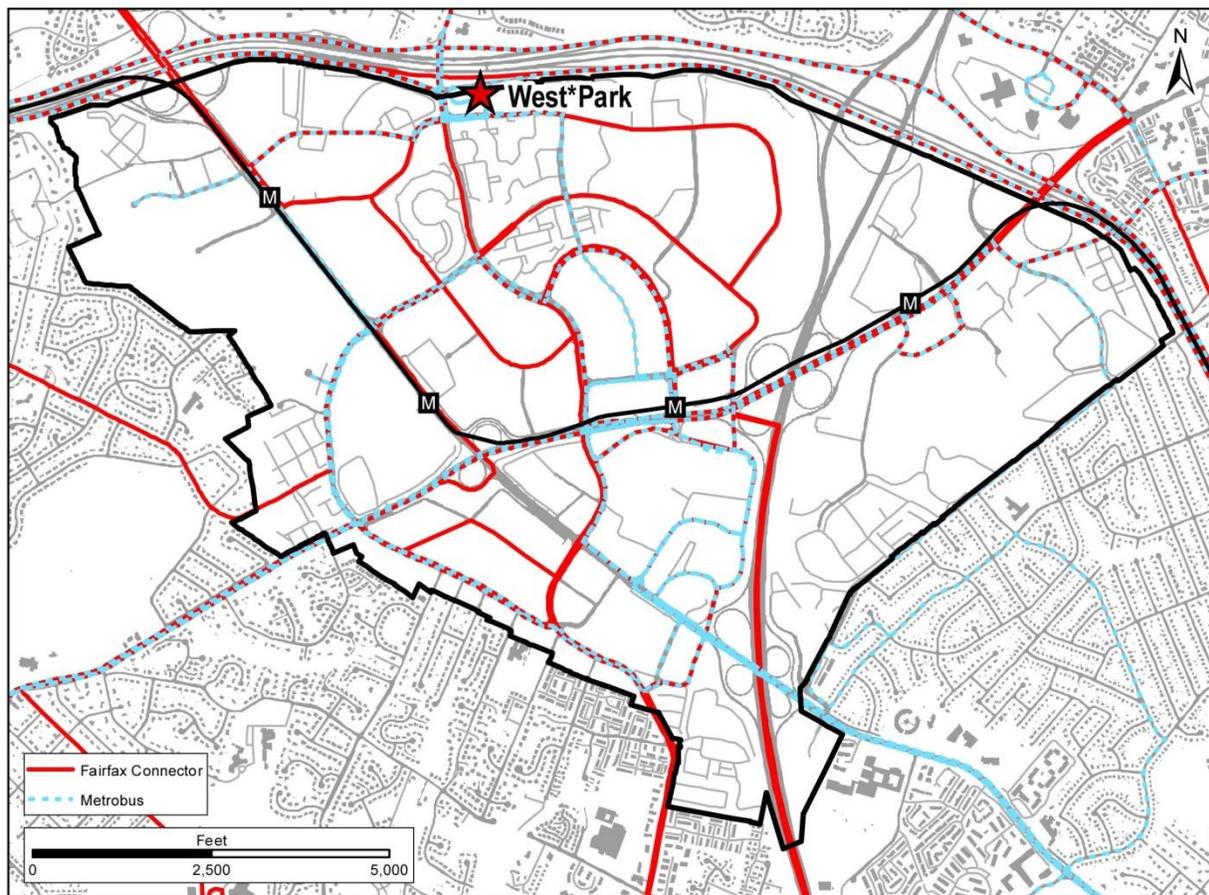


### Transit Service Enhancement

The Plan calls for expanded transit services accessing Tysons to increase transit availability and use over time. Fourteen bus routes currently serve the Tysons area. The number of bus routes and the area covered by those routes are expected to increase over time. New neighborhood feeder and circulator services were implemented when Metrorail service began. An initial circulator service provides enhanced service throughout Tysons with a series of interconnected routes running on short headways. As new roadway facilities open throughout Tysons, this initial circulator service will transition further.

In 2013, bus routes in Tysons used one of the two major bus transfer locations: the Tysons West\*Park Transit Station and the Tysons Corner Center bus transfer center. In 2014, the new transit network, as illustrated in *Figure T10*, oriented the primary transit transfer points to new multi-modal transfers at the Metrorail stations. *Figure T10* depicts the Metrorail line and stations, and Metro and Fairfax Connector bus service lines and the non-Metrorail related bus transfer center at West\*Park. Providing multi-modal transportation hubs at the Metrorail stations provides greatly enhanced services designed to increase transit usage and facilitate efficient transfers between modes.

*Figure T10: Existing Transit System*



Between January and May 2013, a significant public outreach effort to gather input on the Silver Line Bus Service Plan was conducted. The revised bus service plan to support the opening of Phase I of the Silver Line was approved by the Board in June 2013 and was implemented concurrently with the opening of the Silver Line. A substantial part of the plan is the implementation of a circulator bus system within Tysons (Routes 422, 423 and 424) to provide frequent bus connections from the Silver Line stations in Tysons to employment and other activity centers. These circulator routes connect to the stations in Tysons, as well as to the feeder bus service from McLean, Vienna and the Route 7 corridor. Another major component of the Silver Line bus service plan is the redesign, modification and addition of new routes in the Dulles Corridor, feeding the Wiehle-Reston East Metrorail Station. In total, approximately 40 % of all Fairfax Connector bus service changed on July 26, 2014. Current Fairfax Connector routes serving Tysons are listed by type in *Table T7*. System refinements continue to be implemented as needed, including reducing overlapping trips, simplifying routes and adjusting running times.

*Table T7: Fairfax Connector Routes Serving Tysons - 2015*

<b>Service Type</b>	<b>Number</b>	<b>Name/Route</b>	<b>Type</b>
Tysons Circulator (South Tysons)	422	Boone Boulevard – Towers Crescent	Inside Tysons Only (weekday)
Tysons Circulator (Central Tysons)	423	Park Run - Westpark	Inside Tysons Only (weekday, weekend)
Tysons Circulator (North Tysons)	424	Jones Branch Drive	Inside Tysons Only (weekday)
Express	494	Lorton – Springfield – Tysons	Express to/from Tysons (weekday)
Express	495	Burke Centre – Tysons	Express to/from Tysons (weekday)
Peak Service	432	Old Courthouse – Beulah	To/From Tysons (weekday peak only)
Peak Service	462	Dunn Loring – Navy Federal – Tysons	To/From Tysons (weekday peak only)
Peak Service	724	Lewinsville Road	To/From Tysons (weekday peak only)
Peak Service	734	McLean – West Falls Church	To/From Tysons (weekday peak only)
Local Service (multiple stops)	401/402	Backlick – Gallows	To/From Tysons (weekday, weekend)
Local Service	463	Maple Avenue – Vienna	To/From Tysons (weekday, weekend)
Local Service	721	Chain Bridge Road – McLean	To/From Tysons (weekday, weekend)

Note: Routes 425 and 427 were eliminated and directly replaced by Silver Line Metrorail and Circulator Bus service. The 700 series routes commenced service with inauguration of the Silver Line service.

Another transit system enhancement is Express Bus Service. Fairfax County has developed express bus service that utilizes the enhanced access and route reliability within the Beltway High Occupancy Toll (HOT) Express Lanes. In 2013, three new Express bus routes to Tysons were implemented, beginning with Burke Centre-Tysons Route 495. The remaining two Express routes, Route 493 from Lorton and Route 494 from Springfield, launched in March 2013. Accompanying the launch of all three routes was an aggressive marketing campaign designed to target employees who work in Tysons and live in Burke, Lorton and Springfield, as well as local homeowners’ associations and community groups. A temporary reduction of the fares on the routes from the Express fare of \$3.65 to the base fare of \$1.75 was made effective July 1, 2014. In addition to the Fairfax Connector Express Service, Loudoun County and the PRTC also offer express bus services to Tysons from Woodbridge, Manassas, and Leesburg. With the opening of the rail service, the express service from Springfield provides bi-directional service in the peak periods.

Bus service has changed significantly in Tysons with the advent of the Silver Line rail service. In previous Annual Reports the monitoring of bus ridership has been reviewed by identifying the bus ridership crossing into and out of Tysons. While bus ridership decreased after the opening of the Silver Line, it has subsequently shown growth over the past year, as shown in *Table T8*. Ridership is beginning to show an increase in the McLean and Tysons Corner station areas as riders take advantage of new connections between the Silver Line Metrorail stations and destinations in central Tysons and the McLean Community Business Center.

*Table T8: Growth in Bus Patronage (avg. daily ridership) in First Year of Silver Line Service*

<b>Connector Service Type</b>	<b>Opening Month (Silver Line opening, July 2014)</b>	<b>End of first year (June 2015)</b>
Circulator Bus	934	923
Express Bus: Fairfax	186	210
Peak Feeder Buses	128	578
<b>Totals:</b>	<b>1,248</b>	<b>1,711</b>

*Bus Transit Use*

*Table T9* shows AM and PM peak hour data for bus passengers entering and exiting Tysons. Estimates of bus ridership are identified at stops located closest to the traffic monitoring locations shown in *Figure T3*. As with the traffic data, the AM peak hour transit usage was tabulated for 7:45 – 8:45 a.m., and the PM peak hour for 5:00 – 6:00 p.m. Total bus passengers entering and exiting Tysons exceeds 250 in each of the peak hours, as shown in *Table T9*. This is a drop from before the Silver Line service began due in part to the shift from bus to rail and the elimination of Connector Routes 425 and 427.

Table T9: Bus Passengers Entering and Exiting Tysons in the Peak Hour –2015

Location	AM		PM	
	Enter	Exit	Enter	Exit
2 Spring Hill R. N of Int'l Dr. (Tysons Westpark TC)	13	11	5	3
3 Express Lanes	15			10
6 Gallows Rd. S of Merry Oaks La.	71	17	23	58
8 Rt. 123 W of Old Courthouse Rd.	16	7	10	10
10 Rt. 123 E of Anderson	0	16	5	63
Express Bus-Loudoun	96			142
Express Bus-OmniRide	66	2	1	138
<b>TOTALS (Post Silver Line)</b>	<b>277</b>	<b>53</b>	<b>44</b>	<b>424</b>
<b>Fall 2013: Pre-Silver Line Opening</b>	<b>559</b>	<b>145</b>	<b>234</b>	<b>532</b>

Note: Estimates of bus ridership are computed for the 7:45 – 8:45 AM and the 5:00 – 6:00 PM peak hours. Counts of bus passengers were derived from average weekday ridership for May 2015. Circulator Bus ridership is internal to Tysons and is not included in the totals entering and exiting the area.

Table T10 lists bus passenger counts for the AM and PM peak periods of travel. As with the traffic counts, these correspond to 7:00 – 10:00 a.m. and 3:45 – 6:45 p.m. peak 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 T10, 672 bus passengers enter the urban center in the AM peak period, and 766 passengers exit in the PM peak period.

Table T10: Bus Passengers Entering and Exiting Tysons in the Peak Period –2015

Location	AM		PM	
	Enter	Exit	Enter	Exit
2 Spring Hill R. N of Int'l Dr. (Tysons Westpark TC)	32	37	11	0
3 Express Lanes	36			22
6 Gallows Rd. S of Merry Oaks La.	95	36	114	188
8 Rt. 123 W of Old Courthouse Rd.	23	16	42	32
10 Rt. 123 E of Anderson	27	45	34	86
Express Bus-Loudoun	211			199
Express Bus-OmniRide	248	12	5	239
<b>TOTALS (Post Silver Line)</b>	<b>672</b>	<b>146</b>	<b>206</b>	<b>766</b>
<b>Fall 2013: Pre-Silver Line Opening</b>	<b>1,376</b>	<b>332</b>	<b>544</b>	<b>1,229</b>

Note: Estimates of bus ridership are computed for the 7:00 – 10:00 AM and the 3:45 – 6:45 PM peak periods. Counts of bus passengers were derived from average weekday ridership for May 2015. Circulator Bus ridership is internal to Tysons and is not included in the totals entering and exiting the area.

## Walking/Bicycling

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

The TMSAMS developed a set of recommendations for improved access to the Metrorail stations. County staff, in conjunction with VDOT, has secured an agreement for the scoping, design and construction phases amounting to over \$20 million through FY2019. More information on these projects can be found earlier in this chapter and at:

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

The Tysons Bicycle Master Plan, completed in 2011, provides a strategic approach for making bicycle travel a viable transportation alternative in and around Tysons, and includes detailed bicycle infrastructure recommendations to replace the conceptual bicycle network provided in the Plan. The Tysons Bicycle Master Plan also includes detailed recommendations for the bicycle wayfinding system and signage. Implementation of the Tysons Bicycle Master Plan, including shared use paths and on-road bike routes, is expected to occur as part of improvements to the network. The full text of the Tysons Corner Bicycle Master Plan and overall countywide bicycle master plan, which was adopted by the Board in October 2014, can be found at:

[http://www.fairfaxcounty.gov/fcdot/bike/county\\_bike\\_master\\_plan.htm](http://www.fairfaxcounty.gov/fcdot/bike/county_bike_master_plan.htm)

*Table T11* identifies the existing and planned location, type, and mileage of bicycle facilities in Tysons. Increased bicycle parking options, a goal identified in the Plan, are being secured through proffers with the rezoning of properties.

Table T11: Existing and Proposed Bicycle Facilities for Tysons

Facility	Type	Link Miles	
Existing:	Gallows Road (Cottage Street to Old Courthouse Road)	On-Road Bike Lane	2.2
	Towers Crescent Drive / Shoptyson Blvd	On-Road Bike Lane	0.2
	Oak Street (Gallows Road to Sandburg Street)	On-Road Bike Lane	0.3
	Ashgrove Plantation Trail (on Park Authority property)	Shared-Use Path	0.5
Proposed (in Bicycle Master Plan):	Ashgrove Plantation (connecting to Westwood Center Drive); Vesper Trail and Scotts Run Trail	Shared-Use Paths	5.0
	Throughout Tysons	On-Road Bike Lanes	11.6
	Throughout Tysons	Signed Bike Routes	41.1

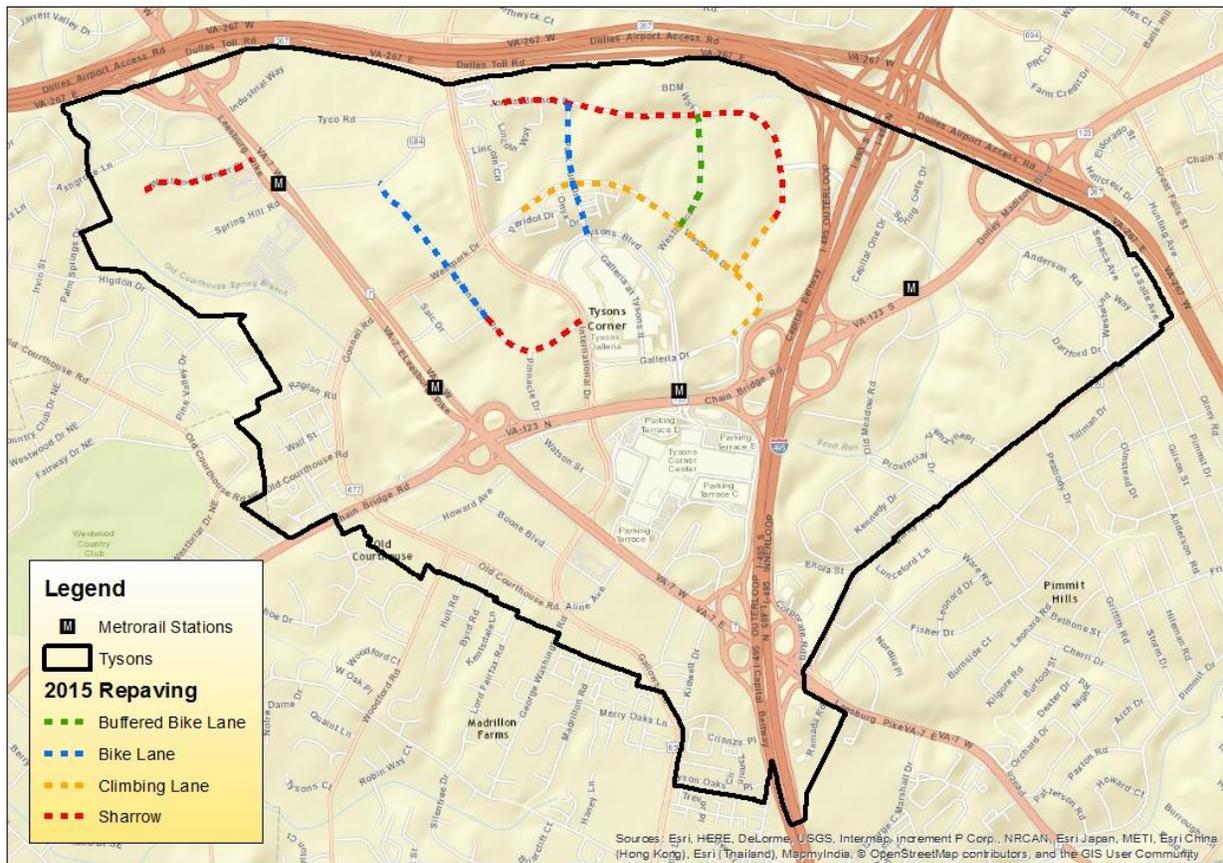
Source: The Tysons Corner Bicycle Master Plan. The plan covers an within a 3-mile radius of the urban center.

One mechanism to implement the bicycle lanes and other bicycle improvements identified in the Plan at a nominal cost is to incorporate projects into VDOT’s summer repaving schedule. During the Summer 2015 construction season the following projects are being implemented in Tysons as part of VDOT repaving efforts:

1. Greensboro Drive: Road diet (modified striping to incorporate bike lanes) from Spring Hill Road to Solutions Drive
2. Westbranch Drive: Road diet from Westpark Drive to Jones Branch Drive
3. Jones Branch Drive: Climbing lane from 7921 Jones Branch Drive to Westpark Drive; possible sharrows (pavement markings indicating bikes and cars should share the road) from International Drive to 7921 Jones Branch Drive
4. Westwood Center Drive: Sharrows from Route 7 to the end of the road
5. Park Run Drive: Bike lanes in both directions from Jones Branch Drive to Tysons Boulevard
6. Westpark Drive: Climbing Lane from Galleria Drive to International Drive

These improvements, shown in *Figure T11*, total 7.7 miles of additional on-road bicycle facilities, a combination of bike lanes, sharrows and buffered bike lanes.

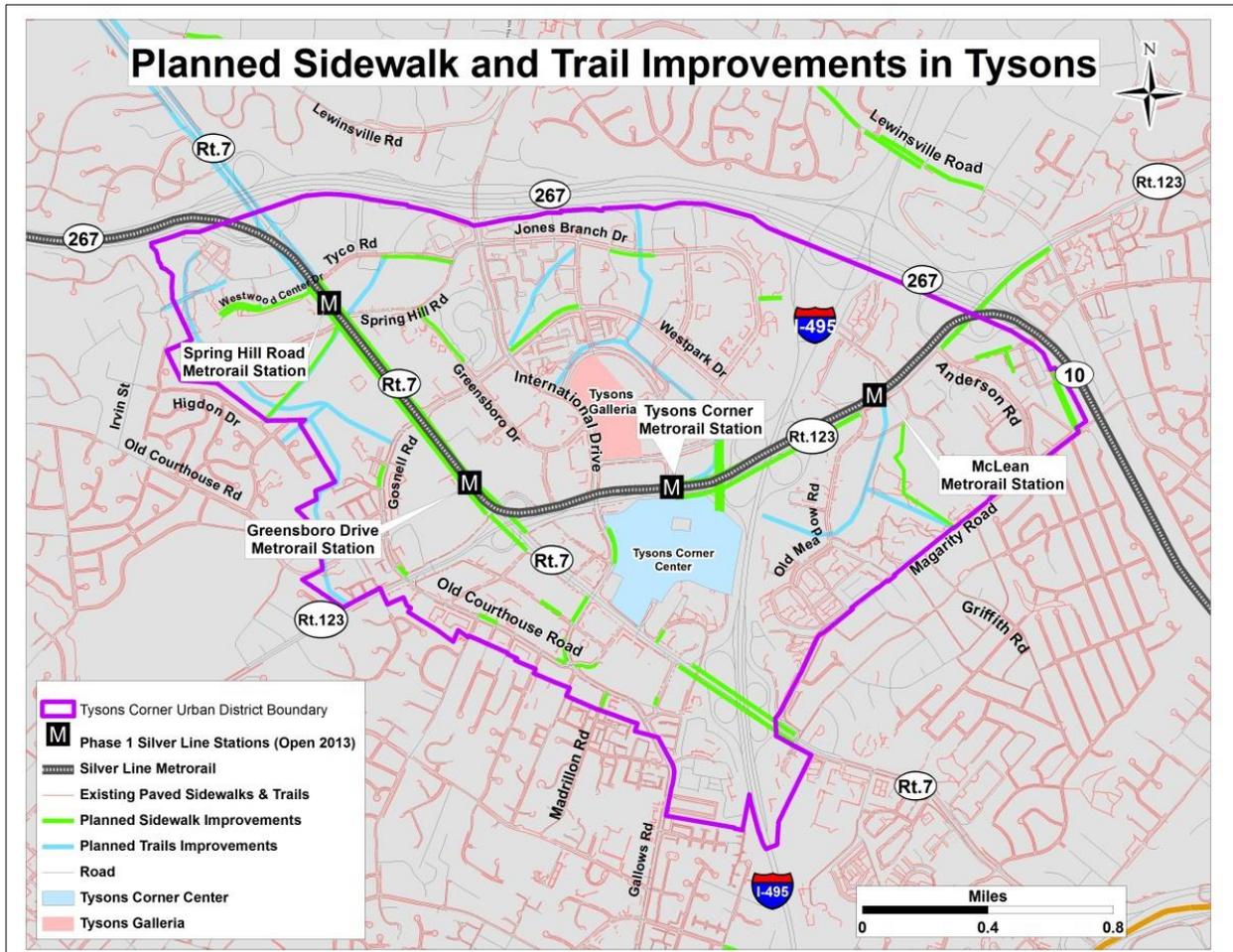
Figure T11: 2015 Summer Repaving Including Bicycle Facilities



Existing and planned sidewalks and trails are depicted in *Figure T12*. There are 47 miles of existing sidewalks; 7.5 miles of planned sidewalks; and, 1.5 miles of planned trail segments. The “planned sidewalks” figure does not include additional sidewalks to be privately constructed as part of the new Grid of Streets.

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

Figure T12: Planned Sidewalk and Trail Improvements in Tysons



## Parking Management

Parking in Tysons serves the existing and proposed land uses, and is an integral part of the overall transportation system. Limiting parking in the areas closest to rail stations is recommended in the Plan to encourage transit usage. Plan guidance, and the associated PTC zoning regulations, generally eliminate minimum parking levels for office and hotel uses and set maximum parking requirements. While some parking capacity will be created via on-street parking spaces, off-street private parking is anticipated to be reduced commensurate with the Plan’s vision to reduce automobile dependency and create a more walkable, transit-oriented urban center. Rather than providing parking for each individual use, parking should be shared and treated as a common resource for multiple uses.

### Parking Monitoring

The supply of parking within Tysons is addressed through implementation of Plan guidance during the development review process. Each development is expected to not exceed the maximum parking ratios

recommended in the Plan, to create shared parking solutions, and to use other recommended methods to minimize the amount of parking provided.

A parking study of the Tysons area was conducted prior to the opening of the Silver Line. Initial findings show that there were 108,901 off-street spaces and 723 on-street spaces in Tysons at that time. The majority of off-street parking spaces, 68,329 spaces, are located in structured (garage) lots and 40,572 spaces are in surface parking lots. The estimate of parking supply discussed during the development of the Plan was higher, while the inventory completed in 2014 utilized a more thorough methodology than the previous estimate. During the survey, a peak occupancy of 57 % was observed for a typical weekday at 1 PM. As future studies become available, the results will be analyzed to determine which parking reduction strategies seem to be successful, and if programs should be adjusted to improve effectiveness.

### *Interim Parking*

The Board's Follow-On Motion #14 directed staff to "explore options for providing commuter parking at Metrorail station(s) in Tysons on an interim basis until Tysons development reaches a level where such commuter parking is not practical or desirable." To date, two interim parking agreements have been approved. On July 30, 2013, the Board approved an agreement with Cityline Partners for a 711 space commuter lot at the McLean Station. This facility opened in July 2014, concurrent with the beginning of rail service. In July 2015, approximately 300 of these spaces were filled on an average weekday. The lot is also open on weekends. On September 9, 2014, the Board approved a second interim parking agreement for 100 spaces at Silverline Center (7900 Westpark Drive) in an existing parking structure; this lot opened in May 2015.

In addition to the two interim parking agreements, a number of the approved rezoning applications include an option for commercial parking as an interim use, generally in underutilized parking lots or structures.

## **Transportation Demand Management**

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

The TDM programs embrace the latest information technology techniques to encourage teleworking and increased transit ridership. They also provide information to commuters and other trip makers to aid in choosing travel modes and travel times. TyTran, the Tysons Transportation Management Association, coordinates outreach and assists in coordinating TDM programs occurring through development proffers. To date, eight companies have signed on with TyTran for help with implementing TDM strategies. TyTran uses strategies including the distribution of information via website, mailings,

events and meetings to achieve single-occupancy vehicle (SOV) trip reductions. Outreach to employers and employees is conducted to encourage the use of commuting alternatives such as ridesharing, use of rail and bus, flex-time and remote workplaces, among other TDM strategies. TyTran holds monthly meetings that are attended by TyTran board members, local developers and County staff to discuss TDM strategies and progress in Tysons.

Attainment of TDM vehicle trip reduction goals is monitored annually or biennially beginning with occupancy of the first buildings. Numerous developments in Tysons currently implement TDM plans and submit annual reports. TDM program attainment is monitored in terms of achieving trip-reduction targets through vehicle traffic counts. Surveys are also conducted to gather data on mode split and travel behavior to help determine which TDM program elements should be improved or enhanced in the future. Developers volunteer monetary contributions to a “Remedy Fund” that will be drawn upon to enhance TDM programs, if the programs 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, as developers are able to get portions of this fund back if they exceed their goals. In combination with improvements to transit service and service levels, effectively administered TDM programs result in significantly higher transit and non-single occupant vehicle usage among employees and residents in Tysons. To date, most developments in Tysons that have submitted TDM Annual Reports have met or exceeded their trip reduction goals.

Table T12 illustrates the trip goals and the numbers reported in 2014 for those developments currently submitting annual reports. Due to the age of the proffers for these developments, metrics and methodologies may differ from the standardized methods used in more recent zoning cases.

Table T12: Summary of TDM Reporting for 2014

Development	Goal	2014 Performance	Method
<b>Tysons Corner Center (Retail only)</b>	25% non-SOV	25% non-SOV	Surveys (counts will start in 2015)
<b>Tysons II</b>	20% non-SOV	No report submitted 2014 (did not meet goals in previous years)	Surveys
<b>Towers Crescent</b>	24% trip reduction	62% trip reduction	Surveys and counts
<b>Park Crest</b>	18% non-SOV	21% non-SOV	Surveys
<b>The Reserve</b>	20% non-SOV	33% non-SOV	Surveys
<b>MITRE</b>	31% trip reduction	Counts and surveys not yet required	Surveys and counts will start in 2015

Note: SOV = Single-occupant vehicle

As part of the Planned Tysons Corner (PTC), numerous other developments have taken on TDM programs, though none of these have yet reached a trigger that requires an Annual Report to be submitted. These programs follow generally standardized protocols, and use a trip reduction goals, rather than mode split, as a metric for determining compliance. Both counts and surveys will be the method used to analyze trip reduction and mode splits.

## **ENVIRONMENTAL STEWARDSHIP**

The Plan's Areawide Recommendations set high environmental stewardship standards for developments in Tysons by providing guidelines for stormwater design and management, green building design, and energy and resource conservation. Primary factors in protecting and improving both the man-made and natural environments are the new land-use pattern and the multi-modal transportation system being implemented in Tysons. Success in these areas will reduce land consumption and vehicle miles traveled, thus reducing the environmental impact of new development.

### **Stormwater Design and Management**

Implementing the vision for Tysons demands an approach to stormwater management that includes stringent standards for mitigating the impacts of development. The Plan and the Tysons Urban Design Guidelines (Guidelines) encourage a progressive approach to stormwater management that recognizes evolving technologies and integrates innovative stormwater management measures and techniques into the design features of a site.

#### *Stormwater Management within Proposed Developments*

All new development proposals within Tysons are expected to retain on-site and/or reuse the first inch of rainfall to the extent possible, in order to mimic the runoff characteristics of a good forested condition. In addition, development proposals are expected to provide green building measures that support the goal of obtaining Leadership in Energy and Environmental Design (LEED) credits for Sustainable Sites and Water Efficiency. To be successful in meeting these goals, stormwater management practices must be fully integrated into the design of buildings, landscapes, and streetscapes. This requires in depth and early coordination between the public and private sectors' multi-disciplinary design teams.

To aid design teams and plan reviewers, County staff developed the *Tysons Corner Stormwater Toolkit* (Toolkit) in 2012. The Toolkit consists of three elements: a Compliance Flowchart, a Conformance Checklist, and a Compliance Spreadsheet. These tools, along with a "How To" guide, is available online at: <http://www.fairfaxcounty.gov/tysons/stormwater/>. Design engineers are using the Toolkit to assist in design and as the basis for discussion in collaborative meetings between applicants and county staff. Staff continues to collect feedback from industry about the Toolkit, and will update it as warranted.

#### *Other Stormwater Initiatives*

The County is continuing to work with VDOT on the implementation of private, innovative storm water management facilities within the public street rights-of-way. On September 12, 2011, The 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.” County staff continues to work with VDOT to ensure that appropriately designed facilities can receive permits and be installed in the public rights-of-way. Recent work includes identification of an appropriate urban standard for protective barriers around urban bio-retention tree pits, as well as discussions relating to the design of stormwater inlets along major roads.

### **Stream Restoration and Natural Resource Management**

The protection, enhancement, and management of existing stream valley parks in Tysons is critical to ensuring the long term viability of these important urban habitat areas. The Plan recommends that, where appropriate, developments contribute towards stream restoration and stabilization of adjacent stream valleys. Because the stream valleys in Tysons are primarily located in park land, commitments made by major applications to improve the stream valley system are discussed in the Public Facilities & Parks section of this report.

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

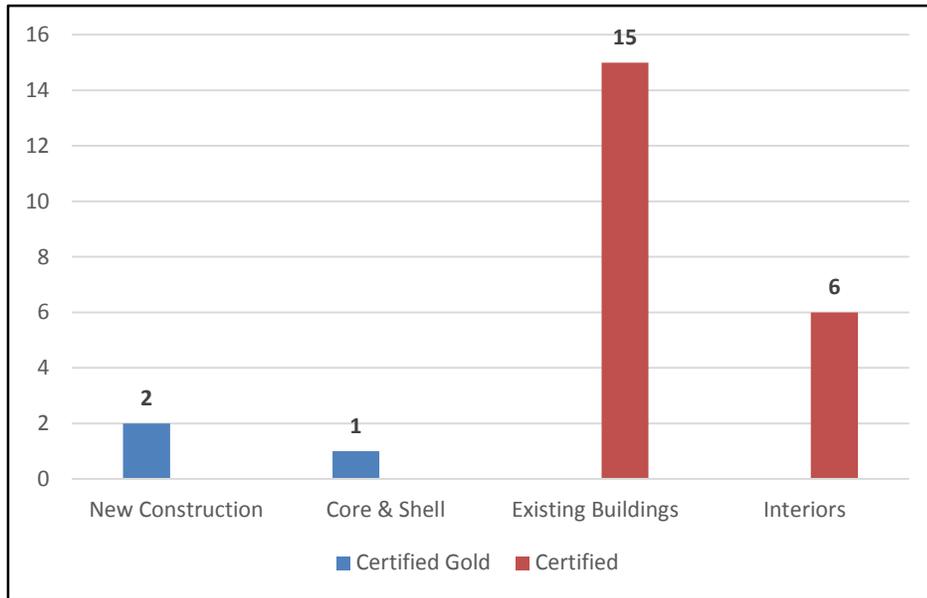
The Plan for Tysons includes guidance for energy and water conservation measures. The Plan recommends that development within Tysons reduce greenhouse gas emissions to help achieve 80% greenhouse gas reductions within the region by 2050, in accordance with the Cool Counties Climate Stabilization Declaration adopted by the Board in 2007. Innovative energy efficiency and conservation strategies are expected to be incorporated into all redevelopment projects.

#### *Green Building Design*

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

According to the U.S. Green Building Council's database, 24 buildings in Tysons have achieved some category of LEED certification, as shown in *Figure E1*. The two buildings that have achieved LEED Gold for New Construction are both residential buildings: the Ovation at Park Crest and the Ascent at Spring Hill. In addition, the Tysons Tower office building at Tysons Corner Center achieved LEED Gold for Core and Shell.

Figure E1: USGB LEED Certifications in Tysons



In addition to those that have achieved LEED certification, a number of additional buildings have registered for various LEED certifications, including LEED for New Construction. All of the major zoning applications approved since the Plan was adopted have proffered to pursue LEED certification or its equivalent, consistent with the Plan recommendations. In addition, five of the major zoning applications that were approved prior to 2010 have proffered to some green building commitment.

#### *Energy/Resource Conservation*

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

All major applications approved since the Plan was adopted have provided proffered commitments to promote efficient, renewable and sustainable energy practices. These have included: commitments to explore the potential for shared energy systems such as combined heat and power, micro cooling, distributed energy and district heating and cooling; commitments to provide electric vehicle charging stations or to assess the feasibility and costs associated with electric vehicle charging stations; and, commitments to provide utility data to the County to allow for the monitoring of energy efficiency. Reuse of portions of the stormwater runoff for building cooling systems is also being explored by a number of developments as part of their stormwater management systems. *Table E1* illustrates which applications have provided which types of proffers.

Table E1: Major Zoning Applications: Energy / Resource Conservation Proffers

	Explore shared energy systems	Explore electrical vehicle charging	Provide electrical vehicle charging stations	Provide utility data to the County
Spring Hill Station <i>RZ 2010-PR-014A/014B</i>	X	X*		X
Spring Hill Station <i>RZ 2010-PR-014D/014E</i>	X		X	X
Capital One <i>PCA 2010-PR-021</i>	X	X		
Scotts Run Sation South <i>RZ 2011-PR-010/011</i>	X		X	X
The Commons <i>RZ 2011-PR-017</i>	X		X	X
Arbor Row <i>RZ 2011-PR-023</i>	X		X	X
Tyson's West Promenade <i>RZ 2011-PR-005</i>			X	X
Tyson's Central <i>RZ 2011-PR-005</i>	X		X	X
Greensboro Park Place <i>RZ 2012-PR-021</i>			X	
Westpark Plaza <i>RZ 2013-PR-009</i>	X		X	X
7915 Jones Branch Dr. <i>Rz 2014-PR-004</i>	X			X
Scotts Run Station North <i>RZ 2011-PR-009</i>	X		X	X

\* The Ascent, a residential building constructed under RZ 2010-PR-014A, proffered to study electrical vehicle charging stations, but chose instead to install charging stations that will accommodate four cars.

## **PUBLIC FACILITIES & PARKS**

Public facilities, such as fire and police stations, libraries, schools, and parks (including active recreation facilities) are part of the public infrastructure that must be provided for a well-functioning community. In order to become an urban center that provides an environment in which people can live, work, and play, Tysons will need public infrastructure at levels sufficient to support the expected growth. The Plan's Areawide Recommendations for public facilities are based upon the growth projections from the Plan (*Table L2*). As development applications are approved and constructed, the pace of development will be monitored to evaluate how the provision of such public facilities is keeping pace with projected development levels.

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

### **Public Facilities (Not Including Parks and Recreational Facilities)**

Tysons currently has very little open undeveloped land; however, the long range redevelopment plan includes new planned public facilities which will be needed when the population reaches certain thresholds. Tysons has seen significant development entitlements since Plan adoption although actual delivery of redevelopment will occur over many years. As such, a particular public facility may not be needed for several years. It is important, however, to secure public facility locations along with the entitlements, so that when a facility is needed there is a place to site it. The Plan recommends that commitments to locate public facilities needed by 2050 should generally be provided as development approvals occur during the first 10 to 20 years of Plan implementation. The actual construction and occupancy of such facilities should be planned to occur in concert with the pace of growth.

The Plan contains a list of anticipated public facilities needed in Tysons. Since the approval of the Plan, staff has continued to refine public facility needs and identify locations for and commitments to such facilities. Staff has also developed urban models for public facilities that include features such as multi-story construction, inclusion of facilities in mixed-use buildings, and shared features such as plazas and parking.

*Existing, Proffered and Needed Public Facilities*

In addition to the public facilities existing in Tysons today, an additional seven facilities have been proffered by major zoning cases but not yet delivered. *Figure P1* illustrates the existing and unbuilt proffered major public facilities in Tysons. *Table P1* lists existing facilities while *Table P2* lists proposed facilities. Both tables provide additional information about the facilities, where applicable.

*Figure P1: Public Facilities, Existing and Proffered*

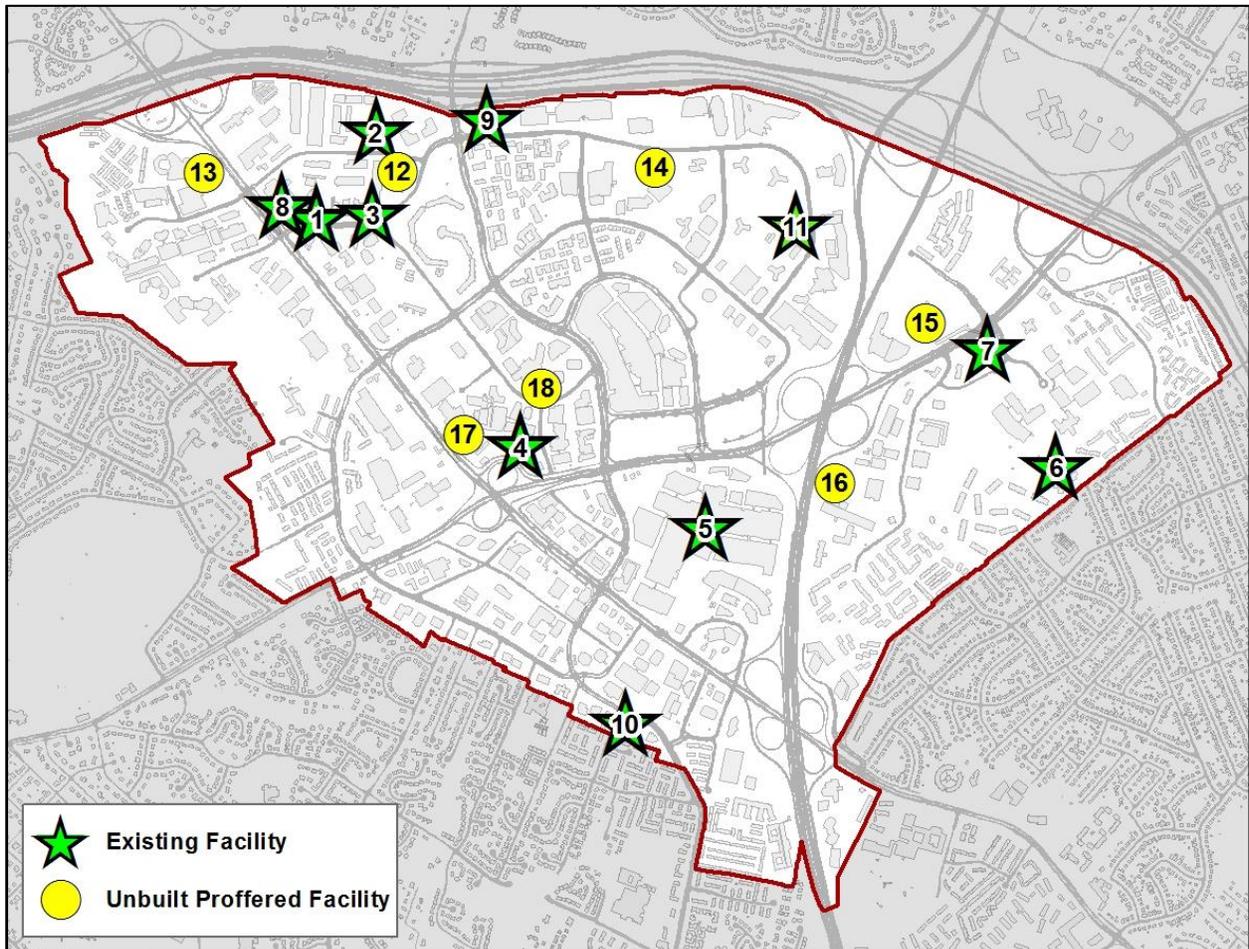


Table P1: Existing Public Facilities (as shown in Figure P1)

Facility	Note
(1) Fire Station #29	To be replaced as noted in Table P2
(2) Dominion Power Electrical Substation	--
(3) U.S. Post Office	--
(4) Fairfax Water Storage Tank	Previously owned by Falls Church
(5) Tysons Corner Center Community Space	1,700 sf for Fairfax County use, proffered with RZ 2004-PR-044
(6) Westgate Elementary School	40,000 sf expansion and 50,000 sf renovation currently under construction
(7) McLean Metrorail Station Kiss & Ride	--
(8) Spring Hill Metrorail Station Kiss & Ride	--
(9) Tysons West*Park Transit Station Kiss & Ride	--
(10) Virginia Dept. of Motor Vehicles office	--
(11) Fire Marshal Review office space	Ten year no-cost lease in existing office building, proffered with RZ 2014-PR-004

Table P2: Unbuilt Proffered Public Facilities (as shown in Figure P1)

Facility	Associated Application	Commitment
(12) Replace Fire Station #29	Spring Hill Station (RZ 2010-PR-014A, 014B, 014D, 014E)	Construct, fit out and dedicate 25,000 sf fire station in a residential high-rise building (condominium ownership) by 2020, with options for stand-alone station
(13) Arts Office & Funding	Tysons West Promenade (RZ 2011-HM-032)	Construct and fit out 3,500 sf arts office in mixed use building, 50 yr lease option; Provide \$350,000 funding for arts master plan
(14) New Elementary School	Arbor Row (RZ 2011-PR-023)	Dedicate land for school (complete); Provide \$600,000 for school design costs
(15) Community Center	Capital One (PCA 2010-PR-021)	Construct and fit out 30,000 sf community center in office building, 70 yr lease option <sup>1</sup>
(16) New Fire Station (East)	Scotts Run Station South (RZ 2011-PR-010/11) Scotts Run Station North (RZ 2011-PR-009)	Construct, fit out, and dedicate 15,000 sf free-standing fire station by 2020
(17) College/Community Space	Tysons Central (RZ 2011-PR-005)	Construct, fit out and dedicate 5,400 sf for public/community use, identified as an institution of higher learning, 50 yr lease option; Additional 9,100 sf available for expansion
(18) Indoor Recreation Space	Greensboro Park Place (RZ 2012-PR-002)	Construct 3,000 sf for community/recreational programming, 50 yr lease option; \$225,000 for fit-out costs

<sup>1</sup> Provided in partnership with the Commons (RZ 2011-PR-017). Each application created a need for half of an athletic field and half of a public facility; the Commons provides a full-sized athletic field and Capital One provides a full public facility.

Table P3 identifies additional facilities that are expected to be needed in Tysons. This list is intended to be dynamic, and is subject to change as additional public facilities or public partnerships are identified and/or facilities removed through re-prioritization or other means. Those facilities that are currently under discussion to be provided by pending applications are noted; however, until the applications are approved by the Board, the commitments are not final.

Table P3: Additional Public Facility Needs

Type of Facility	Threshold	Associated with Pending Zoning Application
Dominion VA Power Substation #2	2020	Dominion Square (RZ 2011-HM-011/012), Sunburst (RZ 2011-HM-027) and Perseus at (RZ 2011-HM-026)
Expansion of Spring Hill Rec. Center	18,000 pop. increase from 2010	--
Two additional Indoor Recreation Spaces	No set threshold	--
Dominion VA Power Substation #3	Development in North Central & Central 123	--
Community Library	50,000 pop.	The Boro (RZ 2010-PR-022) in coord. w/ Westpark Plaza (RZ 2013-PR-009)
Performing and Visual Arts Center (or multiple separate smaller theaters)	50,000 pop.	--
Civic Commons	No set threshold	--
Third Fire Station (Central)	64,000 pop. & 188,600 jobs	--
Police Station	Undetermined	--
Interim Police Office Space	Current Need	--
Elementary School	20,700 new households	--
Expansion of Middle School(s) and High School(s)	33,600 new households	--
Additional higher education facilities	No set threshold (one provided in Tysons Central 7)	--

## Parks and Recreational Facilities

As recognized in the Plan, parks are essential to creating a high quality of life for residents and to achieving important environmental goals. The Plan calls for a “green network” of parks, a comprehensive system of parks and open spaces connecting all of the districts in Tysons and integrating urban parks with existing environmentally sensitive areas. This green network should include publicly accessible parks in an amount consistent with the County’s adopted urban park service level standards and the Plan’s recommendations. The Tysons park system is planned to include a mix of small urban pocket parks, larger civic plazas and common greens and recreation-focused parks. The Plan for Tysons also includes a recommendation for 20 new athletic fields to serve Tysons by 2050, a level of service based on County-wide levels of service but adjusted for the urban character of Tysons.

### *Tysons Park System Concept Plan*

The Tysons Park System Concept Plan (Concept Plan), endorsed by the Park Authority Board in October 2014, includes a refined conceptual park network map, as well as guidance and implementation strategies for providing parks and recreational facilities in Tysons. The Concept Plan is not a regulatory document, but rather a conceptual guide that is intended to stimulate public discussion and participation to ensure the intended benefits are maximized as the future park system evolves. The Concept Plan is organized according to several key elements of the park system, including: park placement and typology; connectivity; athletic fields and other recreational facilities; civic spaces and community building features; and, cultural and natural resource preservation and interpretation.

The Concept Plan includes two new signature connectivity elements, the Tysons Community Circuit (Circuit) and the Green Artery, that will tie the elements of the park system together. The Circuit is a 5-mile loop proposed along existing and planned roads to connect the stream valleys and other off-road trail routes with the distributed network of urban parks. The Circuit is planned to be located mainly along avenues with on-road bike lanes; design of the Circuit might include physically separated trails or wayfinding such as signage and special pavement treatments. The Green Artery, is proposed to be a linear park under and along the Metrorail guideway. The Green Artery is designed to enhance connectivity between the Metrorail stations and the TOD districts that surround them.

The Tysons Park System Concept Plan is available at:

<http://www.fairfaxcounty.gov/parks/plandev/tysons-parks/downloads/tysons-park-system-concept-plan-final.pdf>

### *Existing, Proffered and Needed Park Facilities*

Prior to 2010, there were approximately 90 acres of publicly owned or accessible park land in Tysons; this includes privately owned park land that has a public access easement to allow a park use. In addition, prior to 2010, approximately 8.5 acres of park land was committed via proffers to either be dedicated to the Park Authority or accessible for public use. *Table P4* shows the change in existing park acreage between 2010 and 2015.

*Table P4: Existing Public Park Acreage by Ownership Type*

Existing Park Acreage: 2010		Existing Park Acreage: 2015	
Publicly Owned	Privately Owned	Publicly Owned	Privately Owned
89	1	97	2

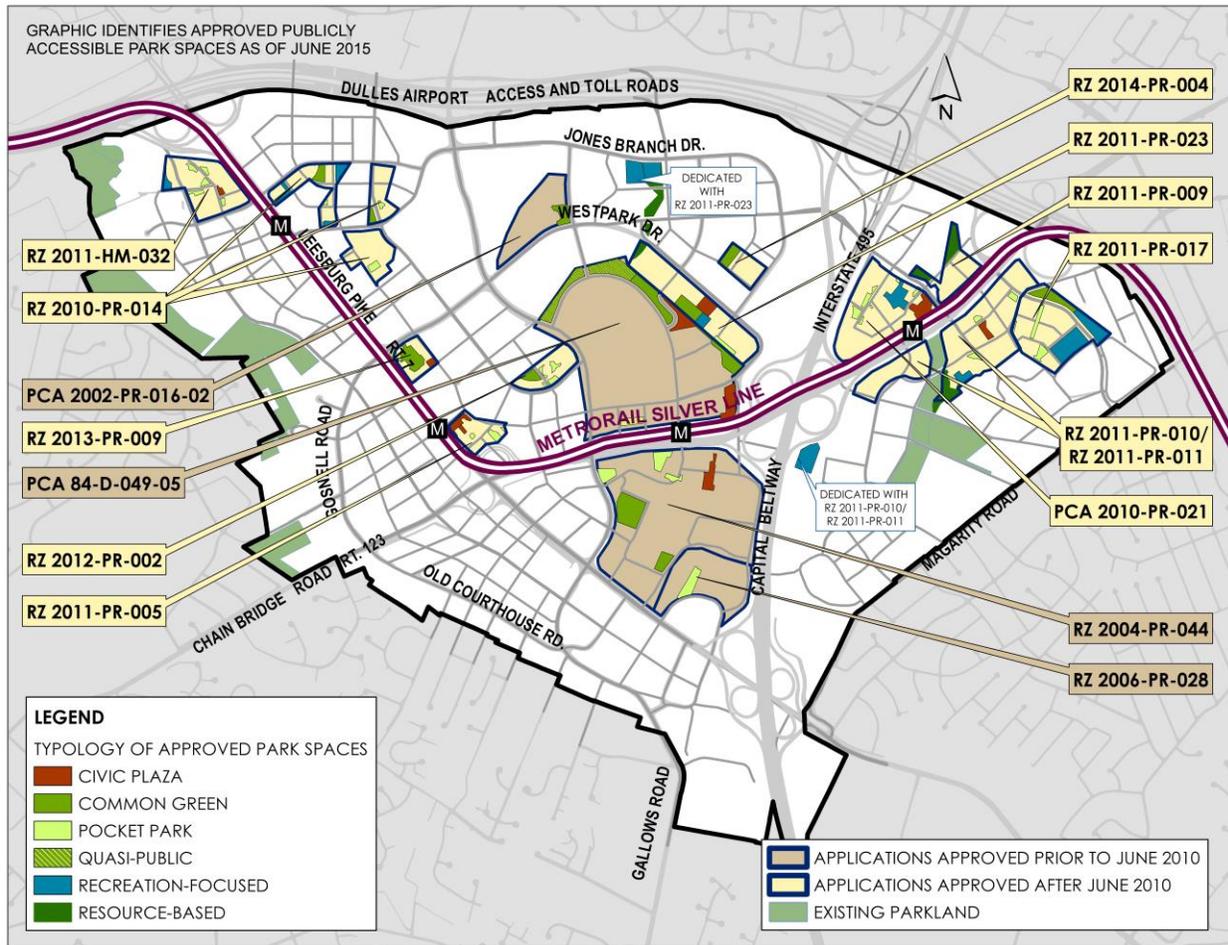
In addition to the 8.5 acres which had been proffered but not yet provided prior to 2010, the major applications approved since 2010 collectively provide commitments for an additional 48.6 acres of new publicly owned or accessible urban park space in Tysons. During the zoning review process, proposed parks are evaluated against the park typology contained in the Comprehensive Plan and the Tysons Park System Concept Plan. *Table P5* shows proffered public park acreage by type and includes all acreage proffered since 2010; those parks that have been provided to date are also included in the existing public park acreage shown in *Table P4*.

*Table P5: Public Park Acreage by Type, Proffered Since 2010*

Park Type	Proffered Acreage
Civic Plaza	3.39
Common Green	13.63
Pocket Park	10.79
Recreation Focused	17.03
Resource Based	3.78
<b>Total</b>	<b>48.61</b>

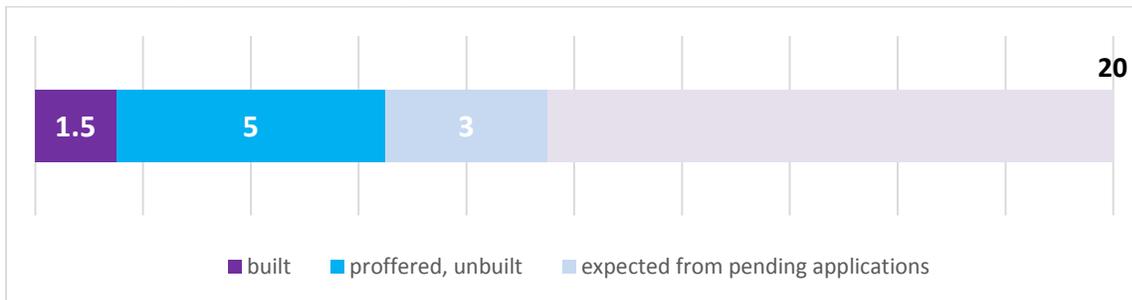
*Figure P2* illustrates approved applications and their park spaces by type, as well as existing parks. A majority of the new park spaces are smaller pocket parks remaining in private ownership, with public access easements and private maintenance.

Figure P2: Proffered Parks



Collectively, the major rezoning applications approved since 2010 generate a need for 6.5 new athletic fields at their maximum development levels; 1.5 have been provided and 5 remain to be built but have been proffered through land dedication, facility construction and/or contribution of funds (Figure P3). The current pending rezoning applications, if approved, will generate a combined need for three additional athletic fields.

Figure P3: Progress towards Comprehensive Plan Athletic Field Goal



*Major Zoning Applications -- Proffered Stream Valley Improvements*

As noted previously, one function of park space is to assist in the achievement of environmental goals. Stream valley parks in particular exemplify this concept as they have both a recreational component and an environmental purpose. To that end, the Plan recommends the restoration and enhancement of degraded stream valleys in Tysons. Five major applications have included commitments toward stream valley restoration. These commitments included financial contributions, provision of design plans, and actual restoration. *Table P6* identifies these commitments and where they are located by zoning case.

*Table P6: Stream Restoration Proffer Commitments*

	Location			Commitment			
	Scotts Run	Arbor Row Stream Valley	Old Courthouse Spring Branch	On-site restoration	Adjacent to site restoration	Design plans for restoration	Cash contribution
Capital One PCA 2010-PR-021	X			X			
Scotts Run Station North RZ 2011-PR-009	X						
Scotts Run Station South RZ 2011-PR-010/011	X				X	X	
Arbor Row RZ 2011-PR-023		X		X*			
Tysons West Promenade RZ 2011-HM-032			X				X

\* The stream restoration is located on the Hanover property, dedicated by the applicant as part of the Arbor Row application.

*Park Projects Delivered: 2014-2015*

Tysons Corner Center Plaza - A new civic plaza adjacent to the Tysons Corner Metro Station opened in the summer of 2014. The plaza is located on an elevated deck that connects the metro station to the Tysons Corner Center, providing not only an outdoor amenity space, but also at-grade connectivity between the mall and Metrorail station.

The plaza includes a children’s play structure, lawn area, seating, public art and flexible event and activity space. The plaza is now home to many special events including free movies, concerts and seasonal ice skating, as well as various ongoing activities such as a life-size chess board and giant Jenga. This space is privately owned and maintained and available for use through public access easements.



Ashgrove Trail Improvements - Completed in Fall 2014, the Ashgrove Trail improvements were a collaborative project between the Park Authority and the Department of Transportation. The trail connects the Vienna community to the Old Courthouse Spring Branch stream valley trail system and the Spring Hill Metrorail Station through parkland and easements across private property.



Greensboro Green Pop-Up Park - At the corner of Solutions Drive and Greensboro Drive, the Greensboro Green pop-up park opened in fall 2014. This interim park space is the result of repurposing excess surface parking near a popular food truck gathering area. The space includes painted asphalt, potted plants, moveable seating, picnic tables and shade umbrellas. It is a popular destination for employees and local residents who enjoy being outside, especially at lunchtime and on evenings in the summer when musical performances are scheduled. The pop-up park was also the site of the “Tysons Tiles” art installation in Summer 2015, as discussed and shown in the Implementation Features section of this report. This space is privately owned and maintained.



Jones Branch Fields and Arbor Row Stream Valley Park - The Jones Branch Fields and Arbor Row stream valley restoration were completed and dedicated to Fairfax County in Spring 2015. The park has a full-size permanent rectangle field and a youth-size interim field on the site of a future elementary school. The fields are made of synthetic turf and equipped with lights. The park includes onsite parking, seating areas and a small picnic gazebo. The Arbor Row stream valley has been restored and a new trail connects Jones Branch to Westpark Drive, providing improved access to the Tysons Corner Metrorail Station. These fields, and this portion of the stream valley, are in public ownership.



## **IMPLEMENTATION FEATURES**

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

### **Process Modifications**

Process modification actions intended to provide development flexibility that have occurred since June 2014 are discussed in this section. Additional process modifications which are on-going or were discussed in previous editions of this annual report are included in Appendix A.

#### *Partnering with the Partnership*

As discussed in Appendix A, the Board of Supervisors recognized the Tysons Partnership as a community “implementation entity” for Tysons. The Partnership is a private, non-profit membership organization where members of the Tysons community work together to implement the goals of the Comprehensive Plan, enhance the amenities found in Tysons, publicize and promote the area, and attract and retain residents, visitors and businesses. While the County has always worked closely with the Partnership, in 2015 the Partnership refocused its organizational goals. One area of emphasis is better communication and coordination with the County. Towards that end, County Senior Staff and the management of the Partnership have established a monthly meeting to discuss issues of importance to the County and the members of the Partnership.

In addition, County staff and the Partnership have worked on a number of initiatives to increase awareness and understanding between the two groups. These include development of a topical contact list of County (and other public agency) staff working in various areas of Tysons, as well as a large group breakfast meeting. This meeting brought Partnership members and County staff together to “put a face to the name” and to begin discussing issues of interest to both groups. The Partnership intends to utilize ideas generated at this meeting as it discusses future plans and initiatives.

#### *Multi-story Construction Process Improvements*

High-rise buildings are the norm in Tysons, and an increasingly common practice is to request incremental or phased occupancy of such high-rise structures. An example of this practice would be allowing residents or tenants to move into the ground floors of a building, while work continues on

upper floors. This approach is particularly helpful in larger buildings where market forces may not readily accommodate occupancy of an entire building at one time. To standardize and streamline the occupancy process, the Land Development Services (LDS) division of DPWES published a standard operating procedure (SOP) for phased occupancy of high rise buildings on March 24, 2015. The SOP describes expectations for safety provisions, approval of core and shell permits, completion of site plan related work, issuance of building permits subsequent to the core and shell permit, elevator usage, and treatment of construction materials and equipment. The policy is based on the need to provide safe vehicular and pedestrian access to the building and a safe environment inside the facility.

Developed in conjunction with the Fire Marshal's Office, the Building Official and the Director of Site Development and Inspection Division (SDID), the policy is applicable County-wide. While the policy was envisioned to be used for high-rise structures such as those in Tysons, the general tenets are applicable to any project where incremental occupancy would be appropriate. The SOP can be found at:

<http://www.fairfaxcounty.gov/dpwes/publications/ltdi/sop-phased-high-rise.htm>

#### *Underground Stormwater Management in Residential and Mixed-use Projects*

Virtually all new developments in Tysons propose some type of underground detention facility to address the stormwater management goals of the Plan, especially as those goals encourage the collection and on-site reuse of stormwater. Previously, the Public Facilities Manual (PFM) did not allow the use of underground stormwater detention facilities in a residential development (including mixed-use developments) without a waiver from the Board of Supervisors. While the conditions for approval of such waivers had become standardized, a formal public hearing process was still required for the waiver. In response to an initiative to streamline development in the revitalization districts, the Board adopted a PFM amendment on June 3, 2015, that eliminates the need for a Board waiver for most of these underground stormwater detention facilities. The amendment requires funds to be escrowed for maintenance and replacement of underground facilities for some developments, and reiterates a previous requirement for a private maintenance agreement for all such facilities. While this initiative was raised in the context of the revitalization districts, it is applicable throughout the County. The underground detention amendment can be found under "Recently Adopted Amendments" at:

<http://www.fairfaxcounty.gov/dpwes/publications/pfm/amendments.htm>

#### *Electric Utility Vaults*

Development blocks with activated facades on all sides may not have an appropriate "back" where standard, free-standing electrical transformers may be located. Although the *Transportation Design Standards for Tysons Corner Urban Center* allow the placement of utility electrical vaults and distribution lines in the public right-of-way via permit, Dominion Virginia Power (DVP) has concerns about locating its transformers in vaults (owned by a developer) that are subject to VDOT permitting, rather than in permanent easements.

Working together, County staff, VDOT, developers and DVP have identified mutually acceptable recommendations for locating electrical vaults. The preferred location for electrical transformers is either in electrical rooms located within the building footprint along a less active building edge, or in

underground vaults located in alleys or driveways. If site or building design precludes these options, locating underground vaults in a plaza or in the building zone adjacent to the public right-of-way is appropriate, although design integration issues would need to be addressed. In those cases where early zoning approvals showed electrical vaults located partially within the building zone and partially under the public sidewalk, VDOT agreed to accept a right-of-way line that notches around the vault so that the vault remains in private ownership within the building zone. Appropriate public access easements are required in these instances. Nevertheless, where possible, these electrical vaults should be moved to a more appropriate location as more refined engineering is done.

#### *VDOT Level of Service Waivers*

The Comprehensive Plan recognizes that in Tysons the vehicular level of service (LOS) for a particular road or intersection may be lower than would otherwise be desired. This is primarily to allow an emphasis to be placed on alternative modes of transportation such as biking and walking, and to permit the streets to have an urban character. The *Transportation Design Standards for Tysons Corner Urban Center* (Design Standards) recognize this and include several pages of notes relating to traffic mitigation in these circumstances. The Design Standards specifically speak to LOS waivers for National Highway System Routes (Routes 7 and 123). During the zoning review process, several applications have encountered this circumstance, often with multiple rezoning applications impacting the same intersection. The developers, the County and VDOT have collectively developed a process to address these LOS waiver requests, as follows.

After completing an operational analysis or traffic impact analysis and determining that a LOS waiver is necessary, a LOS waiver should be submitted to VDOT, along with a commitment to provide improvements or funds towards improvements above and beyond the standard traffic mitigation measures related to the application. These waiver-related mitigation measures are subject to negotiation between the applicant, the County and VDOT. Once applicants codify appropriate mitigation measures in their proffer packages, VDOT will approve such a waiver. If the intersection in question has previously been the subject of an approved LOS waiver, a subsequent applicant does not need to apply for an additional waiver, but instead could submit a letter documenting the level of development and impacts of the proposed development, and indicating that they will provide comparable mitigation measures as those provided by the applicant of the original LOS waiver. Acceptance of this letter by VDOT is subject to the adequacy of the documentation and the inclusion of the comparable mitigation measures in the proffer package.

#### **Current Issues**

The following is an overview of some of the issues that have been identified and are being addressed during the rezoning and site plan processes for Tysons applications. While these issues may have been raised first with development applications in Tysons, some are also applicable to urban-style development in other parts of the County and their identification and resolution adds value to the

review of development applications throughout Fairfax County. Issues that have been identified in earlier sections of this report are not duplicated here.

### *Branding*

An on-going initiative of the Tysons Partnership is branding Tysons. Towards that end, in 2015 the Partnership developed a branding and signage plan, with the intent that this could be the first part of a Tysons-wide wayfinding plan. Parts of the wayfinding plan implemented in 2015 include; entry/identification signage at four major entrance points to Tysons; pedestrian-scale wayfinding plinths; streetlight banners along Route 7; and, a major identification sign on the Fairfax Water water tower. The entry signs, pedestrian plinths and streetlight banners are located in VDOT right-of way, and as such, are installed under VDOT permits. The water tower sign was approved as a Tysons wayfinding Comprehensive Sign Plan application (CSP). The members of the Partnership and County staff continue conversations about expanding the wayfinding CSP to encompass additional pedestrian and vehicular directional signage for Tysons. This may include a Tysons-wide design component as well as a district level design component.



### *Streetlights*

The preferred streetlights for Tysons, which honor both the environmental goals and the design considerations found in the Plan, are considered a non-standard fixture by DVP. In previous years, County staff had worked with the development community to formalize standards for lighting design plans to streamline site plan review and provide for lighting that meets the PFM standards and the goals of the Plan. Staff continues to evaluate guidance for lighting in Tysons with a goal of ensuring visual cohesiveness along street corridors. Towards that end, staff is developing guidance relating the proposed light fixtures to street widths, and evaluating the light fixtures recommended in the *Tysons Corner Urban Design Guidelines* as that document is reviewed and updated.

### *Building Repositioning*

Fairfax County has a long standing growth policy of concentrating new development in mixed-use activity centers (like Tysons). This policy, combined with changes in the local office market, is resulting in increased interest from commercial office owners in repositioning existing office buildings and office sites. Primarily seen in the older, lower-scale office developments on the perimeter of Tysons, this interest ranges from adding uses to an existing building, to changing the use of the entire building, to adding new residential structures on an existing site while maintaining the current office building. The Greensboro Park Place application, approved in 2014, is an example of the latter. The recent purchase of a large, vacant office building along the Toll Road by a private school is an example of an intended new use for an entire building. County staff is undertaking a study of repositioning in the County as a whole. Given the prevalence of older office buildings on the edges of Tysons, coupled with the supply of new metro-accessible buildings coming on-line at the stations, this issue is likely to have an impact on the future development of Tysons.

### *Pedestrian Connectivity During Construction*

In the last year, County and VDOT staff have received complaints about the loss of pedestrian connectivity during active construction of sites in Tysons. While most development sites are required to include pedestrian traffic in their “maintenance of traffic” plans, lack of coordination between adjacent sites has sometimes resulted in missing links, especially in areas where sidewalks do not exist on both sides of a street to begin with. County and VDOT staff have responded by working with construction managers to install temporary crosswalks to address existing issues, and are scrutinizing proposed construction plans to ensure that pedestrian management and access routes are adequately provided during construction in the future. The image to the right shows a temporary crossing completed in June 2015 on Anderson Road to address concerns about pedestrian connectivity.



## Urban Design Features

### *Design Guidelines*

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

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

The Guidelines contain 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. The Plan amendment currently under review proposes edits to the Urban Design section of the Plan, both to align the Plan and the Guidelines and to reflect lessons learned and current practice in zoning review. Updates to the Guidelines to address similar issues of alignment and current practice are underway and are expected to be delivered following adoption of the Plan amendment.

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

Associated with the Tysons Partnership's branding initiative is an initiative of placemaking, specifically the interim use of surface parking lots and vacant parcels for temporary festivals and other similar uses. The Partnership continues to program events such as a farmer's market, the Tour de Tysons bicycle race and various art, music, and food festivals in Tysons. Many of these community events occur at the Lerner Town Square at Tysons II, a privately owned 10-acre parcel that provides a location for interim uses directly adjacent to the Tysons Corner Metro Station. These events, which occur in under-utilized sites and create excitement and interest, help define Tysons as a place and get people engaged in the Tysons community prior to redevelopment.

One significant event in 2015 was the World Police and Fire Games. Several of the more spectator-friendly events were located at Lerner Town Square, including the beach volleyball and dodge ball tournaments. With the addition of a hospitality tent selling food and beverages, Lerner Town Square was transformed into an active outdoor entertainment venue, where spectators came to watch the Games, and in some cases turned the site into their own impromptu park.



### *Public Art*

Both the Plan and the Guidelines identify the benefit of having art installations to enliven public and private spaces. Many of the approved zoning applications have included proffer language providing for the installation of art and/or identifying locations where sculpture or other public art could be installed. Public art does not have to be a single sculptural element or focal point for a building or plaza, nor does it have to be a permanent installation.

An example of the incorporation of public art and the use of temporary art to enliven a space is “Imagine Art Here: Tysons Tiles” project of the Arts Council of Fairfax County. This public art engagement project by artist Julia Vogl engaged with 1,000 participants to investigate the role of art in the community, opinions on culture, and fun facts about the participants.

As noted on the Arts Council’s website, artist Julia Vogl stated that “I was impressed with how diverse Tysons is; ethnically, socio-economically, and in age. Tysons has the potential to be culturally very rich because there are so many stories and traditions to draw from.” The project culminated with physical installations of visually compelling ground murals at several locations in Tysons from June - August, 2015.

In addition to the actual installation, the project collected data on the community’s habits involving art that will be used to inform the Master Arts Plan for Fairfax County.





# APPENDIX A



## Appendix A – Tracking Implementation

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

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

This appendix provides the 20 **Follow-On Motions** with a status update on each, and provides a brief list of the **on-going process modifications** that were undertaken to address the Board’s directives, including staffing initiatives, process initiatives, and transportation initiatives. .

### Follow-on Motions

	<b>Follow-On Motion</b> as adopted by BOS June 22, 2010	<b>2015 Status Update</b>
#1	The Board directs staff to continue its work on potential arrangements for <b>financing</b> 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 October 16, 2012, the Board adopted a comprehensive funding plan for Tysons' infrastructure improvements. The Board created the Tysons Transportation Service District on January 8, 2013; revenue continues to be collected. Through FY15, \$7.3M has been collected with \$6.4M budgeted for allocation to projects in FY16, and an additional 10% (\$0.73M) to be kept in reserve per Board policy. The Board adjusted its Tysons Road Fund policy to create two new road club funds with associated implementation guidance on January 8, 2015. Staff continues to implement the Board's funding plan through the rezoning process, including commitments to in-kind construction of local streets and Road Fund contributions.
#2	The Board directs staff to work with stakeholders to produce the necessary organizational and resource requirements for the <b>Tysons Partnership</b> 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 established on January 19, 2011, as a private, non-profit membership organization. The Partnership was named the operator of the new Tysons Transportation Management Association (TMA) on July 1, 2014. The new TMA was branded TyTran. The Partnership implemented a branding campaign in 2015 and continues to explore funding options to support BID-like functions to further the organization’s objectives.

	<p align="center"><b>Follow-On Motion</b> as adopted by BOS June 22, 2010</p>	<p align="center"><b>2015 Status Update</b></p>
#3	<p>The Board recommends that the Tysons Partnership initiate a process to review and potentially change <b>district names</b> to enhance community character and identity.</p>	<p>In April 2012, WMATA approved the Board's recommended names for the eight Silver Line Metrorail stations (including four in Tysons). Updating the station names in the Plan is part of the Plan Amendment currently in process. Staff anticipates working with the community and the Tysons Partnership on the issue of renaming the districts and defining neighborhood character.</p>
#4	<p>The Board recommends that the Tysons Partnership work with Tysons landowners, County agencies, non-profit housing organizations, and interested private entities to establish options for <b>workforce and affordable housing</b> and to help develop options for meeting the workforce and affordable housing elements of this Plan by establishing off-site options for developers when the cost of constructing workforce housing in high rise developments is cost prohibitive. The Tysons Partnership should report back to the Board by January 2011 on the status of these efforts.</p>	<p>All rezoning applications in Tysons are reviewed against the Plan's recommendations to provide affordable and workforce housing options. To date, all PTC rezoning applications have proffered to the applicable Plan recommendations. Staff is currently working with the development community and housing advocates to address the issue of providing workforce housing in condominium projects, such as those proposed in Arbor Row (PCA 2011-PR-023).</p>
#5	<p>In order to create a greater sense of community for the residents of Tysons, a <b>residential organization</b> that represents all of the residential stakeholders and entities in Tysons should be established.</p>	<p>The Tysons Partnership has residential representation and forms the basis to create a Tysons-wide residential organization.</p>
#6	<p>The Board directs staff to make recommendations to the Legislative Committee on <b>financial incentives</b> 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.</p>	<p>The Board's Legislative Committee reviewed staff's recommendations on September 21, 2010, and accepted staff's recommendations to not seek legislation on tax incentives for green buildings at this time and to not seek legislation allowing Fairfax County to require adequate public facilities.</p>
#7	<p>The Board directs that staff report annually or as requested on the various aspects of the Plan that call for periodic <b>monitoring</b>, 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.</p>	<p>Staff has established monitoring parameters for Tysons and reports on them in these Annual Reports. Review of and updates to the Plan's monitoring recommendations are part of the authorized Plan Amendment currently in progress.</p>

	<p align="center"><b>Follow-On Motion</b> as adopted by BOS June 22, 2010</p>	<p align="center"><b>2015 Status Update</b></p>
#8	<p>The Board directs staff to commence the planning and operational analysis necessary to implement the higher priority <b>transportation</b> facilities listed in the Plan table titled “Transportation Infrastructure, Programs, and Services, As They Relate to the Level of Development in Tysons.”</p>	<p>Staff continues to implement a number of transportation related project listed in the referenced Plan table. Funding from the Transportation Service District was allocated to three of the projects by the Board in September 2015:</p> <ul style="list-style-type: none"> <li>- Route 7 Widening (Rt. 123 to I-495)</li> <li>- Route 123 Widening (Old Courthouse to Rt. 7)</li> <li>- Route 123 Widening (Rt. 7 to I-495)</li> </ul>
#9	<p>The Board directs staff to begin planning for long-term mass <b>transit</b> 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.</p>	<p>The Countywide Transit Network Study began in 2012. Public meetings were in 2012-2013; a recommendation on a high quality transit network concept is expected to be completed in late 2015.</p>
#10	<p>The Board directs staff to work with representatives of communities adjacent to Tysons to formulate policies and procedures for addressing <b>traffic congestion</b>, including measurable strategies to be included as part of the overall plan monitoring.</p>	<p>Phase I of the Neighborhood Traffic Study, which analyzed 19 intersections outside of Tysons to determine the impact of the adopted Tysons Comprehensive Plan on these intersections, was completed in 2010. Phase II of the Neighborhood Traffic Study was initiated in 2012, and will include an additional 10 intersections. Phase II is scheduled to be completed in late 2015.</p>
#11	<p>The Board directs staff to issue an RFP for the <b>circulator</b> 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 495.</p>	<p>The Tysons Circulator Study recommended a three-route network, with buses as the preferred mode of transit. Changes to the Plan to update the circulator network map and related text are part of the authorized Plan Amendment currently in progress.</p>

	<p align="center"><b>Follow-On Motion</b> as adopted by BOS June 22, 2010</p>	<p align="center"><b>2015 Status Update</b></p>
#12	<p>The Board applauds the work already begun on operational analysis of the <b>grid of streets</b> and directs staff to continue with this effort, particularly in the vicinity of the intersection of Greensboro Drive and Spring Hill Road.</p>	<p>The Consolidated Transportation Impact Analyses (CTIA) for Tysons East, Tysons West, and Tysons Central have been completed and approved by VDOT as part of the Chapter 870 process. These analyses were done in coordination with landowners and applicants, and have reviewed and refined operations on a specific grid of streets within each district and between adjacent districts. Changes to the Plan to update the conceptual road network map and related text are part of the authorized Plan Amendment currently in progress.</p>
#13	<p>The Board directs staff to continue the work already begun on the <b>Tysons Metrorail Station Access Management Study (TMSAMS)</b> 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.</p>	<p>The TMSAMS recommendations and project list were approved by the Board on May 22, 2012. In May 2013, the Board approved a project agreement with VDOT for over \$20 million in federal Regional Surface Transportation Program (RSTP) and Congestion Mitigation and Air Quality (CMAQ) funds, for preliminary engineering, right-of-way and utilities, and construction expenses for TMSAMS transportation improvements.</p>
#14	<p>The Board directs staff to explore options for providing <b>commuter parking</b> 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.</p>	<p>On June 30, 2013, the Board entered into a Tysons Interim Metrorail Public Commuter Park-and-Ride Lot Agreement with Cityline Partners, for 711 spaces in a new surface lot at 1820 Dolley Madison Blvd. The lot opened on July 26, 2014. On September 9, 2014, the Board entered into an interim parking agreement for 100 spaces in an existing structure at Silverline Center (7900 Westpark Drive); these spaces became available in May 2015. Staff continues to pursue additional locations for potential commuter parking.</p>

	<p style="text-align: center;"><b>Follow-On Motion</b> as adopted by BOS June 22, 2010</p>	<p style="text-align: center;"><b>2015 Status Update</b></p>
<p>#15</p>	<p>The Board directs staff to bring to the Board an <b>official map</b> 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 rezonings when such are required to address the alignments of new or modified streets that have been conceptually engineered.</p>	<p>No official map is proposed. The Conceptual Grid of Streets map contained within the Comprehensive Plan will be updated as part of the authorized Plan Amendment currently in progress.</p>
<p>#16</p>	<p>The Board directs staff to bring to the Board for adoption an official map of <b>public facilities</b> 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 subdistrict of the rezoning application. The Board further directs staff to bring forward amendments to the official map with subsequent rezonings when such are required to reflect the locations of additional public facilities as they are identified.</p>	<p>No official map is proposed; amendments to the Comprehensive Plan are preferred as the method to reflect changes over time. An interdepartmental team has refined the type, location, space needs, timing and costs for public facilities in Tysons, including parks and athletic fields. A Tysons Park System Concept Plan has been developed to refine and elaborate upon the Conceptual Parks and Open Space Network in the Plan. The plans for public facilities and for parks are conceptual in nature and provide guidance without being overly prescriptive. Changes to these sections of the Plan are also part of the authorized Plan Amendment currently in progress.</p>
<p>#17</p>	<p>The Board directs staff to bring back to the Board an evaluation of two possible changes to the <b>Policy Plan</b>, one of which would modify the County’s workforce housing policy to encourage monetary contributions to affordable and workforce housing from future non-residential development; and, the other would modify the Transit Oriented Development policy to incorporate specific conditions related to walking distance from station entrances rather than station platforms.</p>	<p>On March 29, 2011, these two items were referred by the Board to the Planning Commission. On February 23, 2014, the Board directed staff to further study the "3-2-1 proposal" for per square foot contributions to affordable housing from developers of commercial properties in activity centers; to prepare analyses of actual cases once sufficient new commercial developments which proffered \$3.00 per square foot in Tysons come online; and, to subsequently return to the Board with any recommendations for modifications for Tysons and potentially other areas of the County.</p>

	<p align="center"><b>Follow-On Motion</b> as adopted by BOS June 22, 2010</p>	<p align="center"><b>2015 Status Update</b></p>
#18	<p>The Board directs staff to prepare, in coordination with appropriate stakeholders, the <b>urban design guidelines</b> manual that expands upon, and provides additional detail on the urban design elements contained in the Plan.</p>	<p>The Tysons Urban Design Guidelines were endorsed by the Board on January 21, 2012. Updates to the Plan for consistency with the Guidelines are part of the authorized Plan Amendment currently in progress. The Office of Community Revitalization is currently reviewing the Guidelines and anticipates an update in 2016.</p>
#19	<p>The Board directs staff to assess the need for dedicated staffing and <b>staff resource</b> requirements for development applications, plan monitoring and other activities necessary to implement the Plan for Tysons and return to the Board with its recommendation.</p>	<p>A staff resource plan was developed, approved and implemented to support the implementation of the Plan for Tysons. See additional details in the On-going Process section below.</p>
#20	<p>The Board directs staff to be <b>flexible</b> when reviewing projects that include minor deviations from a strict interpretation of the Plan if such projects exhibit excellence in architecture and urban design; contribute significantly to the urban nature of Tysons; meet transportation and public facility guidelines; and, on balance, meet the objectives of the Plan.</p>	<p>Implementation activities are on-going. The following section provides additional details on the progress that staff has been making to provide additional flexibility for projects in Tysons.</p>

## On-going Process Modifications

As stated previously, the Plan and the PTC District envision and encourage development at densities that had not previously been implemented in Fairfax County, and it was understood that this new style of development could raise new issues. As identified in the table above, a number of the Board’s Follow-on Motions expressly addressed this challenge by directing staff to be flexible in their review of developments, and by directing County agencies to allocate staff and resources to this effort. This section provides information on process modifications that have been made to facilitate the redevelopment of Tysons.

### *Staffing Initiatives*

- Development of an interdepartmental Core Team, made up of staff from the various agencies responsible for development review to allow for a comprehensive review of the inter-related issues that need to be addressed in an urban-style of development. Collectively, the Core Team members are better able to understand the relationship of all of the issues, rather than focusing exclusively or primarily on individual areas of emphasis. The Core Team is led by a Branch Chief from Zoning Evaluation Division (ZED-DPZ) and has logistical support from DPZ and OCR.
- Development of an interdepartmental Steering Committee to provide a regular point of contact with senior staff. The Tyson Steering Committee allows issues to be quickly reviewed at the senior staff level when Tysons-wide or County-wide policy may be impacted.
- Creation of “Tysons Coordinator” positions in OCR and DPWES, as well as one full-time and one part-time Tysons plan reviewers in LDS-DPWES. VDOT also created a Tysons Coordinator position. Additional resources have also been allocated by other departments to assist in the planning and review of applications within Tysons.
- In addition to the primary site plan reviewer being a member of the Tysons Core Team, staff has developed a process whereby members of the Core Team who do not have site plan approval authority (such as OCR and DPZ) review and comment on submitted site plans. This allows early identification of any concerns about substantial conformance, and addresses review and approval of certain proffered features and conditions by these agencies. It also allows the Core Team to identify potential issues that may be avoided with future cases.

### *Process Initiatives*

As noted previously, one benefit of the Tysons teams has been to resolve issues relating to a more urban form of development; the lessons learned in Tysons are being transmitted to urban development in other areas of the County. In addition to those items discussed in other sections of this Annual Report, the following amendments, letters to industry, formalized processes and similar items implemented prior to Fall 2014 are listed below. More detailed information may be found in previous Annual Reports.

- Implementation of Section 2-1200 of the Public Facilities Manual (PFM), Tysons Corner Urban Center, allowing “alternative” specifications for infrastructure and/or design. Design alternatives are listed in site plan submittals, but do not require the submission of a stand-alone PFM waiver.
- Streetlight standards: Technical Bulletin 14-07, dated May 5, 2014, provides guidance and criteria for lighting design for public roads and sidewalks using the fixtures recommended in the Tysons Urban Design Guidelines.

### *Transportation Initiatives*

#### Transportation Funding

On October 16, 2012, the Board heard public comment on the Planning Commission’s funding recommendations. Following the public comment, the Board endorsed the Planning Commission’s transportation funding plan and directed staff to implement elements of the funding plan for Tysons. The Board’s directions are summarized below, along with subsequent actions. The full text of the Board’s endorsement and follow-on motions to implement the funding plan recommendations can be found at:

[http://www.fairfaxcounty.gov/tysons/implementation/trans\\_funding\\_followonmotions\\_fall2012.htm](http://www.fairfaxcounty.gov/tysons/implementation/trans_funding_followonmotions_fall2012.htm)

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

One key component of the funding plan is for redevelopment to construct, or fund construction of, the local grid of streets. To this end, the Board directed staff to transition the then existing Tysons Road Fund into the Tysons Grid of Streets Transportation Fund.

On January 8, 2013, the Board established the Tysons Grid of Streets Transportation Fund (Tysons Grid Fund) and adopted guidelines for how to implement the fund. The contribution rates were initially established at \$6.44 per gross square foot (GSF) for new non-residential

space and \$1,000 per unit for new residential uses. Rates are reviewed and updated annually with all other County transportation fund rates.

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

On January 8, 2013, the Board established the Tysons-wide Transportation Fund (Tysons-wide Fund) and set guidelines for implementation. The contribution rates were initially established at \$5.63 per GSF of new non-residential space and \$1,000 per unit for new residential uses. Rates are reviewed and updated annually with all other County transportation fund rates.

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

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

The TTSDAB is comprised of 17 members representing commercial and residential property owners within the Tysons Transportation Service District and representatives from the surrounding communities. Information on the current rates and revenues generated is found in the Transportation section of this report.

The Board directed staff to continue to proactively seek federal, state, and other funding opportunities to maximize revenue from state and federal funding partners, so as to minimize the impacts of funding the transportation infrastructure on County taxpayers. The overall Tysons funding plan included approximately \$200 million in “unidentified state and federal transportation revenues”. During its 2013 Session, the Virginia General Assembly approved HB 2313 which provided additional statewide and regional transportation funding. A portion of the HB 2313 local funding has been identified as a potential funding source to address the “unidentified state and federal transportation revenue” adopted by the Board, but no funds have been allocated to specific projects at this time.

Staff continues seek funding for projects from a variety of regional, state and federal sources as opportunities evolve.

### Transportation Studies

- *Tysons Multimodal Transportation Hub Analysis* – The Transportation Section of the Plan includes a goal of establishing multimodal transportation hubs “strategically placed close to Metrorail and circulator stations and/or other retail, employment and residential centers to allow flexibility in trip making within Tysons”. The hubs permit transit users to reach a final destination that is beyond walking distance from a transit station. The Tysons Multimodal Transportation Hub Analysis was begun in November 2011 and completed in 2013. The analysis provided a plan for each station, including recommendations for service implementation as well as locations for car share programs, bike share programs, bike racks and lockers, taxi stands, kiss and ride lots, commuter kiosks and civic greens. These plans are utilized by staff in reviewing zoning applications around the Metrorail stations.
- *Consolidated Traffic Impact Analyses (CTIAs)* – Three CTIAs were conducted (Tysons East, Tysons Central and Tysons West) to determine, at a high level of detail, current and future traffic conditions projected to arise from the implementation of planned densities and new developments in Tysons; to evaluate and optimize the grid of streets; and, to determine associated right-of-way needs. These studies used a sophisticated modeling tool to analyze growth in Tysons, determine the best possible traffic flow through the area, and analyze the most cost-effective solutions while minimizing property and environmental impacts. The model is also being used to help determine the phasing of elements of the grid of streets and road requirements. In addition to existing conditions, land use scenarios were tested for 2030 and 2050. The three CTIAs have collectively examined how Tysons can be transformed into a walkable urban center through redevelopment of land and development of a corresponding grid of streets that would offer alternative paths for travel within Tysons. These alternative paths are designed to disperse traffic that would otherwise use primary roadways, such as Route 7 and Route 123. The three CTIA studies were submitted to VDOT as Chapter 870 Small Area Plan Submissions. The Tysons East CTIA was approved in April 2013; the Tysons West CTIA was approved in October 2013; and, the Tysons Central CTIA was approved in December 2013. In addition to satisfying VDOT Chapter 870 requirements for the Plan, the CTIAs are used by staff and applicants in developing traffic studies for individual applications.
- *Dulles Toll Road Ramp Study* – This study included an operational analysis of and conceptual designs for new ramps from the Dulles Toll Road to Tysons. Options were presented at public meetings in May 2012 and May 2013. A final study report was developed in November 2013, and recommendations were presented to the Board’s

Transportation Committee in December 2013, and as a Board Item on March 25, 2014.

More information is available at:

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

It is anticipated that actual design and formal environmental work on the ramps, including required National Environmental Policy Act (NEPA) determinations, will not begin for some time. Actual schedules for implementing these projects will depend on the rate of development in Tysons; however, the study will be a resource for developers in the Tysons West area as they plan their projects.

- *Ultimate Operation Study for the Tysons Circulator* –This study focused on the development of a long term Circulator System intended to support Tysons by 2050, when the residential population is anticipated to be 100,000 and the employment population is anticipated to be 200,000. The purpose of the study was to design a circulator system to support the County’s overall goal of maximizing transit trips and minimizing vehicular trips to, from, and within Tysons. Key recommendations from the study are provision of a three route network; use of buses (although streetcars are not excluded from consideration) which can provide sufficient capacity for future demand; and, provision of strategically placed exclusive lanes and queue jumps with shared right-of-way travel for routes without exclusive lanes. The final report was published in Spring 2013 and is posted at:  
<http://www.fairfaxcounty.gov/tysons/transportation/tysonscirculator.htm>
- *State Street Study* –State Street is a new roadway proposed in the Plan to connect a future section of Boone Boulevard with Greensboro Drive via a full-movement at-grade intersection with Leesburg Pike (Route 7), entailing a crossing under the Silver Line superstructure. The State Street Study reviewed a number of potential alignments, assessed land use and development impacts of three preferred alignments, and evaluated these with stakeholders, including adjacent property owners. The study identified challenges associated with the potential alignments, but did not designate one as the ultimate alignment. The final alignment will be contingent upon future redevelopment of the surrounding properties.



# APPENDIX B



## Appendix B –Development Within Tysons

Appendix B contains information on all of the major zoning applications in Tysons. These include six major applications that were approved prior to Plan adoption in anticipation of rail, as well as all major rezoning applications (PTC rezonings) that have been approved or reviewed in Tysons between Plan adoption and September 2015. Case sheets for each application (approved, pending and deferred) are provided, organized by District.

This introduction provides summarized data on the *approved* major applications, including the amount of development existing on those sites today, what is under construction, what has been approved by Site Plan, and the total entitlement approved pursuant to the zoning applications. Data from pending and indefinitely deferred applications is not included in the summary tables contained in this introduction.

The case sheets for each of the major approved and pending zoning applications list the applicable zoning application numbers as well as the site plans (Site Plans, Minor Site Plans, Public Improvement Plans, etc.) associated with the application. Information is also provided about related, associated or concurrent zoning applications, including proffered condition amendments, associated rezonings or final development plans. Each case sheet also provides a descriptive overview of the development, including a graphic depiction of the site layout. Case sheets for applications that have been indefinitely deferred include only the related application numbers, graphic and basic information, as it is anticipated that changes may be made to these applications when they are reactivated.

Each case sheet includes a section on current development activity on the site. Current development activity is defined as submission, review or approval of a site plan or actual construction work on the site. The current development information from all major applications is consolidated into Table L4 for approved applications and Table L5 for pending applications which are found in the Land Use section of this report (pages 11 and 13).

The case sheets provide summaries of the development potential on the site (permitted floor area) by use, including office, residential, retail and hotel uses. The summary tables illustrate how the approved development is progressing by showing (1) development approved pursuant to a CDP; (2) development approved pursuant to an FDP; (3) development that has been approved by Site Plan but is not under construction; and, (4) development that is under construction or completed. The summary tables are followed by tables that show the same information for each approved building. No data tables are provided for indefinitely deferred applications, nor is data from these applications included as “proposed development” in the aggregate tables of this report discussed below.

The information from the case sheet summary tables is aggregated by District in the introduction to each District, and the aggregate data for all of the major approved applications is provided below. This data was used to create the tables relating existing, approved and proposed development in all of Tysons that are found in the Land Use section of this report.

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

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

Twenty-two major Tysons rezoning applications have been approved. Aggregated information for these twenty-two approved applications can be found in the table below under their non-residential maximum development options.

*Total Development Levels for Approved Major Applications*

	<b>Existing Development</b>	<b>Under Construction</b>	<b>Approved by Site Plan</b>	<b>Approved Development <sup>1</sup></b>	<b>Total</b>
Office <sup>2</sup>	6,129,932	1,737,126	198,740	11,651,928	19,717,726
Retail <sup>3</sup>	3,953,865	43,564	1,260	824,882	4,823,571
Hotel	1,192,066	0	0	1,374,434	2,566,500
<b>Total Non-Residential</b>	<b>10,948,970</b>	<b>1,780,690</b>	<b>200,000</b>	<b>14,958,137</b>	<b>27,887,797</b>
<b>Residential</b>					
Residential	2,496,581	1,716,995	0	16,483,519	20,697,095
Residential Units	2,246	1,602	0	15,574	19,422
<b>Total Development</b>					
<b>Total Development</b>	<b>13,445,551</b>	<b>3,497,685</b>	<b>200,000</b>	<b>31,441,656</b>	<b>48,584,892</b>

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

2 Includes industrial uses

3 Includes car dealerships

Of the approved major Tysons rezoning applications, 16 were approved since the Plan was amended in 2010. These 16 rezoning applications have a maximum total development potential of approximately 31 million square feet under their non-residential maximum options (or a net maximum of 27 million square feet above existing levels), with approximately 50% of the development potential in residential uses.

In addition to the approved applications, an additional 12 rezoning applications have been filed. Of these 12, two have been indefinitely deferred. The remaining ten pending rezoning applications currently propose a net maximum total development of approximately 13.5 million square feet of development under their non-residential maximum options, with approximately 60% of the development potential proposed as residential uses.

More information on the individual applications (approved, pending and indefinitely deferred) can be found on the following pages. Development data is reported in square feet for each use; residential development is also reported as total units approved/proposed.



## TYSONS WEST

Ten major zoning applications have been submitted in the Tysons West District; of those, five have been approved, four are pending, and one has been indefinitely deferred. The table below provides aggregated data on the nine approved and pending applications. All development information is reported in square footage proposed for each use, except that Residential Units are also reported as the total number of units approved/proposed.

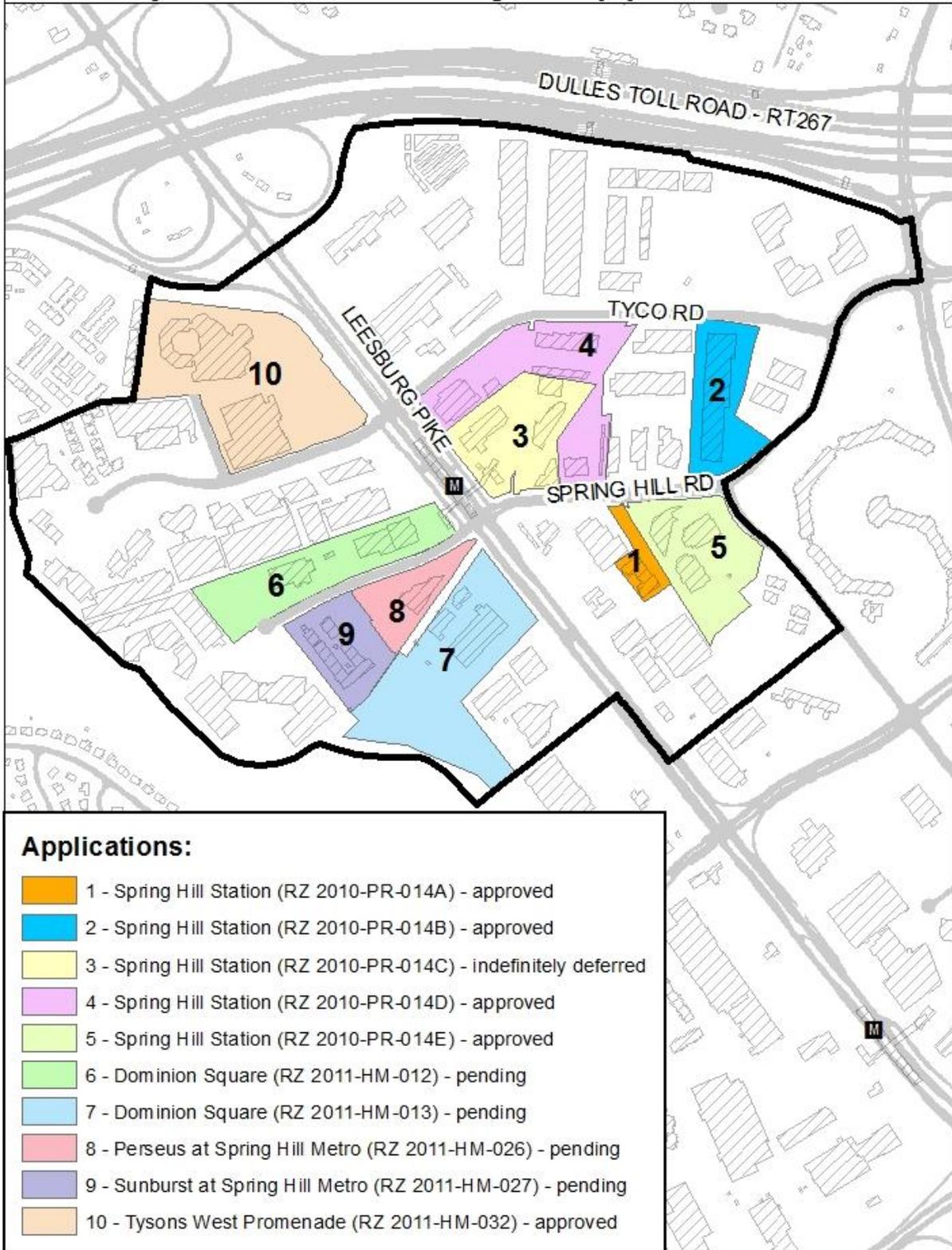
	# of Buildings	Office	Retail	Residential	Hotel	Totals <sup>1</sup>
<b>Existing</b>						
To be Removed	16	354,016	190,619	0	80,259	634,462
To Remain	5	459,938	153,373	416,834 (404 du)	430,820	1,460,965 (404 du)
<b>Under Construction</b>						
	1	0	6,414	393,501 (400 du)	0	399,915 (400 du)
<b>Approved by Site Plan, Not Under Construction</b>						
	0	0	0	0	0	0
<b>Approved by FDP (Approved Applications)</b>						
	5	28,768	213,373	1,242,000 (1,314 du)	430,820	1,914,961 (1,314 du)
<b>Approved by CDP (Approved Applications)</b>						
Maximum of Employment Options	22	2,531,938	383,473	4,092,000 (4,409 du)	754,820	7,790,731 (4,409 du)
Maximum of Residential Options	23	2,096,938	367,473	4,792,500 (5,328 du)	430,820	7,716,231 (5,328 du)
<b>Proposed by FDP (Pending Applications)</b>						
	0	0	0	0	0	0
<b>Proposed by CDP (Pending Applications)</b>						
Maximum of Employment Options	19	2,967,000	270,000	3,090,000 (3,100 du)	405,000	6,732,000 (3,100 du)
Maximum of Residential Options	18	2,522,000	265,000	3,490,000 (3,500 du)	405,000	6,682,000 (3,500 du)
<b>Total Proposed or Approved by CDP</b>						
Maximum of Non-Residential Options	41	5,498,938	653,473	7,182,000 (7,509 du)	1,159,820	14,522,731 (7,509 du)
Maximum of Residential Options	41	4,618,938	632,473	8,282,500 (8,828 du)	835,820	14,398,231 (8,828 du)

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

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

<b>Plan Name</b>	<b>Plan Number</b>	<b>Associated Zoning Application</b>	<b>Development Change</b>	<b>Description</b>
8333 Greensboro Dr.	1970-SP-003	RZ 2011-PR-023	+14,422 sq.ft. office use	Renovation / expansion
The Ascent at Spring Hill Station	8158-SP-003	RZ 2010-PR-014A	+416,834 sq.ft. residential use in 404 dwelling units	Construction of a 26 story residential structure
Elan Tysons West	8158-SP-004	RZ 2010-PR-014D	+393,501 sq.ft. residential use in 400 dwelling units +6,414 sq.ft. retail use	Construction of a 34 story residential tower
Building C	6279-SP-003	RZ 2011-HM-032	+374,576 sq.ft. residential use in 368 dwelling units +40,844 sq.ft. retail use	Construction of a 6 story retail and residential structure
8500 Tyco Road	3614-MSP-002	RZ 2014-PR-013	+29,491 sq.f.t commercial use	Renovation / expansion for vehicle service and sales
Phase 1 Retail (Building D)	6279-SP-004	RZ 2011-HM-032	+153,373 sq.ft. retail use +28,768 sq.ft. office use	Urban-style WalMart and fitness center

# Tysons West Major Applications





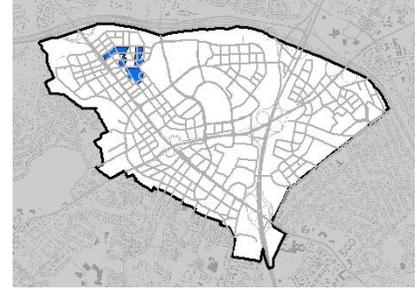
## Spring Hill Station

### Zoning Applications

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

### Site Plans

- 8158-SP-003.....approved 9/16/2012 (Building F1)
- 8158-SP-004.....approved 3/12/2015 (Building D2A)



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

## DEVELOPMENT OVERVIEW



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

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

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

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

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

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

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

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

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

## **CURRENT DEVELOPMENT ACTIVITY**

Building F1 (The Ascent at Spring Hill Station), in application RZ 2010-PR-014A, was constructed in 2014 and is occupied. Building F1 is a 26-story residential building with 404 residential units. Site work and building construction is underway for Building D2A (Elan Tysons West), a 34-story residential building with 400 units pursuant to Site Plan 8158-SP-004.

## SUMMARY LAND USE

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

	# of Buildings	Office <sup>1</sup>	Retail <sup>2</sup>	Residential	Hotel	Totals
<b>Existing</b>						
To be Removed	8	233,031	39,148	0	0	281,747 <sup>3</sup>
To Remain <sup>4</sup>	3	431,170	0	416,834 (404 du)	0	848,004
<b>Under Construction</b>						
	1	0	6,414	393,501 (400 du)	0	399,915
<b>Approved by Site Plan, Not Under Construction</b>						
	0	0	0	0	0	0
<b>Approved by FDP</b>						
	2	0	10,000	842,000 (914 du)	0	852,000
<b>Approved by CDP</b>						
Option 1	17	2,123,170	130,100 <sup>5</sup>	3,392,000 (3,740 du)	324,000	5,994,270 <sup>6</sup> (5.63 FAR)
Option 2	18	1,688,170	114,100 <sup>5</sup>	4,092,500 (4,659 du)	0	5,919,770 <sup>6</sup> (5.56 FAR)

1 Includes industrial use for existing uses

2 Includes car dealerships for existing uses

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

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

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

6 Total includes an additional 25,000 sq.ft. of public use (fire station)

**RESIDENTIAL AND EMPLOYEE POPULATIONS**

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

**Maximum Employment Option (Option 1)**

	Residents	Employees
Estimated Current	808	2,301
Estimated Proposed	6,545	7,606

**Maximum Residential Option (Option 2)**

	Residents	Employees
Estimated Current	808	2,301
Estimated Proposed	8,153	5,881

**DETAILED APPROVED DEVELOPMENT INFORMATION**

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

**RZ 2010-PR-014A**

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

**RZ 2010-PR-014B**

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

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

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

**RZ 2010-PR-014D**

	Option	Office	Retail	Residential	Hotel	Totals
<b>Existing to Remain</b>						
	N/A	0	0	0	0	0
<b>Under Construction</b>						
Building D2A		0	6,414	393,501 (400 du)	0	399,915
<b>Approved by Site Plan, Not Under Construction</b>						
	N/A	0	0	0	0	0
<b>Approved by FDP</b>						
Building D2A	N/A	0	10,000	412,000 (436 du)	0	422,000
<b>Approved by CDP</b>						
Building D1	Options 1 & 2	435,000	15,000	0	0	450,000
Building D2A	Options 1 & 2	0	10,000	412,000 (436 du)	0	422,000
Building D2B	Options 1 & 2	0	13,000	400,000 (436 du)	0	413,000
Building D3	Option 1	435,000	15,000	0	0	450,000
	Option 2	0	15,000	430,000 (478 du)	0	445,000
Building D4	Options 1 & 2	0	6,000	430,000 (478 du)	0	436,000
Building D5	Option 1	0	11,000	0	189,000	200,000
	Option 2	0	11,000	189,000 (207 du)	0	200,000
Building D6	Options 1 & 2	402,000	13,000	0	0	415,000

**RZ 2010-PR-014E**

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

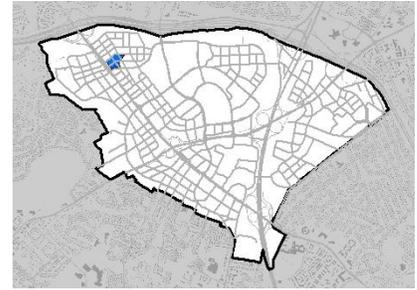
<sup>1</sup> Existing to remain; are not included on an approved FDP

## Spring Hill Station (Cherner Property)

### Zoning Applications

RZ 2010-PR-014C .....indefinitely deferred

**SITE AREA:** 7.13 acres



### DEVELOPMENT OVERVIEW



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

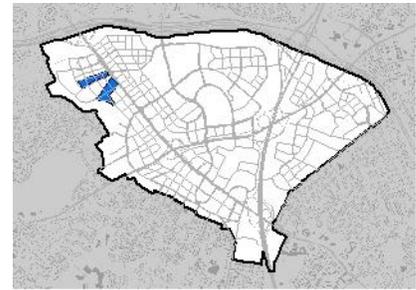
Rezoning Application RZ 2010-PR-014C was originally a part of the other Spring Hill Station applications (RZ 2010-PR-014A, 014B, 014D, 014E). This application has been indefinitely deferred.



## Dominion Square (CARS)

### Zoning Applications

RZ 2011-HM-012 .....pending  
 RZ 2011-HM-013 .....pending  
 SE 2014-HM-034 .....pending  
 FDP 2011-HM-013.....pending



**SITE AREA:** 19.64 acres (012: 7.69 acres, 013: 11.96 acres)

## Development Overview



\*Image depicted is from CDP Illustrative Plan, dated – May 7, 2014

The subject properties are located to the south of Leesburg Pike. RZ 2011-HM-012, known as the West Land Bay, is located to the west of Spring Hill Road. SE 2014-HM-034, which was also filed on the West Land Bay, would allow a proposed office intensity over 2.5 FAR. RZ 2011-HM-013, known as the East Land Bay, is located to the east of Spring Hill Road and includes a portion of a Board of Supervisors-owned parcel which contains overhead electrical transmission lines.

The three applications, which were filed by a single applicant, propose to redevelop an area which is currently developed with several automobile dealerships. The rezoning proposes a total of 12 structures, including a mix

of office, residential and hotel uses. The buildings would range in height from 150 to 400 feet, with the larger structures closer to the Spring Hill Metrorail station. None of the existing structures are proposed to remain.

Because the two land bays are not contiguous, two separate rezoning applications were filed but will be heard concurrently. In addition, RZ 2011-HM-027 (Sunburst at Spring Hill Metro) and RZ 2011-HM-026 (Perseus at Spring Hill Metro) have been filed on property located between the two Dominion Square land bays and will be heard concurrently with these applications. FDP 2011-HM-013 (associated with this application) and FDP 2011-HM-027 (associated with the Sunburst application) have been filed for the proposed Dominion Power electric substation.

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

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

As part of the redevelopment, the applicant has proposed dedicating land to accommodate a new electrical substation, a critical need identified for Tysons. This substation would be located in the southern portion of the East Land Bay, partially on the Board-owned parcel and partially on the Sunburst (RZ 2011-HM-027) area.

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

## **CURRENT DEVELOPMENT ACTIVITY**

None.

**SUMMARY LAND USE**

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

	# of Buildings	Office	Retail <sup>1</sup>	Residential	Hotel	Totals
<b>Existing</b>						
To be Removed	5	0	145,048	0	0	145,048
To Remain	0	0	0	0	0	0
<b>Under Construction</b>						
	0	0	0	0	0	0
<b>Approved by Site Plan, Not Under Construction</b>						
	0	0	0	0	0	0
<b>Proposed by FDP</b>						
	0	0	0	0	0	0
<b>Proposed by CDP</b>						
	12	2,140,000	215,000	2,000,000 (2,000 du)	205,000	4,560,000 (5.33 FAR)

1 Includes car dealerships for existing uses

**RESIDENTIAL AND EMPLOYEE POPULATION**

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

	Residents	Employees
Estimated Current:	0	322
Estimated Proposed:	3,500	7,760



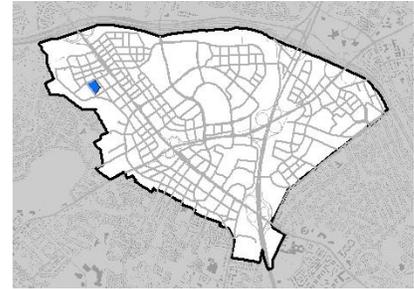
## Sunburst at Spring Hill Metro

### Zoning Applications

RZ 2011-HM-027.....pending

FDP 2011-HM-027.....pending

**SITE AREA: 4.09 acres**



### DEVELOPMENT OVERVIEW



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

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

This application is being reviewed in concert with the Dominion Square applications, RZ 2011-HM-012 and RZ 2011-HM-013 and Perseus at Spring Hill Metro, RZ 2011-HM-026. These four applications will be heard concurrently. FDP 2011-HM-027 (associated with this application) and FDP 2011-HM-013 (associated with the Dominion Square East Land Bay application) have been filed for the proposed Dominion Power electric substation. This public facility is shown as Building S5 on the CDP

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

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

The applicant has proposed to dedicate land to accommodate a new electrical substation, a critical need identified for Tysons. The proposed substation is shown as Building S5 on the development plan, and would be provided in concert with the Dominion Square applications. As shown, it would include land in this application, the Board-owned property, and the Dominion Square (RZ 2011-HM-013) area.

Discussions regarding LEED standards and stormwater management goals are ongoing.

**CURRENT DEVELOPMENT ACTIVITY**

None.

**SUMMARY LAND USE**

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

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

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

## RESIDENTIAL AND EMPLOYEE POPULATION

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

### Maximum Employment (Option A)

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

### Maximum Residential (Option B)

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



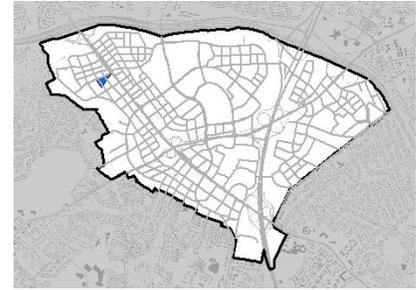
## Perseus at Spring Hill Metro

### Zoning Applications

RZ 2011-HM-026.....pending

**SITE AREA: 3.51 acres**

### DEVELOPMENT OVERVIEW



\*Image depicted is from CDP Illustrative Plan, dated – June 11, 2015

The subject site is currently developed with a six-story office building. The rezoning application proposes to redevelop the site with two buildings, one office/hotel and one residential. Heights for the buildings range from 350 to 400 feet.

This application is being reviewed in concert with the Dominion Square (RZ 2011-HM-012 and RZ 2011-HM-013) and Sunburst at Spring Hill Metro (RZ 2011-HM-027) applications; these four applications will be heard concurrently.

Major transportation features under discussion include the creation of Dominion Street and contributions to the Tysons-wide Transportation Funds.

The Plaza at Perseus, adjacent to the metro station, and a community park are proposed within the development. These two public spaces will be linked by a cultural trail that is proposed with the Dominion Square applications.

Discussions regarding LEED standards and stormwater management goals are ongoing.

**CURRENT DEVELOPMENT ACTIVITY**

None.

**SUMMARY LAND USE**

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

	# of Buildings	Office	Retail	Residential	Hotel	Totals
<b>Existing</b>						
To be Removed	1	120,985	0	0	0	120,985
To Remain	0	0	0	0	0	0
<b>Under Construction</b>						
	0	0	0	0	0	0
<b>Approved by Site Plan, Not Under Construction</b>						
	0	0	0	0	0	0
<b>Proposed by FDP</b>						
	0	0	0	0	0	0
<b>Proposed by CDP</b>						
	2	382,000	25,000	385,000 (385 du)	200,000	992,000 (6.48 FAR)

**RESIDENTIAL AND EMPLOYEE POPULATION**

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

	Residents	Employees
Estimated Current:	0	493
Estimated Proposed:	674	1,477

## Tysons West

### Zoning Applications

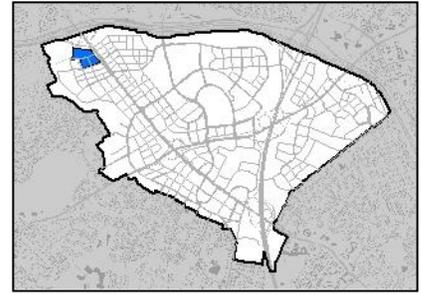
RZ 2011-HM-032 .....approved 9/24/2013

FDP 2011-HM-032 .....approved 7/31/2013

### Site Plans

6279-SP-003 ..... under review (Building C)

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



**SITE AREA:** 16.02 acres

## DEVELOPMENT OVERVIEW



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

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

The redevelopment will add a mix of uses that integrate with the existing uses. Three new buildings are planned, including residential and office uses with ground floor retail. The new buildings range in height from 78 to 225 feet. The existing hotel/conference center (Building E) and retail use (Building D) will remain. The

FDP was filed on the entire land area of the CDP, but only depicts the two existing buildings and proposed Building C; Buildings A and B will be the subject of future FDPs.

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

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

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

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

### **CURRENT DEVELOPMENT ACTIVITY**

Construction for the Walmart and fitness center was completed in 2013 pursuant to Site Plan 6279-SP-004. Site Plan 6279-SP-003 is currently under review for Building C, proposing a 6-story residential building with 368 residential units and up to almost 41,000 sq.ft. of ground floor retail.

**SUMMARY LAND USE**

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

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

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

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

**RESIDENTIAL AND EMPLOYEE POPULATION**

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

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

**DETAILED APPROVED DEVELOPMENT INFORMATION**

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

**RZ 2011-HM-032**

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

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

## TYSONS CENTRAL 7 DISTRICT

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

	# of Buildings	Office	Retail	Residential	Hotel	Totals <sup>1</sup>
<b>Existing</b>						
To be Removed	8	48,666	82,402	0	158,521	289,589
To Remain	5	1,099,438	0	0	0	1,099,438
<b>Under Construction</b>						
	0	0	0	0	0	0
<b>Approved by Site Plan, Not Under Construction</b>						
	0	0	0	0	0	0
<b>Approved by FDP (Approved Applications)</b>						
	6	504,574	32,499	1,488,438 (1,544 du)	0	2,028,511 <sup>2</sup>
<b>Approved by CDP (Approved Applications)</b>						
Maximum of Non-Residential Options	13	1,135,574	199,499	2,632,438 (2,705 du)	315,000	4,300,011
Maximum of Residential Options	13	824,574	199,499	3,225,438 (3,329 du)	315,000	4,522,011
<b>Proposed by FDP (Pending Applications)</b>						
	9	1,024,864	355,000	1,080,000 (835 du)	0	2,459,864
<b>Proposed by CDP (Pending Applications)</b>						
	14	1,995,610	430,000	2,500,000 (2,035 du)	640,000	4,250,000
<b>Total Proposed or Approved by CDP</b>						
Maximum of Non-Residential Options	27	3,131,184	629,499	5,132,438 (4,740 du)	955,000	8,550,011 <sup>3</sup>
Maximum of Residential Options	27	2,820,184	629,499	5,725,438 (5,364 du)	955,000	8,772,011 <sup>3</sup>

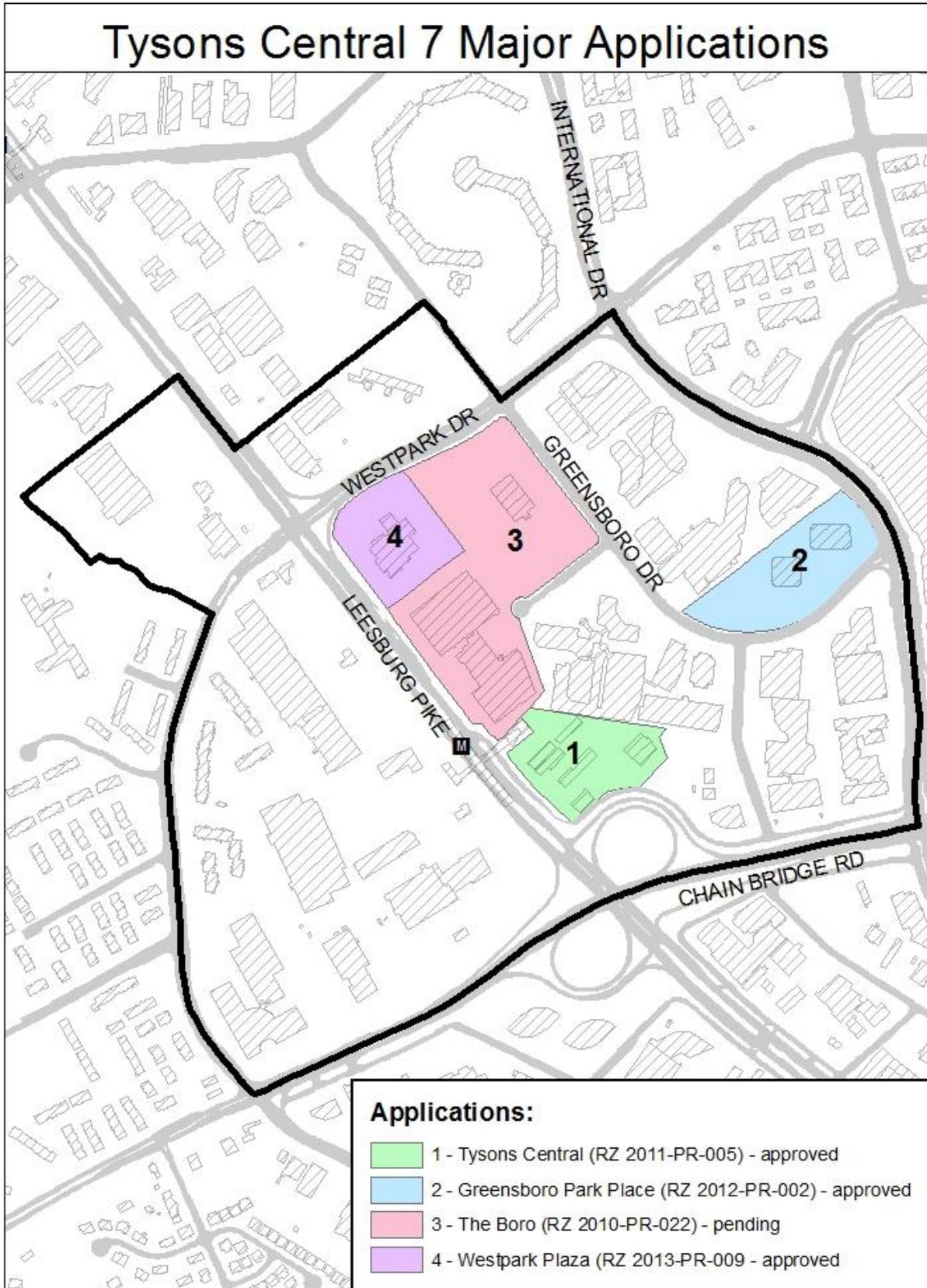
1 Totals may not be the sum of potential land uses due to development maximums proposed and/or public facility sq.ft. not shown

2 Includes 3,000 sq.ft. of public facility uses

3 Includes up to 17,500 sq.ft. of public facility uses

Two site plan submissions have been approved or are under review within the Tysons Central 7 District since June 2010.

Plan Name	Plan Number	Associated Zoning Application	Development Change	Description
Tysons Central, Pop-up retail	25084-MSP-001	RZ 2011-PR-005	+800 sq.ft. retail	Pop-up retail uses adjacent to Tysons Corner Metrorail station
Tysons Central	1682-SP-001	RZ 2011-PR-005	+ 15,000 sq.ft. retail + 393,202 sq.ft residential in 410 units	Residential Building F





**Tyson's Central (NV Commercial)**

Zoning Applications

RZ 2011-PR-005.....approved 11/19/2013

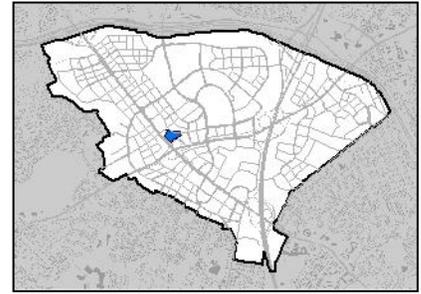
FDP 2011-PR-005 .....approved 11/6/2013

SEA 2008-MD-036.....approved 11/19/2013

Site Plans

25084-MSP-001 ..... approved 9/23/2014 (Interim Pop-up Retail)

1682-SP-001..... under review (Building F)



**SITE AREA: 5.79 acres**

**DEVELOPMENT OVERVIEW**



\*Image depicted is from CDP- Illustrative Site Plan (Option 2), dated November 11, 2013

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

The rezoning application seeks to redevelop the site into a high density, transit-oriented, mixed-use development, which would include a mix of office, hotel, residential, and retail uses in six new buildings. None of the existing structures are proposed to remain. Two layout options are proposed, one that maximizes

residential uses and one that maximizes office uses. Building heights range from 75 to 400 feet. The approved FDP application is for Building F, located in the southeast corner of the site.

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

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

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

### **CURRENT DEVELOPMENT ACTIVITY**

A minor site plan (25084-MSP-001) to permit the installation of several pop-up retail structures in the area surrounding the metro station has been approved. It is anticipated that the next step will be filing for the appropriate Non-Residential Use Permits. The property owner has also submitted a site plan (1682-SP-001) to implement the residential option for Building F. That site plan is currently under review.

**SUMMARY LAND USE**

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

	# of Buildings	Office	Retail	Residential	Hotel	Totals
<b>Existing</b>						
To be Removed	6	0	82,402	0	0	82,402
To Remain	0	0	0	0	0	0
<b>Under Construction</b>						
	0	0	0	0	0	0
<b>Approved by Site Plan, Not Under Construction</b>						
	0	0	0	0	0	0
<b>Approved by FDP</b>						
	1	0	17,000	394,000 (414 du)	0	411,000
<b>Approved by CDP</b>						
Option 1- Office	6	631,000	173,000	848,000 (885 du)	155,000	1,821,500 <sup>1</sup> (7.17 FAR)
Option 1 - Hotel	6	560,000	173,000	848,000 (885 du)	347,000	1,942,500 <sup>1</sup> (7.64 FAR)
Option 2	6	320,000	173,000	1,441,000 (1,509 du)	155,000	2,043,500 <sup>1</sup> (8.04 FAR)

1 Up to 14,500 sq.ft. of public facility use included

**RESIDENTIAL AND EMPLOYEE POPULATION**

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

**Maximum Employment (Option 1)**

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

**Maximum Residential (Option 2)**

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

**DETAILED APPROVED DEVELOPMENT INFORMATION**

**RZ 2011-PR-005**

	Option	Office	Retail	Residential	Hotel	Totals
<b>Existing to Remain</b>						
	N/A	0	0	0	0	0
<b>Under Construction</b>						
	N/A	0	0	0	0	0
<b>Approved by Site Plan, Not Under Construction</b>						
	N/A	0	0	0	0	0
<b>Approved by FDP</b>						
Building F	Option 2	0	17,000	394,000 (414 du)	0	411,000
<b>Approved by CDP</b>						
Building A	Options 1 & 2	320,000	62,000	0	0	382,000
Building B	Options 1 & 2	0	33,000	170,000 (175 du)	155,000	358,000
Building C	Options 1 & 2	0	8,000	335,000 (350 du)	0	357,500 <sup>1</sup>
Building D	Options 1 & 2	0	20,000	343,000 (360 du)	0	363,000
Building E	Option 1 - Office	212,000	33,000	0	0	245,000
	Option 1 - Hotel	0	33,000	0	192,000	225,000
	Option 2	0	33,000	195,000 (210 du)	0	228,000
Building F	Option 1	240,000	17,000	0	0	257,000
	Option 2	0	17,000	398,000 (414 du)	0	415,000

1 Includes 14,500 sq.ft. for public facility use

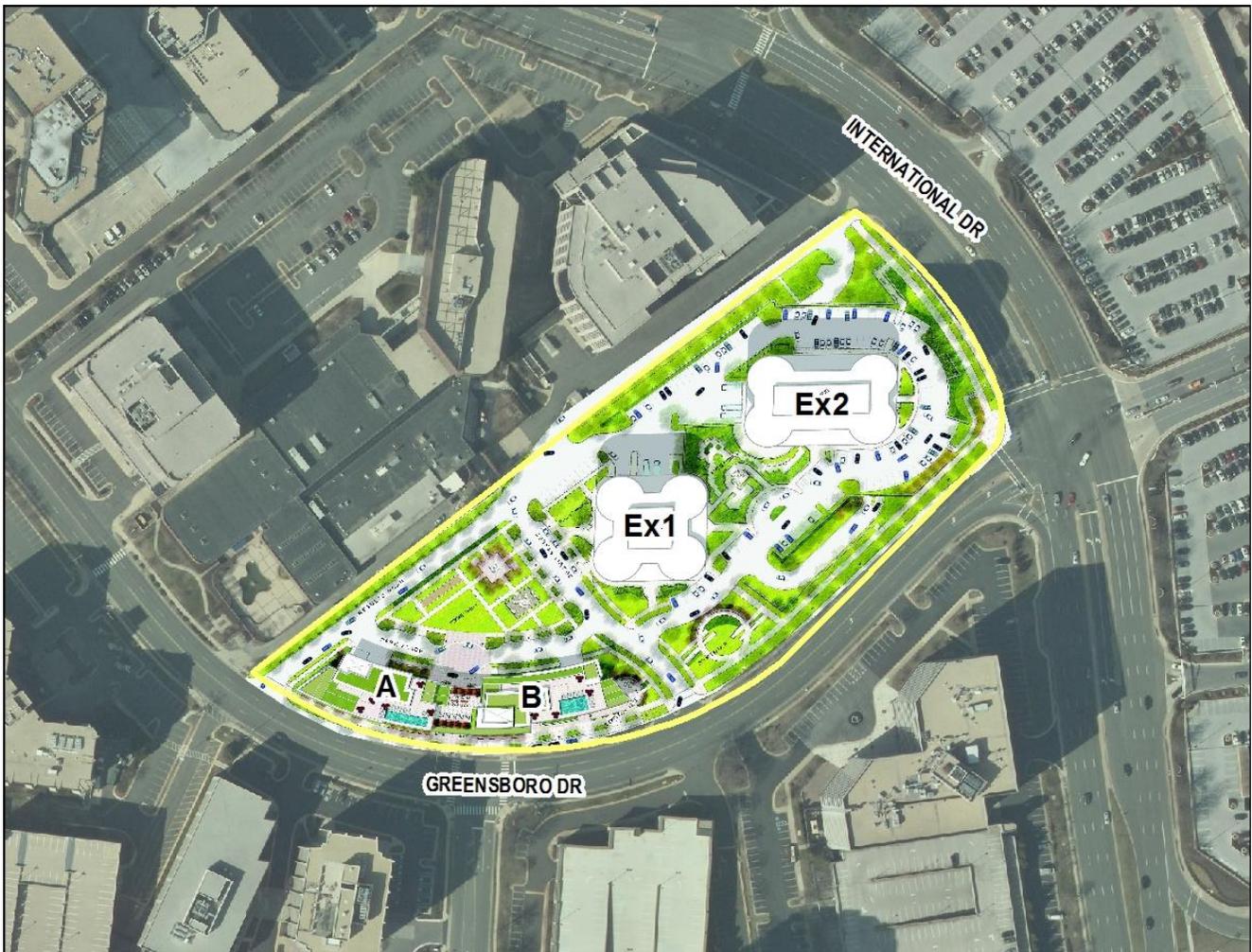
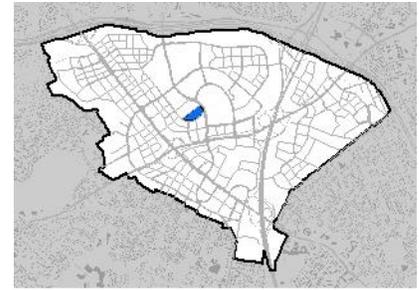
## Greensboro Park Place

### Zoning Applications

RZ/FDP 2012-PR-002.....approved 2/25/2014

**SITE AREA:** 6.98 acres

### DEVELOPMENT OVERVIEW



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

The subject site is currently developed with two office buildings and associated surface parking. The application proposes to construct two residential towers with maximum heights 275 feet and 235 feet and some ground floor retail. The residential towers will be constructed on the existing surface parking lot. The two office buildings would remain and the office portion of the site would be improved with additional landscaping and pedestrian connections. The applicant filed a combined CDP and FDP on the entire site, depicting all approved development.

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

County for up to 50 years, with an intended use as an adjunct recreational facility. The applicant has committed to meet the LEED standards for the residential buildings.

**CURRENT DEVELOPMENT ACTIVITY**

None.

**SUMMARY LAND USE**

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

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

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

**RESIDENTIAL AND EMPLOYEE POPULATION**

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

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

**DETAILED APPROVED DEVELOPMENT INFORMATION****RZ 2012-PR-002**

	Option	Office	Retail	Residential	Hotel	Totals
<b>Existing to Remain</b>						
Existing 1	N/A	264,862	0	0	0	264,862
Existing 2	N/A	239,712	0	0	0	239,712
<b>Under Construction</b>						
	N/A	0	0	0	0	0
<b>Approved by Site Plan, Not Under Construction</b>						
	N/A	0	0	0	0	0
<b>Approved by FDP</b>						
Existing 1	N/A	264,862	0	0	0	264,862
Existing 2	N/A	239,712	0	0	0	239,712
Tower A	N/A	0	0	253,838 (276 du)	0	253,838
Tower B	N/A	0	1,999	225,600 (244 du)	0	230,599 <sup>1</sup>
<b>Approved by CDP</b>						
Existing 1	N/A	264,862	0	0	0	264,862
Existing 2	N/A	239,712	0	0	0	239,712
Tower A	N/A	0	0	253,838 (276 du)	0	253,838
Tower B	N/A	0	1,999	225,600 (244 du)	0	230,599 <sup>1</sup>

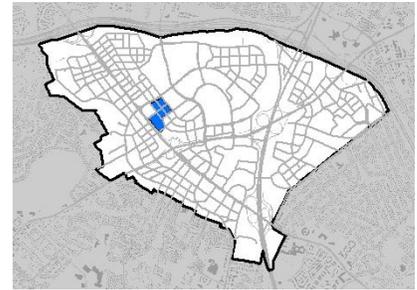
<sup>1</sup> Includes 3,000 sq.ft. for a public use recreational facility



**The Boro**

Zoning Applications

- RZ 2010-PR-022.....pending
- FDP 2010-PR-022 .....pending (Blocks A & B)
- FDP 2010-PR-022-02.....pending (Blocks C & F)



**SITE AREA: 18.33 acres**

**DEVELOPMENT OVERVIEW**



\*Image depicted is from CDP-Overall Illustrative dated – May 22, 2015

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

This application was reviewed in conjunction with RZ 2013-PR-009 (Westpark Plaza). Previously, the land area included within RZ 2013-PR-009 was part of this application.

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

The proposed layout includes four on-site parks, including Magnetic Park (located in Block C) and Energy Park (located in Block E). Discussions regarding LEED standards, and stormwater management goals are ongoing. As part of the redevelopment, the applicant has proposed 17,000 sq. ft. of space to accommodate a new library. The applicant is separately processing a special exception application to provide an athletic field off-site (SE 2015-PR-021).

**CURRENT DEVELOPMENT ACTIVITY**

An interim food truck park was opened in 2015 through painting and repurposing a portion of an existing surface parking area.

**SUMMARY LAND USE**

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

	# of Buildings	Office	Retail	Residential	Hotel	Totals
<b>Existing</b>						
To be Removed	1	48,666	0	0	0	48,666
To Remain	3	594,864	0	0	0	594,864
<b>Under Construction</b>						
	0	0	0	0	0	0
<b>Approved by Site Plan, Not Under Construction</b>						
	0	0	0	0	0	0
<b>Proposed by FDP</b>						
	9	1,024,864	355,000	1,080,000 (835 du)	0	2,459,864 (835 du)
<b>Proposed by CDP</b>						
	14	1,995,610	430,000	2,500,000 (2,035 du)	640,000	4,250,000 <sup>1</sup> (5.33 FAR)

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

**RESIDENTIAL AND EMPLOYEE POPULATION**

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

	Residents	Employees
Estimated Current:	0	2,145
Estimated Proposed:	4,610	7,503

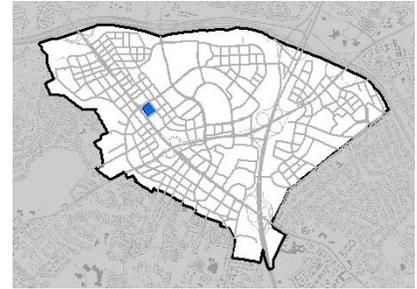


## Westpark Plaza

### Zoning Applications

RZ 2013-PR-009..... approved 11/18/2014

FDP 2013-PR-009 ... approved 10/23/2014



**SITE AREA: 5.37 acres**

### DEVELOPMENT OVERVIEW



\*Image depicted is from CDP- Illustrative Plan, dated – August 14, 2014

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

The land area included within this rezoning application was previously part of RZ 2010-PR-022 (The Boro). The FDP approved for this site covers the entire land area, but shows construction of only Building D1 and interim surface parking lots and park spaces on the remainder of the site.

Major transportation improvements include the construction of a portion of a new grid street, Park Avenue, which will run parallel to Greensboro Drive and Leesburg Pike. The Tysons Circulator is accommodated along the Westpark Drive frontage. Contributions were proffered toward the Tysons-wide and Tysons Grid of Streets transportation funds.

The approved layout includes a large park, located in the center of the development. This park would contain an amphitheater, small sports field, bocce courts, play area and sports courts. The applicant proffered to meet LEED standards and stormwater management goals in accordance with the Comprehensive Plan, as well as contributions to public facilities and athletic fields.

**CURRENT DEVELOPMENT ACTIVITY**

None.

**SUMMARY LAND USE**

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

	# of Buildings	Office	Retail	Residential	Hotel	Totals
<b>Existing</b>						
To be Removed	1	0	0	0	158,521	158,521
To Remain	0	0	0	0	0	0
<b>Under Construction</b>						
	0	0	0	0	0	0
<b>Approved by Site Plan, Not Under Construction</b>						
	0	0	0	0	0	0
<b>Approved by FDP</b>						
	1	0	13,500	615,000 (610 du)	0	628,500
<b>Approved by CDP</b>						
	3	0	24,500	1,305,000 (1,300 du)	160,000	1,489,500 (6.37 FAR)

**RESIDENTIAL AND EMPLOYEE POPULATION**

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

	Residents	Employees
Estimated Current:	0	117
Estimated Proposed:	2,275	173

**DETAILED APPROVED DEVELOPMENT INFORMATION****RZ 2013-PR-009**

	Option	Office	Retail	Residential	Hotel	Totals
<b>Existing to Remain</b>						
	N/A	0	0	0	0	0
<b>Under Construction</b>						
	N/A	0	0	0	0	0
<b>Approved by Site Plan, Not Under Construction</b>						
	N/A	0	0	0	0	0
<b>Approved by FDP</b>						
Building D1	N/A	0	13,500	615,000 (610 du)	0	628,500
<b>Approved by CDP</b>						
Building D1	N/A	0	13,500	615,000 (610 du)	0	628,500
Building D2	N/A	0	8,000	690,000 (690 du)	0	698,000
Building D3	N/A	0	3,000	0	160,000	163,000



## TYSONS CENTRAL 123 DISTRICT

Six major zoning applications have been approved or are under review in the Tysons Central 123 District; the two applications under review are proposed amendments to previously approved applications. The table below provides aggregated data on these six applications. All development information is reported in square footage proposed for each use, except that Residential Units are also reported as the total number of units approved/proposed.

	# of Buildings	Office	Retail	Residential	Hotel	Totals <sup>1</sup>
<b>Existing</b>						
To be Removed	4	303,624	0	0	0	303,624
To Remain	14	2,998,501	3,612,341	499,275 (429 du)	602,725	7,712,662
<b>Under Construction</b>						
	2	456,576	7,000	509,800 (461 du)	0	973,376 (461 du)
<b>Approved by Site Plan, Not Under Construction</b>						
	1	198,740	1,260	0	0	200,000
<b>Approved by FDP (Approved Applications)</b>						
	33	6,905,437	3,694,780	3,998,510 (3,436 du)	602,603	15,143,638 <sup>2</sup> (3,436 du)
<b>Approved by CDP (Approved Applications)</b>						
	42	8,141,922	3,819,688	4,666,510 (3,978 du)	764,603	17,370,023 <sup>2</sup> (3,978 du)
<b>Proposed by FDP (Pending Applications)</b>						
	6	219,660	139,073	917,057 (877 du)	0	1,302,900 (877 du)
<b>Proposed by CDP (Pending Applications)</b>						
	-1	-106,240	46,273	249,057 (368 du)	-186,200	21,992 (368 du)
<b>Total Proposed or Approved by CDP</b>						
	41	8,035,682	3,865,961	4,915,567 (4,346 du)	582,003	17,392,015 <sup>2</sup> (4,346 du)

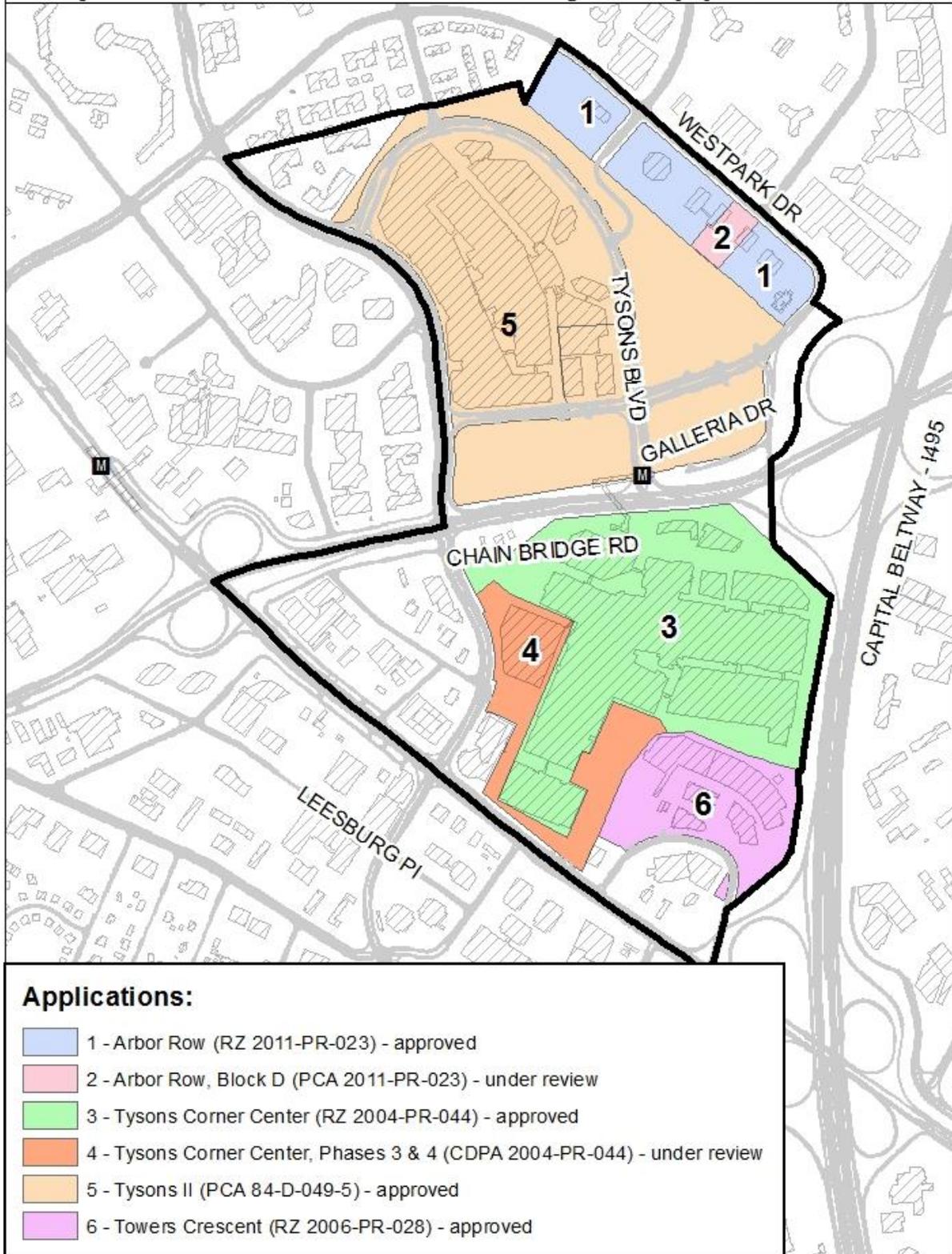
1 Totals may not be the sum of potential land uses due to development maximums proposed and/or public facility sq.ft. not shown

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

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

<b>Plan Name</b>	<b>Plan Number</b>	<b>Associated Zoning Application</b>	<b>Development Change</b>	<b>Description</b>
Arbor Row, Building E	25530-SP-002	RZ 2011-PR-023	+509,800 sq.ft. residential use in 480 dwelling units +7,000 sq.ft. retail use	Construction of a 27 story residential structure
Arbor Row, Building F	25530-SP-001	RZ 2011-PR-023	+197,844 sq.ft. office use +2,156 sq.ft. retail use	Construction of a 10 story office structure
Arbor Row, Building A2	25530-SP-004	RZ 2011-PR-023	+420,102 sq.ft. residential use in 416 dwelling units + 8,000 sq.ft. retail use	Construction of 22 story residential structure
Tysons II, Building H	6028-SP-018	PCA 84-D-049-5	+456,576 sq.ft. office use	Construction of a 17 story office structure
Tysons II, Pond 2 retrofit	6028-SP-019	PCA 84-D-049-5	0	Improvements to detention pond
Tysons Corner Center, Phase 1 Infrastructure	6399-SP-017	RZ 2004-PR-044	0	Utility infrastructure enhancements for Phase 1
Tysons Corner Center, Phase 1; Buildings 1-A, 1-B, 1-C, and 1-D	6399-SP-018	RZ 2004-PR-044	+499,275 sq.ft. residential use in 395 dwelling units +35,978 sq.ft. retail use +536,228 sq.ft. office use +252,213 sq.ft. hotel use	Construction of four buildings consisting of Phase 1 development
Tysons Corner Center, Phase 1 Trail and Road Improvements	6399-SP-019	RZ 2004-PR-044	0	Improvements to pedestrian and street network

# Tyson's Central 123 Major Applications

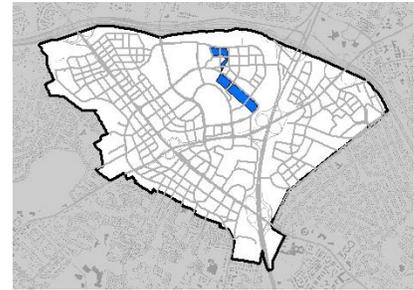




## Arbor Row

### Zoning Applications

RZ 2011-PR-023.....approved 11/20/2012  
 FDP 2011-PR-023 .....approved 10/17/2012  
 FDP 2011-PR-023-2 .....approved 10/17/2012  
 FDP 2011-PR-023-3 .....approved 10/17/2012  
 PCA/CDPA 2011-PR-023.....under review  
 FDP 2011-PR-023-4 .....under review



### Site Plans

25530-SP-001.....approved 11/20/2014 (Building F)  
 25530-SP-002.....approved 1/27/2014 (Building E)  
 25530-SP-003.....approved 10/17/2013 (Hanover Parcel, Athletic Fields)  
 25530-SP-004.....under review (Building A2)  
 25530-PI-002.....approved 11/6/2013 (Hanover Parcel, Stream Restoration)

**SITE AREA: 19.40 acres**

## DEVELOPMENT OVERVIEW



\*Images depicted are from: CDP – approved Illustrative Plan, October 5, 2012, CDPA – proposed Illustrative Plan, Block D, July 30, 2015

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

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

A large urban plaza is planned to be integrated into the development to create a focal point within the neighborhood and to serve as an extension of a previously proffered park to the southwest. An approximately 8-acre offsite parcel along Jones Branch Drive, the Hanover site, was dedicated to Fairfax County for athletic fields and a future elementary school site. The Hanover site was developed and delivered in 2015 as the Jones Branch Fields and Arbor Row Stream Valley Park containing a full-size rectangle field, a youth-size interim field, on-site parking, seating areas, and a small picnic gazebo.

The applicant has committed to meet the LEED standards and stormwater management goals referenced in the Comprehensive Plan. Additionally, in association with the Hanover site dedication, the applicant proffered to provide \$500,000 worth of stream restoration work in the Arbor Row Stream Valley, adjacent to the Hanover site. This was completed in 2015.

PCA/CDPA 2011-PR-023 and associated FDP 2011-PR-023-4 are currently under review. These applications seek to change the previous approval of the Block D building from a hotel use to a residential use, anticipated to be built as residential condominiums. This is the first FDP under review in Tysons specifically for a residential condominium product since the 2010 plan amendment.

### **CURRENT DEVELOPMENT ACTIVITY**

Construction for Building E (25530-SP-002) is currently underway. The site plan for Building F (25530-SP-001) has been approved and a site plan for Building A2 is currently under review (25530-SP-004).

## SUMMARY LAND USE

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

	# of Buildings	Office	Retail	Residential	Hotel	Totals
<b>Existing</b>						
To be Removed	4	303,624	0	0	0	303,624
To Remain	0	0	0	0	0	0
<b>Under Construction</b>						
Building E	1	0	7,000	509,800 (461 du)	0	516,800 (461 du)
<b>Approved by Site Plan, Not Under Construction <sup>1</sup></b>						
Building F	1	198,740	1,260	0	0	200,000
<b>Proposed by FDP (Change from Approved)</b>						
	+1	0	+6,028	+197,572 (+140 du)	0	+203,600 (+140 du)
<b>Proposed by CDPA (Change from Approved)</b>						
	0	0	-1,972	+197,572 (+140 du)	-162,000	+33,600 (+140 du)
<b>Approved by FDP</b>						
	4	197,844	17,156	1,246,600 (1,174 du) <sup>2</sup>	0	1,461,600 (1,174 du)
<b>Approved by CDP</b>						
	8	1,108,429	58,656	1,246,600 (1,174 du) <sup>2</sup>	162,000	2,575,685 (3.05 FAR)

1 Site plan for Building A2 has not been approved at this time, and therefore not included

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

## RESIDENTIAL AND EMPLOYEE POPULATION

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

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

**DETAILED APPROVED DEVELOPMENT INFORMATION**

**RZ 2011-PR-023**

	Option	Office	Retail	Residential	Hotel	Totals
<b>Existing</b>						
To be Removed	N/A	271,597	0	0	0	303,624
<b>Under Construction</b>						
Building E	N/A	0	7,000	509,800 (461 du)	0	516,800 (461 du)
<b>Approved by Site Plan, Not Under Construction</b>						
Building F	N/A	198,740	1,260	0	0	200,000
<b>Approved by FDP <sup>1</sup></b>						
Building A1	N/A	0	0	279,405 (267 du)	0	279,405 (267 du)
Building A2	N/A	0	8,000	457,395 (427 du)	0	465,395 (427 du)
Building E	N/A	0	7,000	509,800 (480 du)	0	516,800 (480 du)
Building F	N/A	197,844	2,156	0	0	200,000
<b>Approved by CDP <sup>1</sup></b>						
Building A1	N/A	0	0	279,405 (267 du)	0	279,405 (267 du)
Building A2	N/A	0	8,000	457,395 (427 du)	0	465,395 (427 du)
Building B	N/A	384,285	8,500	0	0	392,785
Building C1	N/A	263,150	12,500	0	0	275,650
Building C2	N/A	263,150	12,500	0	0	275,650
Building D	N/A	0	8,000	0	162,000	170,000
Building E	N/A	0	7,000	509,800 (480 du)	0	516,800 (480 du)
Building F	N/A	197,844	2,156	0	0	200,000

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

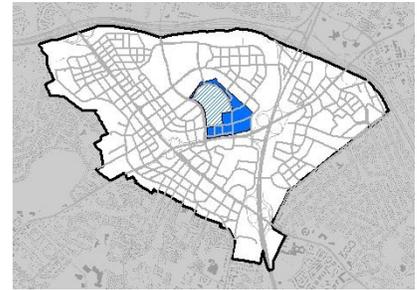
## Tyson's II

### Zoning Cases

RZ 84-D-049 ..... approved 10/15/1984  
 PCA 84-D-049-5..... approved 6/16/2003  
 FDPA 84-D-049-6 ... approved 6/16/2003

### Site Plans

6028-SP-018..... approved 3/18/11 (Building H)  
 6028-SP-019..... approved 7/7/2014 (Pond 2 retrofit)



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

## DEVELOPMENT OVERVIEW



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

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

The application includes a contribution to the Tysons Corner Road Fund (or improvements in-kind), dedication of land for the Metrorail station, pedestrian connections to the station and surrounding properties, and a

commitment to a TDM program. A large park area along the northeastern boundary of the site is to be dedicated to the Park Authority, and an additional annual contribution is to be provided for maintenance of the park. The application also included a commitment to provide art within the plaza areas.

**CURRENT DEVELOPMENT ACTIVITY**

Building H is currently under construction pursuant to Site Plan 6028-SP-018 as an 18-story office building. The building is anticipated to be completed in 2015.

**SUMMARY LAND USE**

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

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

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

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

**RESIDENTIAL AND EMPLOYEE POPULATION**

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

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

**DETAILED APPROVED DEVELOPMENT INFORMATION**

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

**PCA 84-D-049-5**

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

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

<sup>2</sup> Office use can be converted to hotel use for Buildings K, L1, L2 and M

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

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

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

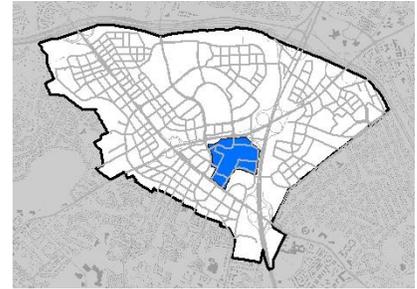
## Tysons Corner Center

### Zoning Applications

RZ 2004-PR-044..... approved 1/22/2007  
 FDP 2004-PR-044 ..... approved 1/11/2007  
 PCA 2004-PR-044-02..... pending  
 CDPA/FDPA 2004-PR-044 ... pending

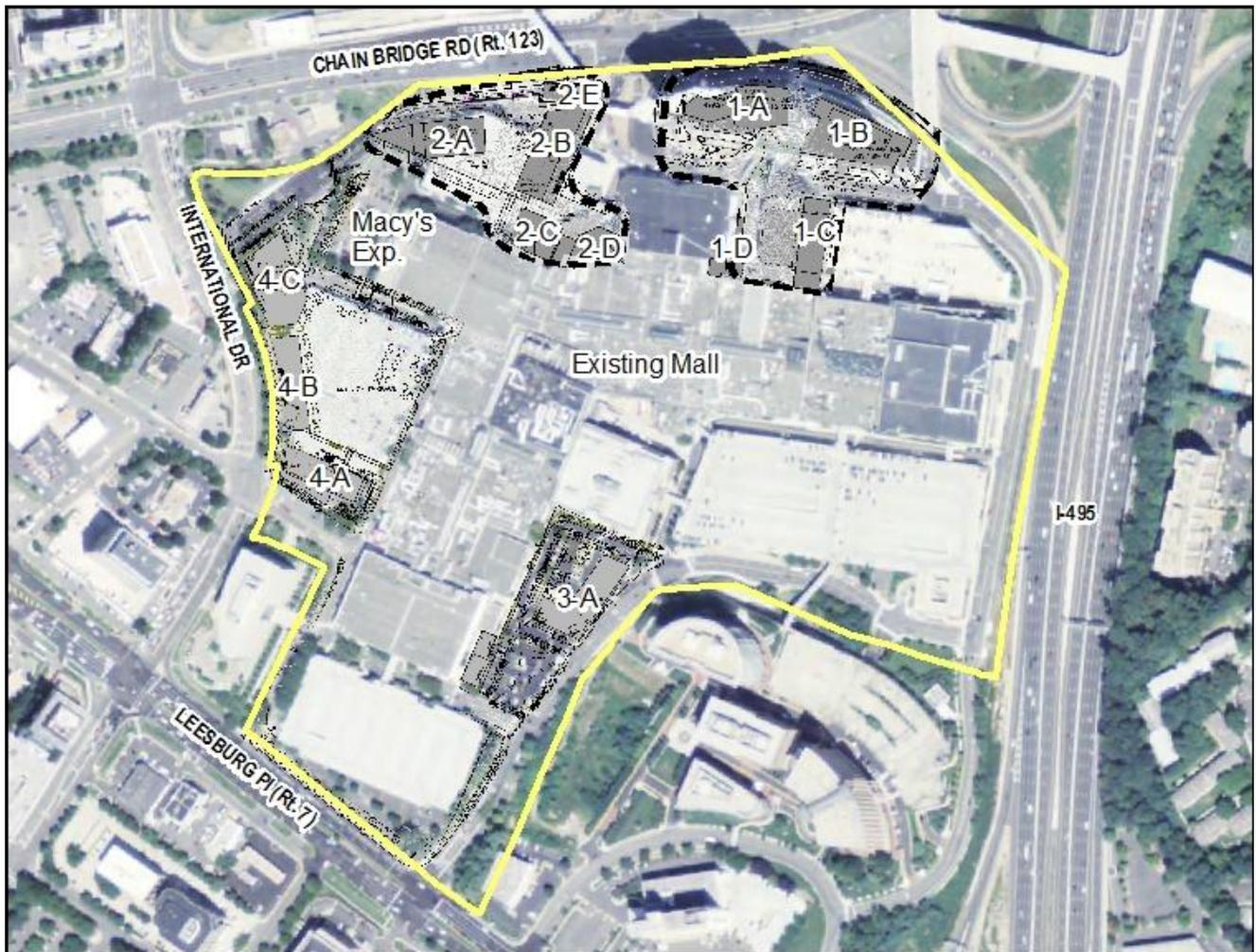
### Site Plans

6399-SP-017..... approved 5/19/2011 (Phase 1 Infrastructure)  
 6399-SP-018..... approved 6/29/2012 (Phase 1, Buildings 1-A, 1-B, 1-C, and 1-D)  
 6399-SP-019..... approved 10/23/2013 (Phase 1 Trails & Road Improvements)



**SITE AREA: 78.65 acres**

## DEVELOPMENT OVERVIEW



\*Image depicted is from Overall Landscape Plan, dated – June 5, 2015

Tysons Corner Center is the largest regional mall in Virginia. The approved application would transform much of the existing surface parking around the enclosed retail space into a mixed-use development, capitalizing on

the proximity to the Tysons Corner Metrorail station. The approval added over 4 million square feet of office, residential, and hotel uses with supporting retail use, to be constructed in four phases.

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

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

The CDPA/FDPA/PCA applications currently under review are for Phases 3 & 4 to modify the previously approved development within those two phases. The proposed changes would retain the previously approved density for the site, while changing some of the land use mix from office to residential uses. The application also seeks to update development totals for the constructed Phase 1 development as approved per the previous rezoning and subsequent interpretations.

### **CURRENT DEVELOPMENT ACTIVITY**

The Phase I construction has been completed. The 22-story office building, Tysons Tower, was delivered in 2014. The 28-story residential building (Vita), a Hyatt Regency hotel and some retail additions to the existing mall were constructed pursuant to Site Plan 6399-SP-018 and delivered in 2015. A central, elevated outdoor plaza of over one-acre in size was opened on July 24, 2014, and serves as a connecting element between the existing retail center, the Phase I structures, and the Tysons Corner Metrorail station.

**SUMMARY LAND USE**

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

	# of Buildings	Office	Retail	Residential	Hotel	Totals
<b>Existing</b>						
To be Removed	0	0	0	0	0	0
To Remain	4	533,318	2,464,901	499,275 (429 du)	245,913	3,743,227 (429 du)
<b>Under Construction</b>						
	0	0	0	0	0	0
<b>Approved by Site Plan, Not Under Construction</b>						
	0	0	0	0	0	0
<b>Proposed by FDP (Change from Approved) <sup>2</sup></b>						
	5	+219,660	+133,045	+719,485 (+737 du)	0	+1,099,300 <sup>3</sup>
<b>Proposed by CDPA (Change from Approved) <sup>2</sup></b>						
	-1	-106,240	+48,245	+51,485 (+228 du)	-20,600	-11,608 (+228 du)
<b>Approved by FDP <sup>3</sup></b>						
	8	1,021,428	2,588,401	1,060,175 (803 du)	252,213	4,914,525 <sup>1</sup> (803 units)
<b>Approved by CDP</b>						
	13	1,347,328	2,671,809	1,728,175 (1,345 du)	252,213	6,026,825 <sup>1</sup> (1.76 FAR)

- 1 Includes 14,300 sq.ft. conference center associated with hotel use and 13,000 sq.ft. for the south entrance pavilion
- 2 Proposed change from approved CDP or FDP application totals and to reflect approved per rezoning and subsequent interpretations
- 3 Includes additional 27,110 sq.ft. of proposed available sq.ft.
- 4 Reflects approvals for existing development, Phase 1 and Phase 2. Phases 3 & 4 are not included as “approved by FDP” in this table

**RESIDENTIAL AND EMPLOYEE POPULATION**

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

	Residents	Employees
Estimated Current:	858	7,437
Estimated Proposed:	2,354	10,615

**DETAILED APPROVED DEVELOPMENT INFORMATION**

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

**RZ 2004-PR-044**

		Office	Retail	Residential	Hotel	Totals
<b>Existing to Remain</b>						
Existing Mall		0	2,400,527	0	0	2,400,527
Phase 1		533,138	64,374	499,275 (429 du)	245,913	1,385,600 (429 du)
<b>Under Construction</b>						
		0	0	0	0	0
<b>Approved by Site Plan, Not Under Construction</b>						
		0	0	0	0	0
<b>Approved by FDP<sup>2</sup></b>						
Existing Mall		0	2,400,527	0	0	2,400,527
Macy's Exp.		0	75,000	0	0	75,000
Phase 1		533,138	64,374	542,175 (429 du)	252,213	1,385,600 (429 du)
Phase 2		488,290	48,500	518,000 (374 du)	0	1,054,790 (374 du)
<b>Approved by CDP</b>						
Existing Mall		0	2,400,527	0	0	2,400,527
Macy's Exp.		0	75,000	0	0	75,000
Phase 1		533,138	64,374	542,175 (429 du)	252,213	512,393 (429 du)
Phase 2		488,290	48,500	518,000 (374 du)	0	1,054,790 (374 du)
Phase 3		26,100	55,800	298,000 (282 du)	0	379,900 (282 du)
Phase 4		281,300	68,100	320,000 (300 du)	0	669,400 (300 du)

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

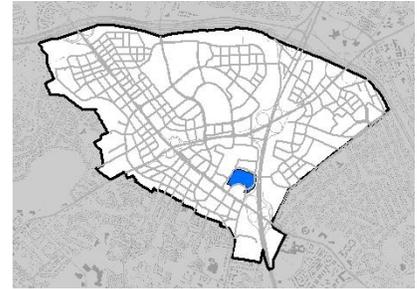
2 Reflects approvals for existing development, Phase 1 and Phase 2. Phases 3 and 4 are not included as "approved by FDP" in this table

**Towers Crescent**

Zoning Applications

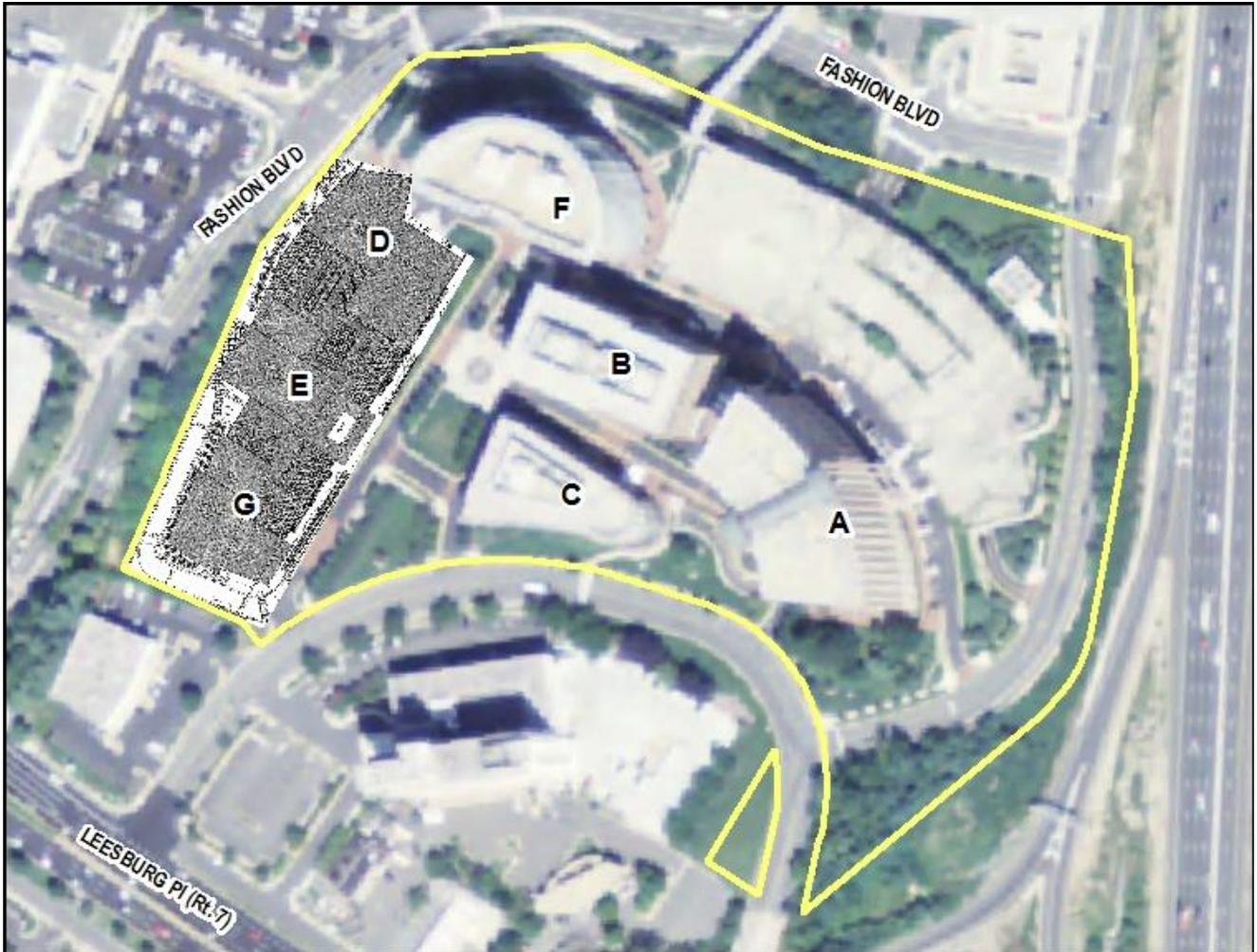
RZ 2006-PR-028.....approved 10/15/2007

FDP 2006-PR-028 .....approved 10/3/2007



**SITE AREA: 18.03 acres**

**DEVELOPMENT OVERVIEW**



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

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

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

**CURRENT DEVELOPMENT ACTIVITY**

None.

**SUMMARY LAND USE**

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

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

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

**RESIDENTIAL AND EMPLOYEE POPULATION**

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

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

**DETAILED APPROVED DEVELOPMENT INFORMATION**

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

**RZ 2006-PR-028**

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

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



## TYSONS EAST

Eight major zoning applications have been submitted Tysons East District; of those, six have been approved, one is pending, and one has been indefinitely deferred. FDPs to refine previously approved developments are included in the table below, but are not identified as separate applications. The table below provides aggregated data on the seven applications that have been approved or are pending. All development information is reported in square footage proposed for each use, except for Residential Units which are also reported as the total number of units approved/proposed.

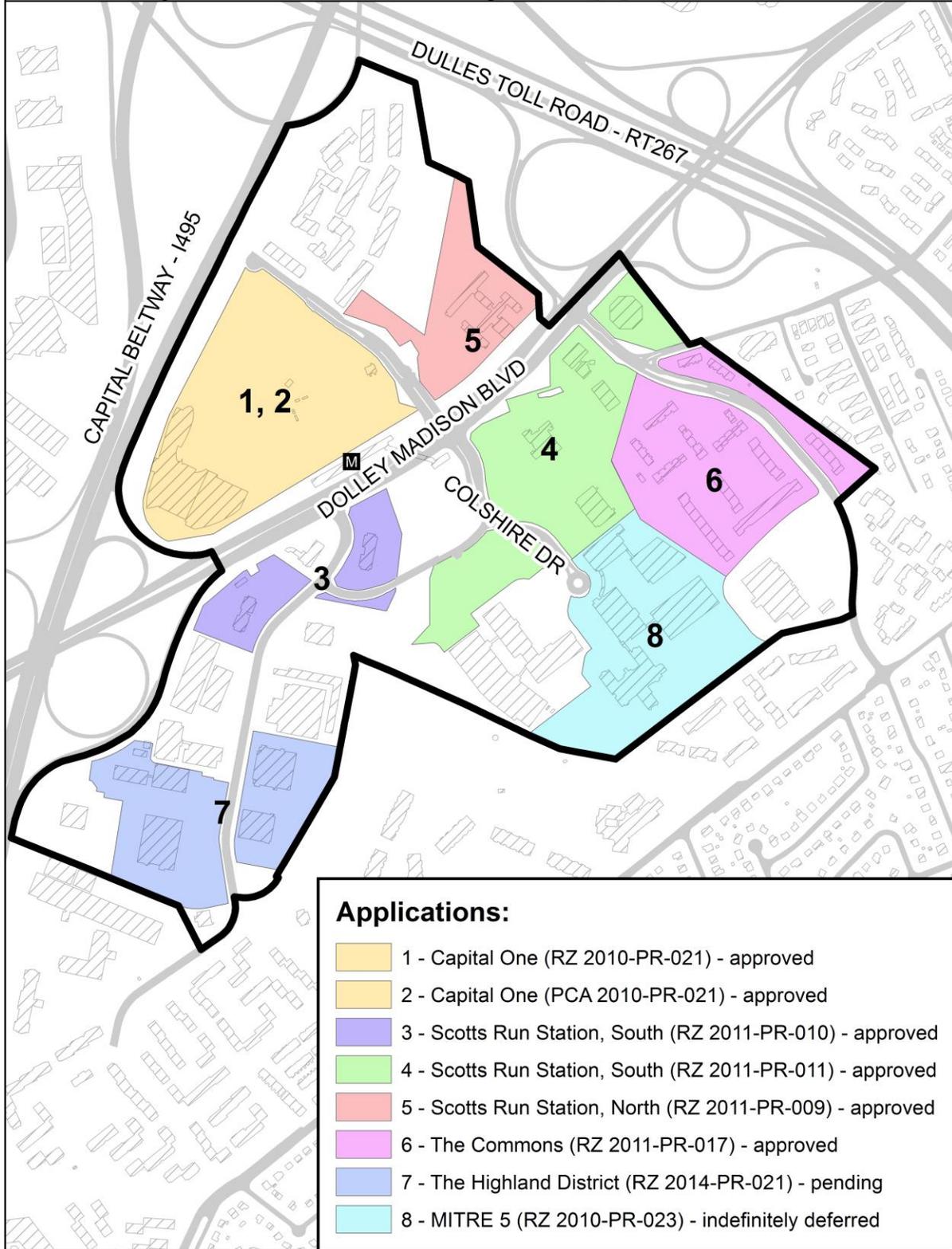
	# of Buildings	Office	Retail	Residential	Hotel	Totals <sup>1</sup>
<b>Existing</b>						
To be Removed	20	714,963	0	287,617 (293 du)	0	666,299 (293 du)
To Remain	2	505,500	0	0	0	505,500
<b>Under Construction</b>						
	5	1,280,550	30,150	813,694 (741 du)	0	2,124,394 (741 du)
<b>Approved by Site Plan, Not Under Construction</b>						
	0	0	0	0	0	0
<b>Approved by FDP (Approved Applications)</b>						
	12	2,380,797	48,744	813,694 (756 du)	406,762	3,679,997 (756 du)
<b>Approved by CDP (Approved Applications)</b>						
Maximum of Non-Residential Options	42	7,135,362	321,301	6,968,358 (6,576 du)	624,962	15,818,983 (6,576 du)
Maximum of Residential Options	42	7,645,362	321,301	7,197,358 (6,800 du)	624,962	15,818,983 (6,800 du)
<b>Proposed by FDP (Pending Applications)</b>						
	8	251,660	160,920	1,168,000 (1,085 du)	0	1,580,580 (1,085 du)
<b>Proposed by CDP (Pending Applications)</b>						
Maximum of Non-Residential Options	6	215,000	39,000	1,810,000 (1,940 du)	0	1,840,000 (1,940 du)
Maximum of Residential Options	6	215,000	39,000	1,810,000 (1,940 du)	0	1,840,000 (1,940 du)
<b>Total Proposed or Approved by CDP</b>						
Maximum of Non-Residential Options	48	7,350,362	360,301	8,778,358 (8,516 du)	624,962	17,658,983 (8,516 du)
Maximum of Residential Options	48	7,860,362	360,301	9,007,358 (8,740 du)	624,962	17,658,983 (8,740 du)

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

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

<b>Plan Name</b>	<b>Plan Number</b>	<b>Associated Zoning Application</b>	<b>Development Change</b>	<b>Description</b>
Cap One, Block A Infrastructure	6835-SP-005	RZ 2011-PR-011	0	Road, athletic field and utility infrastructure improvements
Cap One, Block B	6835-SP-005	PCA 2011-PR-011	+ 970,700 sq.ft. office use + 30,150 retail use	Construction of 32 story office building
Cityline, Interim Parking Lot	778-MSP-002	RZ 2011-PR-009	-170,537 office use	Construction of a 711 parking lot
MITRE 4	3538-SP-003	RZ 2011-PR-011	+340,000 sq.ft. office use	Construction of a 14 story office structure
The Commons, Building 1	3797-SP-002	RZ 2011-PR-017	+338,000 sq.ft. residential use (316 dwelling units)	Construction of 15 story residential structure
Garfield A & B	1217-SP-002	RZ 2011-PR-011	+475,694 sq.ft. residential use (425 dwelling units)	Construction of 2 residential structures

# Tysons East Major Applications





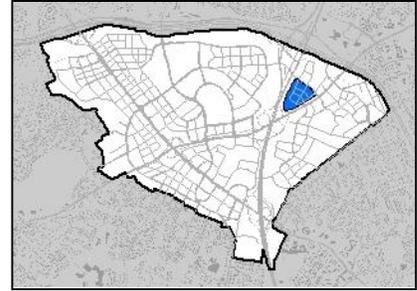
## Capital One

### Zoning Applications

RZ 2010-PR-021..... approved 9/25/2012  
 FDP 2010-PR-021 ..... approved 9/20/2012  
 PCA/CDPA 2010-PR-021..... approved 5/12/2014  
 FDPA 2010-PR-021..... approved 4/23/2014

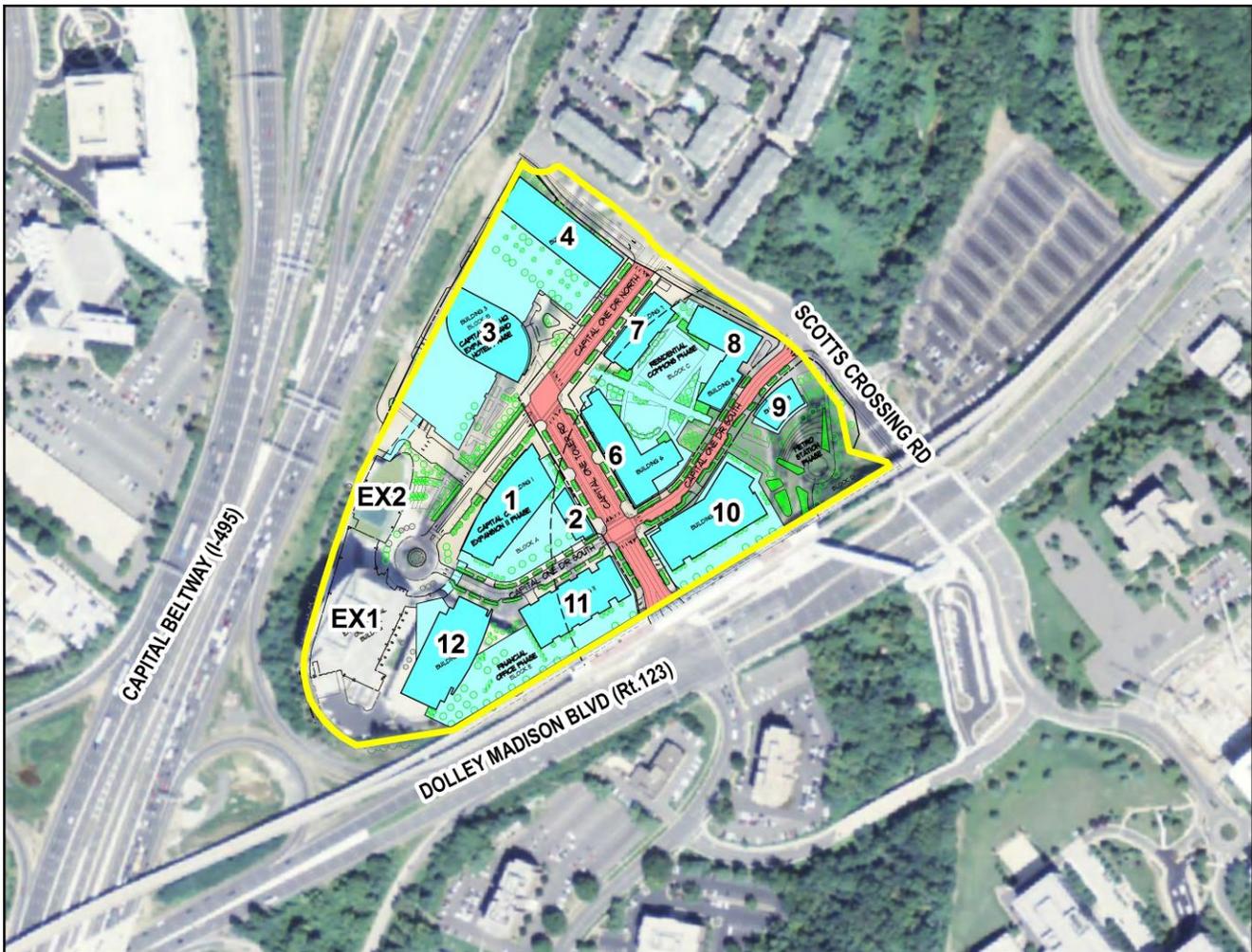
### Site Plans

6835-RGP-003.....approved 9/10/2013 (site work)  
 6835-SP-005.....approved 2/3/2014 (Block A Infrastructure)  
 6835-SP-006.....approved 3/2/2015 (Block B)



**SITE AREA: 26.22 acres**

### GENERAL DESCRIPTION (PCA 2010-PR-021)



\*Image depicted is from approved CDPA, dated – February 18, 2014

The site is currently developed with the Capital One office campus, including an office building, conference center and freestanding garage. Temporary athletic fields are constructed on the remainder of the site. The site will be redeveloped to a mixed-use development retaining the existing office building and conference center, while 11 buildings with office, hotel, retail and residential uses will be added. Building heights range

from 42.5 to 470 feet. An FDPA application was approved on the entire land area that shows the existing development and the new construction for Blocks A and B, as well as an interim standalone public facility to be located on the future site of Building 11.

Major transportation improvements approved with the rezoning include the dedication of right-of-way for the future Jones Branch Connector and contributions to implement the Superstreet concept along Route 123 and the Tysons-wide and Tysons Grid of Streets transportation funds.

Park improvements approved with these applications include several on-site parks, including a small athletic field within Block C. In order to help the applicant fully address the athletic field need generated by the development, the County brokered a solution between the applicant and another rezoning applicant in Tysons East, the Commons. Under this arrangement, the Commons proffered to provide a full-size athletic field on its site to meet both its and the Common’s field needs. In return, Capital One proffered to provide a 30,000 sq. ft. community center to satisfy both its and the Common’s public facility requirements. While ultimately envisioned to be in the ground floors of one of the new office buildings onsite, Capital One has proffered to construct a standalone interim facility should development of the office buildings lag. Finally, the applicant proffered to meet the LEED standards and stormwater management goals referenced in the Comprehensive Plan.

**CURRENT DEVELOPMENT ACTIVITY**

Site work is currently underway for grading and construction of a portion of the internal street network. Site plans for Building 3, utility infrastructure, and recreational fields have been approved and site work for Building 3 and related infrastructure is currently underway.

**SUMMARY LAND USE (PCA 2010-PR-021)**

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

	# of Buildings	Office	Retail	Residential	Hotel	Totals
<b>Existing</b>						
To Remain	2	505,500	0	0	0	505,500
<b>Under Construction</b>						
Building 3	1	940,550	30,150	0	0	970,700
<b>Approved by Site Plan, Not Under Construction</b>						
	0	0	0	0	0	0
<b>Approved by FDP</b>						
	8	2,040,797	48,744	0	406,762	2,526,303 <sup>2</sup>
<b>Approved by CDP<sup>1</sup></b>						
	13	3,182,152	128,781	1,251,828 (1,230 du)	406,762	4,999,523 <sup>2</sup> (3.90 FAR)

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

2 Includes 30,000 public facility use

## RESIDENTIAL AND EMPLOYEE POPULATION

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

	Residents	Employees
Estimated Current:	0	1,685
Estimated Proposed:	2,153	11,195

## DETAILED APPROVED DEVELOPMENT INFORMATION

### PCA 2010-PR-021

	Option	Office	Retail	Residential	Hotel	Totals
<b>Existing, To Remain</b>						
EX 1	N/A	479,500	0	0	0	479,500
EX 2	N/A	26,000	0	0	0	26,000
<b>Under Construction</b>						
Building 3	N/A	940,550	30,150	0	0	970,700
<b>Approved by Site Plan, Not Under Construction</b>						
	N/A	0	0	0	0	0
<b>Approved by FDP</b>						
EX 1	N/A	479,500	0	0	0	479,500
EX 2	N/A	26,000	0	0	0	26,000
EX Accessory	N/A	0	0	0	0	1,247
Building 1	N/A	593,000	10,345	0	0	603,845
Building 2	N/A	0	8,249	0	81,388	89,637
Building 3	N/A	940,550	30,150	0	0	970,700
Building 4	N/A	0	0	0	325,374	325,374
Building 11	N/A	0	0	0	0	30,000 <sup>2</sup>
<b>Approved by CDP<sup>1</sup></b>						
EX 1	N/A	479,500	0	0	0	479,500
EX 2	N/A	26,000	0	0	0	26,000
Building 1	N/A	593,000	10,345	0	0	603,845
Building 2	N/A	0	8,249	0	81,388	89,637
Building 3	N/A	940,550	30,150	0	0	970,700
Building 4	N/A	0	0	0	325,374	325,374
Building 6	N/A	0	30,670	499,569 (493 du)	0	530,239 (493 du)
Building 7	N/A	0	4,976	272,500 (267 du)	0	277,476 (267 du)
Building 8	N/A	0	12,470	356,479 (350 du)	0	368,949 (350 du)
Building 9	N/A	0	3,829	123,280 (120 du)	0	127,109 (120 du)
Building 10	N/A	459,623	28,092	0	0	487,715
Building 11	N/A	230,474	0	0	0	260,474 <sup>2</sup>
Building 12	N/A	452,505	0	0	0	452,505

<sup>1</sup> Reflects proposed sq.ft. in CDP, rather than maximum shown on CDP

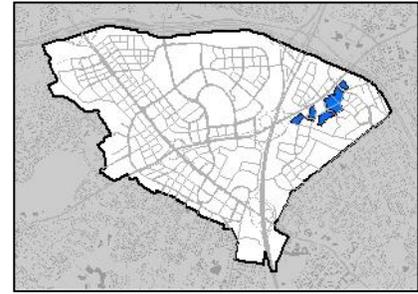
<sup>2</sup> Includes 30,000 public facility use



## Scotts Run Station South

### Zoning Applications

RZ 2011-PR-010.....approved 4/9/2013  
 RZ 2011-PR-011.....approved 4/9/2013  
 FDP 2011-PR-11 .....approved 4/3/2013  
 FDP 2011-PR-11-2 .....approved 4/3/2013  
 PCA 92-P-001-10 .....approved 4/9/2013  
 FDP 2011-PR-011-3 ....under review  
 FDP 2011-PR-011-4 ....under review

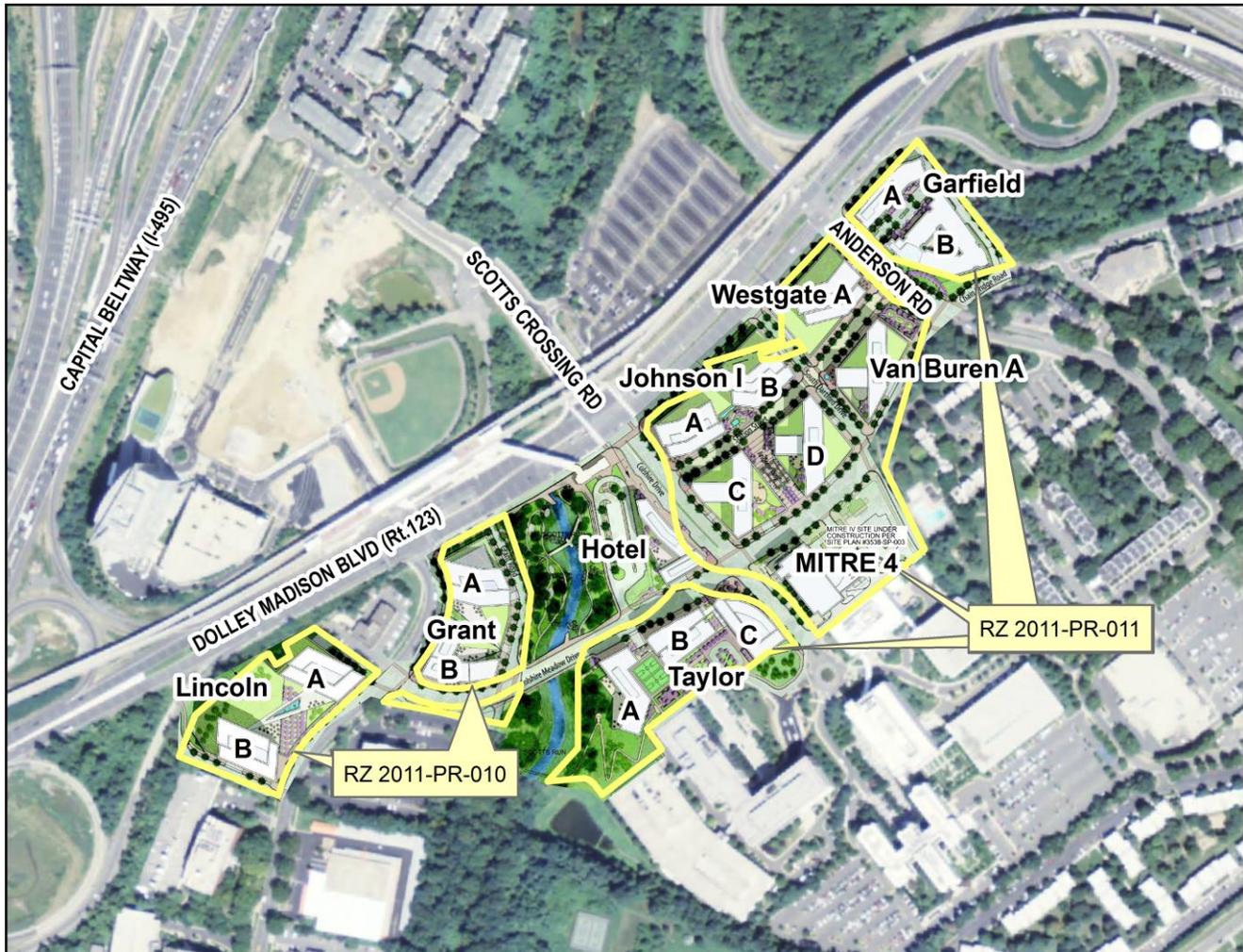


### Site Plans

3538-SP-003 .....approved 3/19/2013 (MITRE 4)  
 1217-RGP-001.....approved 9/26/2013 (Garfield site work)  
 1217-PI-001.....approved 4/25/2014 (sanitary sewer & storm drain relocation)  
 1217-SP-002.....approved 7/11/2014 (Garfield A & B)

**SITE AREA:** 30.5 acres (010: 6.93 acres, 011: 23.54)

## DEVELOPMENT OVERVIEW



\* Image depicted is from CDP – Illustrative Plan, March 25, 2013

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

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

Major transportation improvements include the extension of Colshire Meadow Drive from its terminus with Colshire Drive to Anderson Road, and the straightening of a section of Colshire Drive. In addition, the applicant proffered to provide design plans for the proposed "Super Street" improvements to Rt. 123 and to contribute funds toward that construction. The applicant has proffered contributions to the Tysons-wide and Tysons Grid of Street transportation funds.

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

Pursuant to PCA-92-P-001-10, the applicant has committed to construct an off-site lit, synthetically turfed athletic field on property located near the subject site off of Old Meadow Road. This field is to be co-located with a new fire station; the applicant has committed to construct the fire station by 2020.

In addition, the applicant has submitted two FDP applications; FDP 2011-PR-011-3 and FDP 2011-PR-011-04. These applications are currently under review to refine the building and site design for Taylor Building C, Johnson I Buildings C and D and three interim retail structures.

## **CURRENT DEVELOPMENT ACTIVITY**

A 340,000 sq.ft. office building, MITRE 4, is currently under construction pursuant to 3538-SP-003.

Site work for the two residential buildings on the Garfield site, Garfield A and B, is currently underway pursuant to 1217-SP-002.

**SUMMARY LAND USE**

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

	# of Buildings	Office	Retail	Residential	Hotel	Totals
<b>Existing</b>						
To be Removed	5	378,682	0	0	0	378,682
To Remain	0	0	0	0	0	0
<b>Under Construction</b>						
	3	340,000 <sup>1</sup>	0 <sup>1</sup>	475,694 (425 du)	0	815,694 (425 du)
<b>Approved by Site Plan, Not Under Construction</b>						
	0	0	0	0	0	0
<b>Proposed by FDP (Change from Approved)<sup>2</sup></b>						
	+6	+251,660	+143,920	+505,000 (455 du)	0	+900,580
<b>Approved by FDP</b>						
	3	340,000 <sup>1</sup>	0 <sup>1</sup>	475,694 (425 du)	0	815,694 (425 du)
<b>Approved by CDP<sup>3</sup></b>						
	17	3,738,210	143,520	2,597,130 (2,308 du)	218,200	6,697,060 (4.27 FAR)

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

2 Includes 3 Interim retail buildings proposed in FDP 2011-PR-001-4

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

**RESIDENTIAL AND EMPLOYEE POPULATION**

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

	Residents	Employees
Estimated Current:	0	1,262
Estimated Proposed:	4,039	12,941

**DETAILED APPROVED DEVELOPMENT INFORMATION**

**RZ 2011-PR-010/011**

	Option	Office	Retail	Residential	Hotel	Totals
<b>Existing</b>						
To Be Removed	N/A	378,682	0	0	0	378,682
To Remain	N/A	0	0	0	0	0
<b>Under Construction</b>						
MITRE 4	N/A	340,000 <sup>1</sup>	0 <sup>1</sup>	0	0	340,000
Garfield A	N/A	0	0	248,342 (222 du)	0	248,342 (222 du)
Garfield B	N/A	0	0	227,352 (203 du)	0	227,352 (203 du)
<b>Approved by Site Plan, Not Under Construction</b>						
	N/A	0	0	0	0	0
<b>Approved by FDP</b>						
Garfield A	N/A	0	0	251,747 (222 du)	0	251,747 (222 du)
Garfield B	N/A	0	0	223,947 (203 du)	0	223,947 (203 du)
MITRE 4	N/A	340,000 <sup>1</sup>	0 <sup>1</sup>	0	0	340,000
<b>Approved by CDP<sup>2</sup></b>						
Grant A	N/A	506,907	5,000 <sup>3</sup>	0	0	506,907
Grant B	N/A	0	5,000 <sup>3</sup>	430,036 (391 du)	0	435,036 (391 du)
Lincoln A	N/A	362,603	8,640 <sup>3</sup>	0	0	371,243
Lincoln B	N/A	250,000	8,640 <sup>3</sup>	0	0	258,640
Garfield A	N/A	0	0	251,747 (222 du)	0	251,747 (222 du)
Garfield B	N/A	0	0	223,947 (203 du)	0	223,947 (203 du)
Westgate A	N/A	405,000	9,720	0	0	414,720
Van Buren A	N/A	0	7,560	466,000 (424 du)	0	473,560
Johnson I A	N/A	544,800	19,720 <sup>3</sup>	0	0	564,520
Johnson I B	N/A	635,000	19,720 <sup>3</sup>	0	0	654,720
Johnson I C	N/A	0	19,720 <sup>3</sup>	450,000 (409 du)	0	469,720 (409 du)
Johnson I D	N/A	0	19,720 <sup>3</sup>	450,000 (409 du)	0	469,720 (409 du)
MITRE 4	N/A	340,000	0	0	0	340,000
Taylor A	N/A	0	5,080 <sup>3</sup>	325,400 (250 du)	0	330,480 (250 du)
Taylor B	N/A	443,700	5,000 <sup>3</sup>	0	0	448,700
Taylor C	N/A	255,200	5,000 <sup>3</sup>	0	0	260,200
Hotel	N/A	0	5,000	0	218,200	223,200

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

2 Proposed GFA listed, not maximum GFA range

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

## Scotts Run Station North

### Zoning Applications

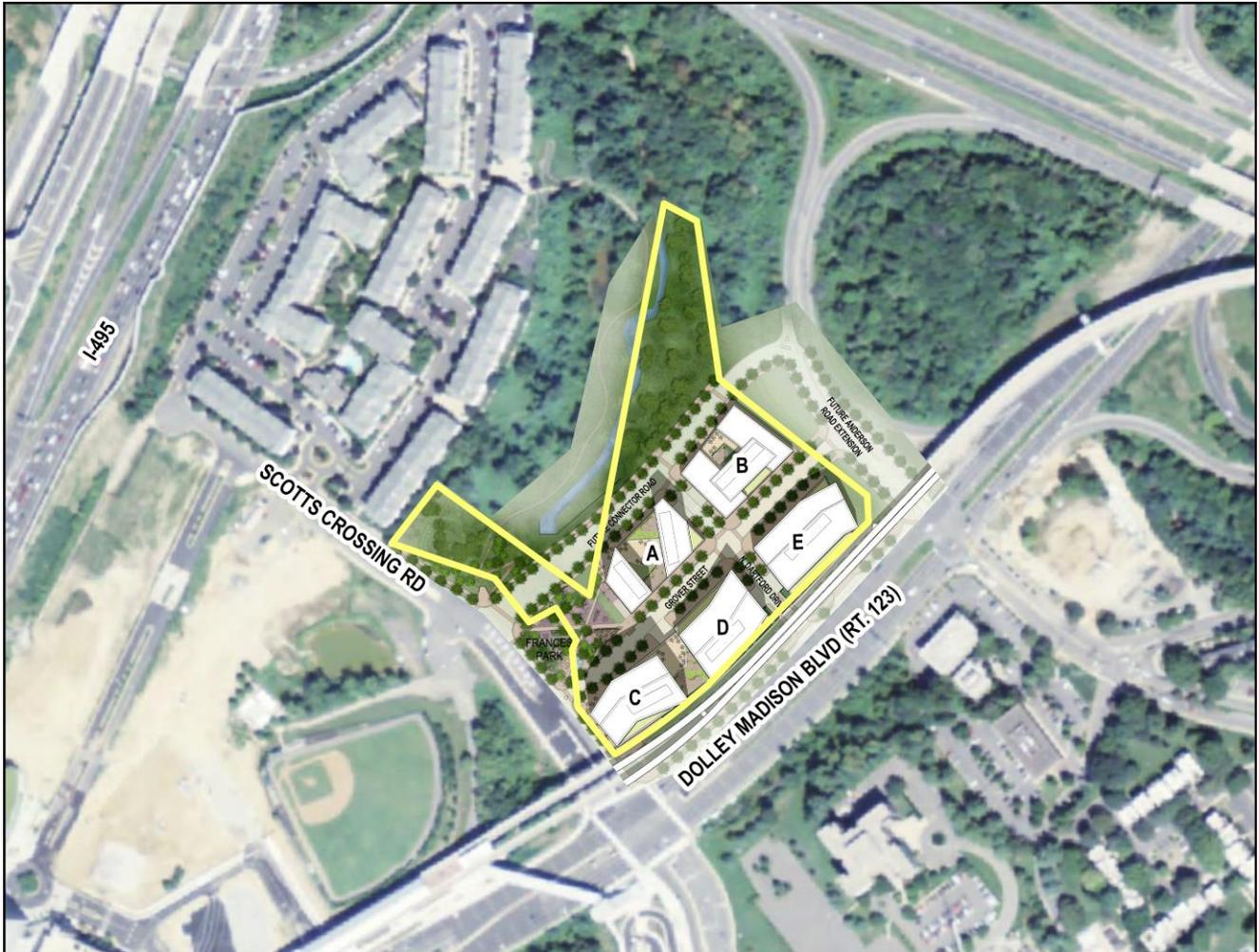
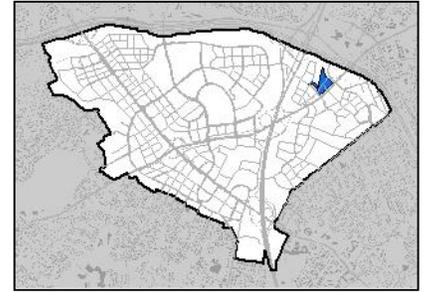
RZ 2011-PR-009.....approved 6/2/2015

### Site Plans

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

**SITE AREA: 9.40 acres**

## DEVELOPMENT OVERVIEW



\*Image depicted is from CDP Illustrative Plan with Future Roadway, dated – April 3, 2015

The site is currently developed with a surface parking lot which provides commercial off-street parking for Metrorail commuters. Under the approved rezoning, the site would redevelop into a high-density, transit-oriented mixed-use development including residential and office uses with ground floor retail. Building heights range from 128 to 322 feet. Major transportation improvements include the realignment of the site access opposite access to the Capital One site and accommodation of a future ramp to the Toll Road. Open space includes a mixture of small plazas along the internal boulevard and Frances Park adjacent to Scotts Crossing Road.

Rezoning Application RZ 2010-PR-009 was originally submitted and reviewed concurrently with Scotts Run Station South (RZ 2011-PR-010/011). No FDPs have been submitted pursuant to this rezoning.

**CURRENT DEVELOPMENT ACTIVITY**

The site is currently used as a 711-space surface parking lot to provide parking for the McLean Metrorail station. This interim use was approved by the Board in July 2013.

**SUMMARY LAND USE**

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

	# of Buildings	Office	Retail	Residential	Hotel	Totals
<b>Existing</b>						
To be Removed	0	0	0	0	0	0
To Remain	0	0	0	0	0	0
<b>Under Construction</b>						
	0	0	0	0	0	0
<b>Approved by Site Plan, Not Under Construction</b>						
	0	0	0	0	0	0
<b>Approved by FDP</b>						
	0	0	0	0	0	0
<b>Approved by CDP</b>						
Base Option	5	954,000	49,000	497,000 (467 du)	0	1,500,000 (2.96 FAR)
Hotel Option	5	725,000	49,000	497,000 (467 du)	229,000	1,500,000 (2.96 FAR)
A/B Option	5	954,000	49,000	497,000 (497 du)	0	1,500,000 (2.96 FAR)

**RESIDENTIAL AND EMPLOYEE POPULATION**

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

**Maximum Employment (Base Option)**

	Residents	Employees
Estimated Current:	0	0
Estimated Proposed:	817	3,289

**Maximum Residential (Option A/B)**

	Residents	Employees
Estimated Current:	0	0
Estimated Proposed:	870	3,289

**DETAILED APPROVED DEVELOPMENT INFORMATION**

**RZ 2011-PR-009**

	Option	Office *	Retail	Residential	Hotel	Totals
<b>Existing</b>						
To be Removed	N/A	0	0	0	0	0
<b>Under Construction</b>						
	N/A	0	0	0	0	0
<b>Approved by Site Plan, Not Under Construction</b>						
	N/A	0	0	0	0	0
<b>Approved by FDP</b>						
	N/A	0	0	0	0	0
<b>Approved by CDP</b>						
Building A	Base, Hotel	0	8,000	359,000 (337 du)	0	367,000 (337 du)
	A/B	0	8,000	258,000 (258 du)		266,000 (258 du)
Building B	Base, Hotel	0	8,000	138,000 (130 du)	0	146,000 (130 du)
	A/B	0	8,000	239,000 (239 du)		247,000 (239 du)
Building C	All	432,000	17,000	0	0	449,000
Building D	All	293,000	9,000	0	0	302,000
Building E	Base, A/B	229,000	7,000	0	0	236,000
	Hotel	0	7,000	0	229,000	236,000

\* Any building indicated as office may be replaced with a hotel use, subject to parking requirements



## The Commons

### Zoning Applications

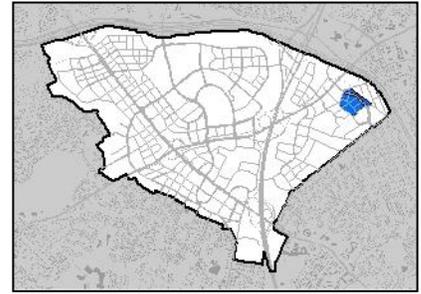
RZ 2011-PR-017.....approved 6/4/2013

FDP 2011-PR-017 .....approved 5/9/2013

### Site Plans

1217-RGP-002.....approved 12/3/2014 (demolition)

3797-SP-002.....under review (Building 1)



**SITE AREA: 20.96 acres**

## DEVELOPMENT OVERVIEW



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

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

Major transportation improvements include the extension of Colshire Meadow Drive to Anderson Road and improvements to the Old Chain Bridge Road/Anderson Road/Colshire Meadow Drive intersection. In addition, the applicant proffered to contribute funds toward construction of the “Super Street” improvements along Dolley Madison Boulevard (Rt. 123). The applicant has proffered contributions to the Tysons-wide and Tysons Grid of Street transportation funds.

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

**CURRENT DEVELOPMENT ACTIVITY**

Demolition of one garden apartment building along with site work for Building 1 is underway pursuant to 1217-RGP-002. A site plan for Building 1 is currently under review (3797-SP-002).

**SUMMARY LAND USE**

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

	# of Buildings	Office	Retail	Residential	Hotel	Totals
<b>Existing</b>						
To be Removed	11	0	0	287,617 (293 du)	0	287,617 (293 du)
To Remain	0	0	0	0	0	0
<b>Under Construction</b>						
	1	0	0	338,000 (316 du)	0	338,000 (316 du)
<b>Approved by Site Plan, Not Under Construction</b>						
	0	0	0	0	0	0
<b>Approved by FDP</b>						
	1	0	0	338,000 (331 du)	0	338,000 (331 du)
<b>Approved by CDP</b>						
	7	0	0 <sup>1</sup>	2,622,400 <sup>1</sup> (2,571 du)	0	2,622,400 (2.87 FAR)

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

**RESIDENTIAL AND EMPLOYEE POPULATION**

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

	Residents	Employees
Estimated Current:	586	0
Estimated Proposed:	4,499	0

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

	Option	Office	Retail	Residential	Hotel	Totals
<b>Existing</b>						
To be Removed	N/A	0	0	287,617 (293 du)	0	287,617 (293 du)
<b>Under Construction</b>						
Building 1	N/A	0	0	338,000 (316 du)	0	338,000 (316 du)
<b>Approved by Site Plan, Not Under Construction</b>						
	N/A	0	0	0	0	0
<b>Approved by FDP</b>						
Building 1	N/A	0	0	338,000 (331 du)	0	338,000 (331 du)
<b>Approved by CDP</b>						
Building 1	N/A	0	0	338,000 (331 du)	0	338,000 (331 du)
Building 2	N/A	0	0	465,800 (456 du)	0	465,800 (456 du)
Building 3	N/A	0	0	277,500 (272 du)	0	277,500 (272 du)
Building 4	N/A	0	0	260,800 (256 du)	0	260,800 (256 du)
Building 5	N/A	0	0	461,100 (452 du)	0	461,100 (452 du)
Building 6	N/A	0	0	499,300 (490 du)	0	499,300 (490 du)
Building 7	N/A	0	0	319,900 (314 du)	0	319,900 (314 du)

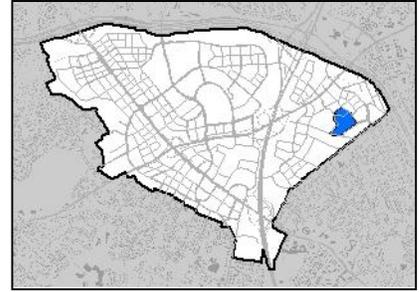


## MITRE 5

### Zoning Applications

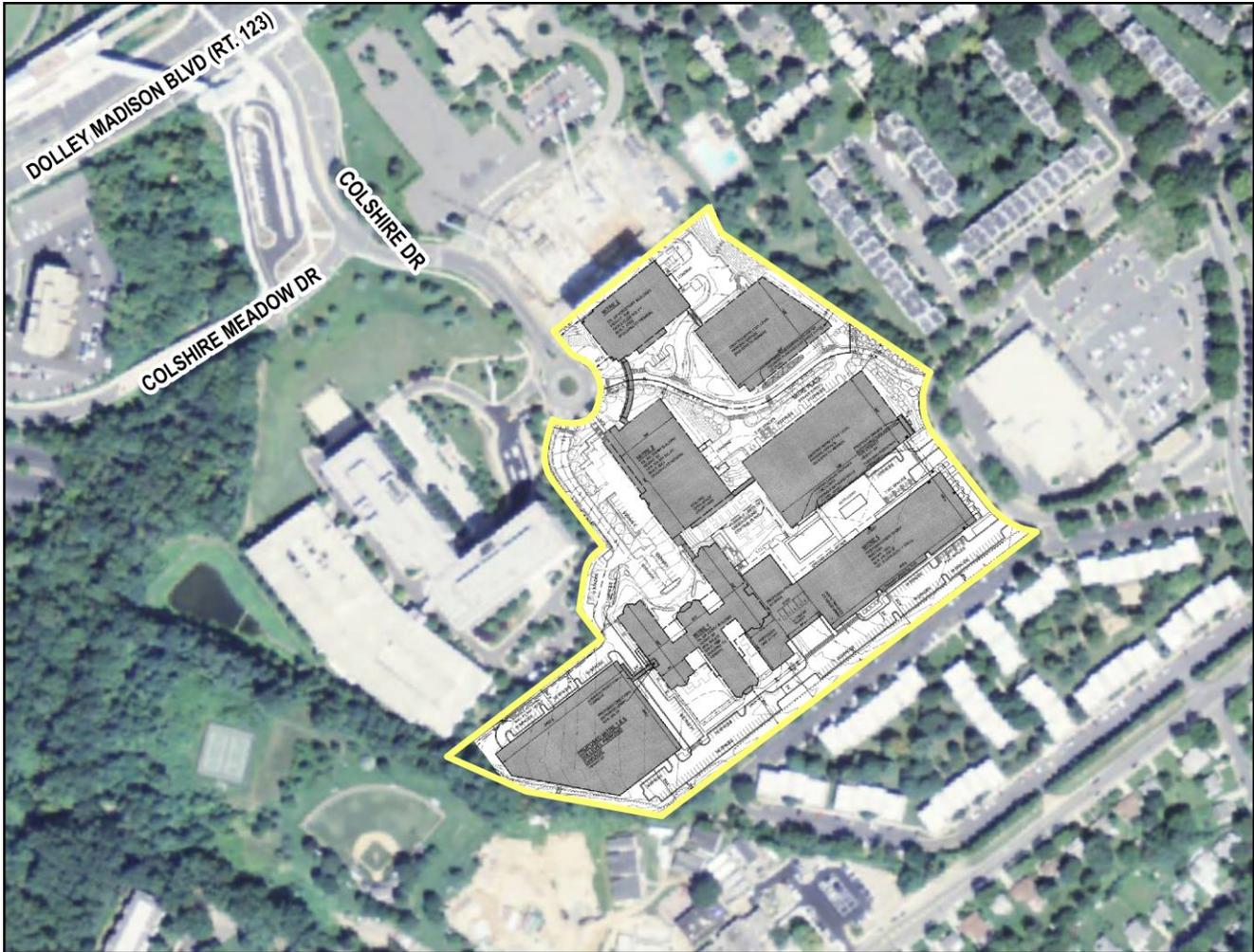
RZ 2010-PR-023.....indefinitely deferred

SE 2010-PR-034.....indefinitely deferred



**SITE AREA: 19.60 acres**

### DEVELOPMENT OVERVIEW



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

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

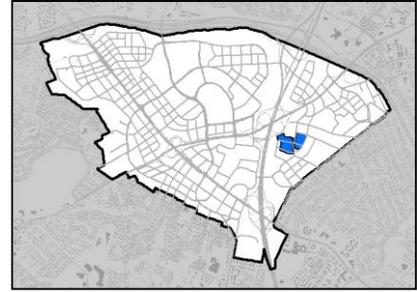


## The Highland District

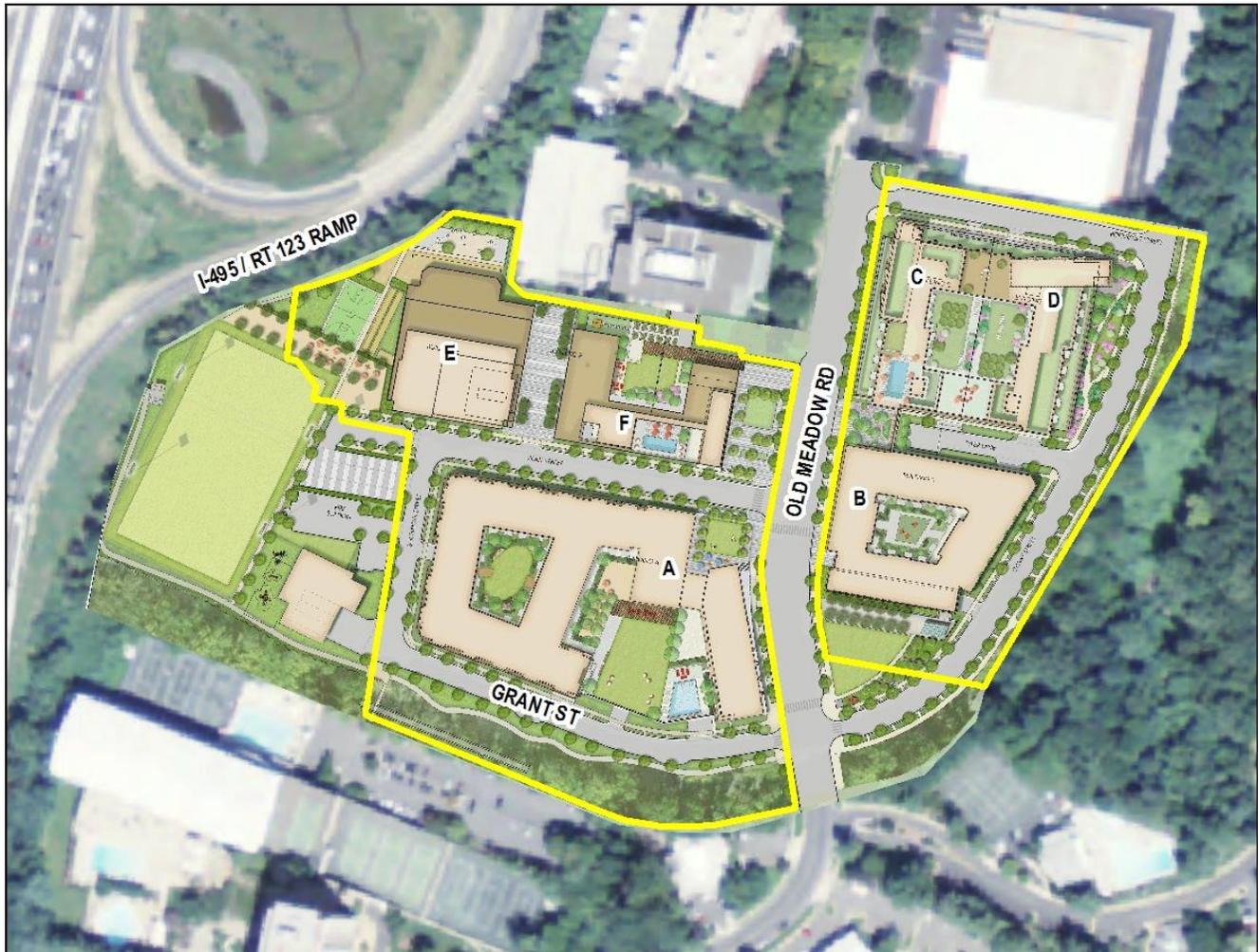
### Zoning Applications

RZ 2014-PR-021.....pending  
 FDP 2014-PR-021 .....pending  
 FDP 2014-PR-021-02.....pending  
 PCA 92-P-001-12 .....pending

**SITE AREA:** 16.74 acres



## DEVELOPMENT OVERVIEW



\*Image depicted is from CDP – Landscape Plan, dated – August 7, 2015

The subject site is currently developed with five office buildings, ranging from 1-6 stories in height, with surface parking. Under the proposed layout, these buildings would be removed and replaced with six new buildings, primarily residential uses with supporting retail. Building E is proposed to have the option to be a residential building or an office building. Building heights would range from 55 to 210 feet. Two FDP applications have been filed, one each for Buildings A and B.

Major transportation improvements under discussion include improvements to Old Meadow Road and additional local grid street connections. The street system will provide access to the new fire station and

athletic field that were proffered by the Scotts Run Station South development (pursuant to RZ 2011-PR-010, RZ 2011-PR-011 and PCA-92-P-001-10).

Several on and off-site parks are proposed across the development, as well as an expansion of the previously referenced recreation field to a full-size field.

**CURRENT DEVELOPMENT ACTIVITY**

None.

**SUMMARY LAND USE**

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

	# of Buildings	Office	Retail	Residential	Hotel	Totals
<b>Existing</b>						
To be Removed	4	336,281	0	0	0	336,281
To Remain	0	0	0	0	0	0
<b>Under Construction</b>						
	0	0	0	0	0	0
<b>Approved by Site Plan, Not Under Construction</b>						
	0	0	0	0	0	0
<b>Proposed by FDP</b>						
	2	0	17,000	663,000 (630 du)	0	680,000 (630 du)
<b>Proposed by CDP</b>						
	6	215,000	39,000	1,810,000 (1,940 du)	0	1,840,000 (2.46 FAR)

**RESIDENTIAL AND EMPLOYEE POPULATION**

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

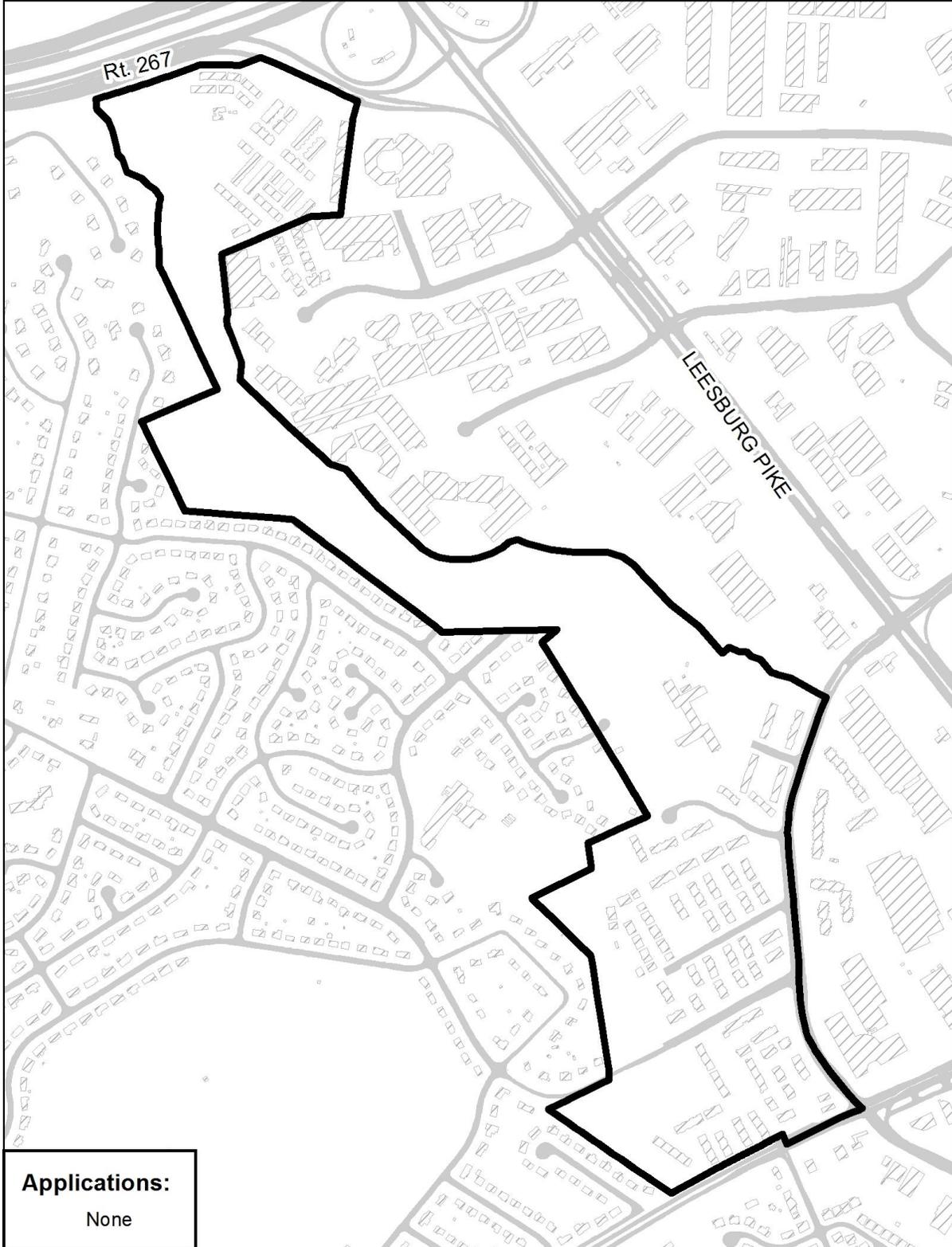
	Residents	Employees
Estimated Current:	0	1,121
Estimated Proposed:	3, 395	803

## **WEST SIDE DISTRICT**

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

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

# West Side Major Applications



**Applications:**

None

## OLD COURTHOUSE DISTRICT

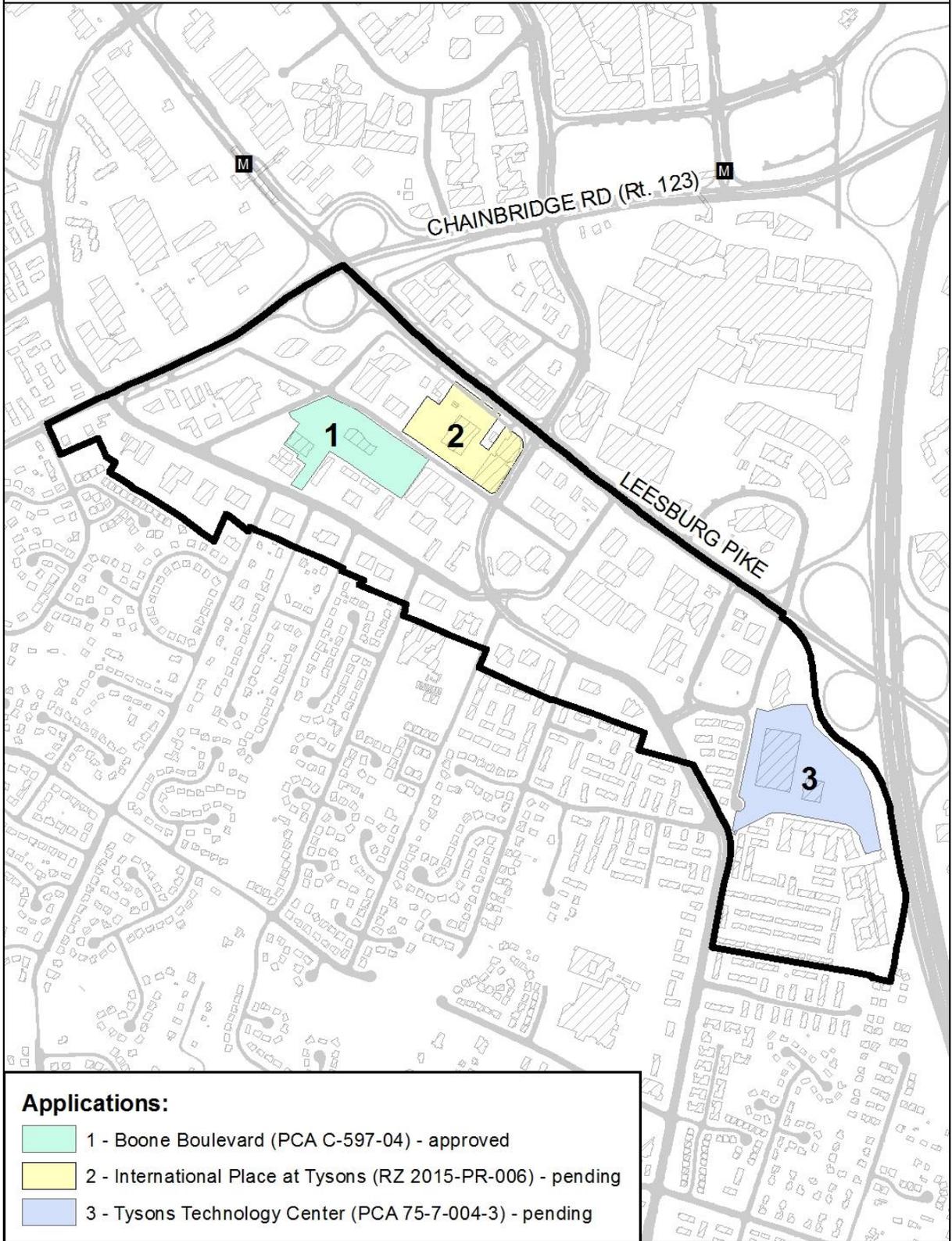
One major application has been approved in the Old Courthouse District, and two are currently under review. The table below provides aggregated data on these three applications. All development information is reported in square footage proposed for each use, except that Residential Units are also reported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

	# of Buildings	Office	Retail	Residential	Hotel	Totals
<b>Existing</b>						
To be Removed	1	0	35,520	0	0	35,520
To Remain	5	757,507	0	0	0	757,507
<b>Under Construction</b>						
	0	0	0	0	0	0
<b>Approved by Site Plan, Not Under Construction</b>						
	0	0	0	0	0	0
<b>Approved by FDP (Approved Applications)</b>						
	3	279,568	0	0	107,115	386,683
<b>Approved by CDP (Approved Applications)</b>						
	3	279,568	0	0	107,115	386,683
<b>Proposed by FDP (Pending Applications)</b>						
	2	148,734	116,600	493,000 (500 du)	0	758,334 (500 du)
<b>Proposed by CDP (Pending Applications)</b>						
	2	148,734	116,600	493,000 (500 du)	0	758,334 (500 du)
<b>Total Proposed or Approved by CDP</b>						
	5	428,302	116,600	493,000 (500 du)	107,115	1,145,017 (500 du)

Two major site plan submissions have been approved within the Old Courthouse District since June 2010. These submissions are identified in the table below.

Plan Name	Plan Number	Associated Zoning Application	Development Change	Description
Stohlman Volkswagen	5213-MSP-002	N/A	+753 sq.ft. commercial use	Minor building addition
CVS Tysons Corner	4723-SP-002	N/A	+858 sq.ft. commercial use	Renovation of commercial structure

# Old Courthouse Major Applications

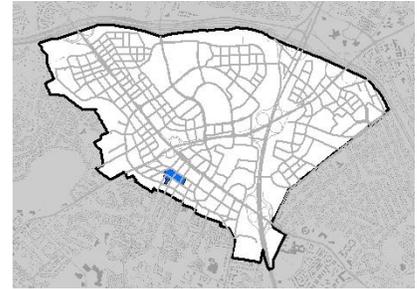


## Boone Boulevard

### Zoning Applications

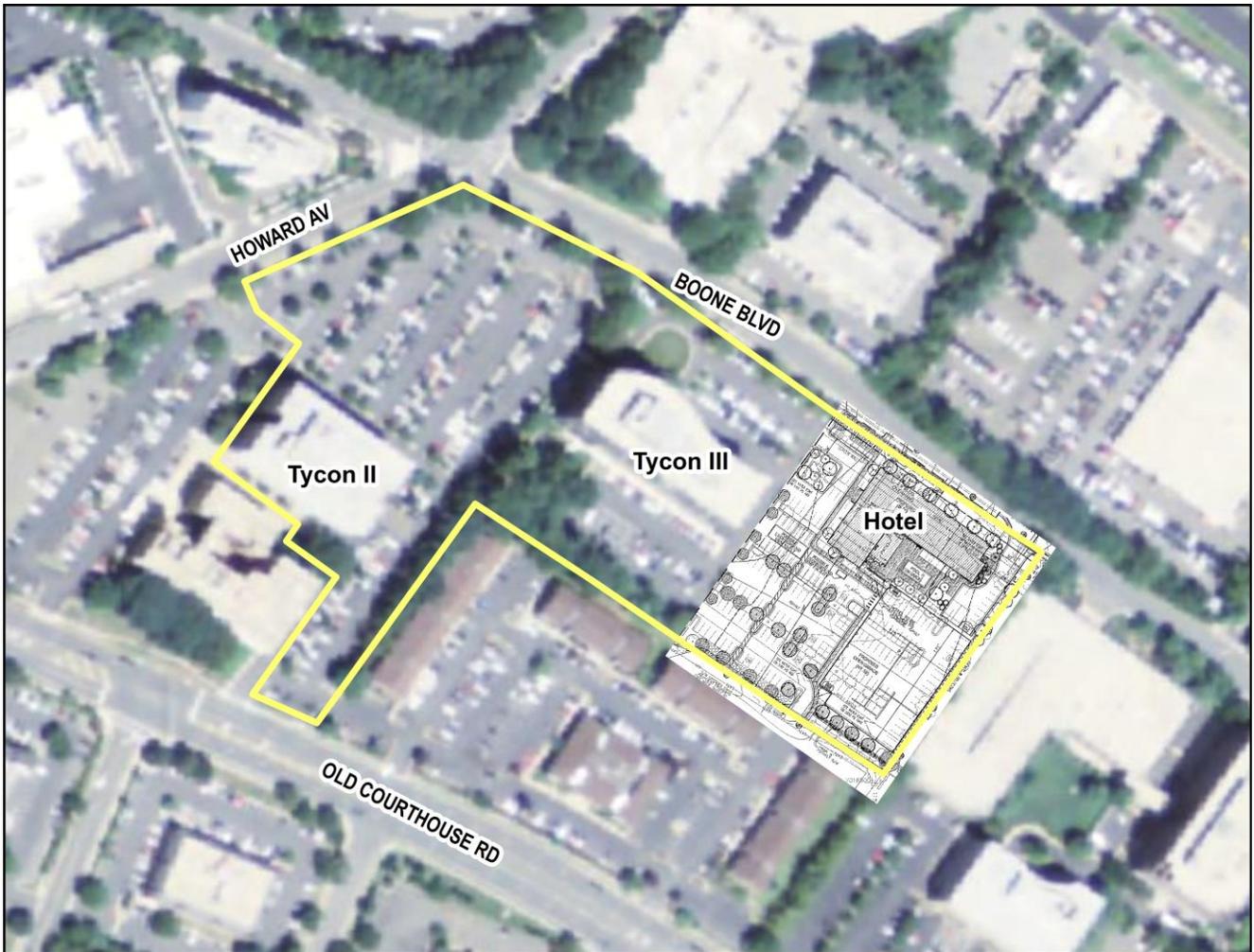
PCA C-597-4 ..... approved 7/21/2008

SE 2007-PR-014..... approved 7/21/2008



**SITE AREA: 8.87 acres**

## DEVELOPMENT OVERVIEW



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

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

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

**CURRENT DEVELOPMENT ACTIVITY**

None.

**SUMMARY LAND USE**

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

	# of Buildings	Office	Retail	Residential	Hotel	Totals
<b>Existing</b>						
To be Removed	0	0	0	0	0	0
To Remain	2	326,017	0	0	0	326,017
<b>Under Construction</b>						
	0	0	0	0	0	0
<b>Approved by Site Plan, Not Under Construction</b>						
	0	0	0	0	0	0
<b>Approved by FDP <sup>1</sup></b>						
	3	279,568	0	0	107,115	386,683 (1.0 FAR)
<b>Approved by CDP <sup>1</sup></b>						
	3	279,568	0	0	107,115	386,683 (1.0 FAR)

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

**RESIDENTIAL AND EMPLOYEE POPULATION**

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

	Residents	Employees
Estimated Current:	0	1,090
Estimated Proposed:	0	1,011

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

	Option	Office	Retail	Residential	Hotel	Totals
<b>Existing to Remain</b>						
Tycon II	N/A	163,177	0	0	0	163,177
Tycon III	N/A	162,840	0	0	0	162,840
<b>Under Construction</b>						
	N/A	0	0	0	0	0
<b>Approved by Site Plan, Not Under Construction</b>						
	N/A	0	0	0	0	0
<b>Approved by FDP <sup>1</sup></b>						
Hotel	N/A	0	0	0	107,115	107,115
Tycon II	N/A	138,300	0	0	0	138,300
Tycon III	N/A	141,268	0	0	0	141,268
<b>Approved by CDP <sup>1</sup></b>						
Hotel	N/A	0	0	0	107,115	107,115
Tycon II	N/A	138,300	0	0	0	138,300
Tycon III	N/A	141,268	0	0	0	141,268

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



## International Place at Tysons

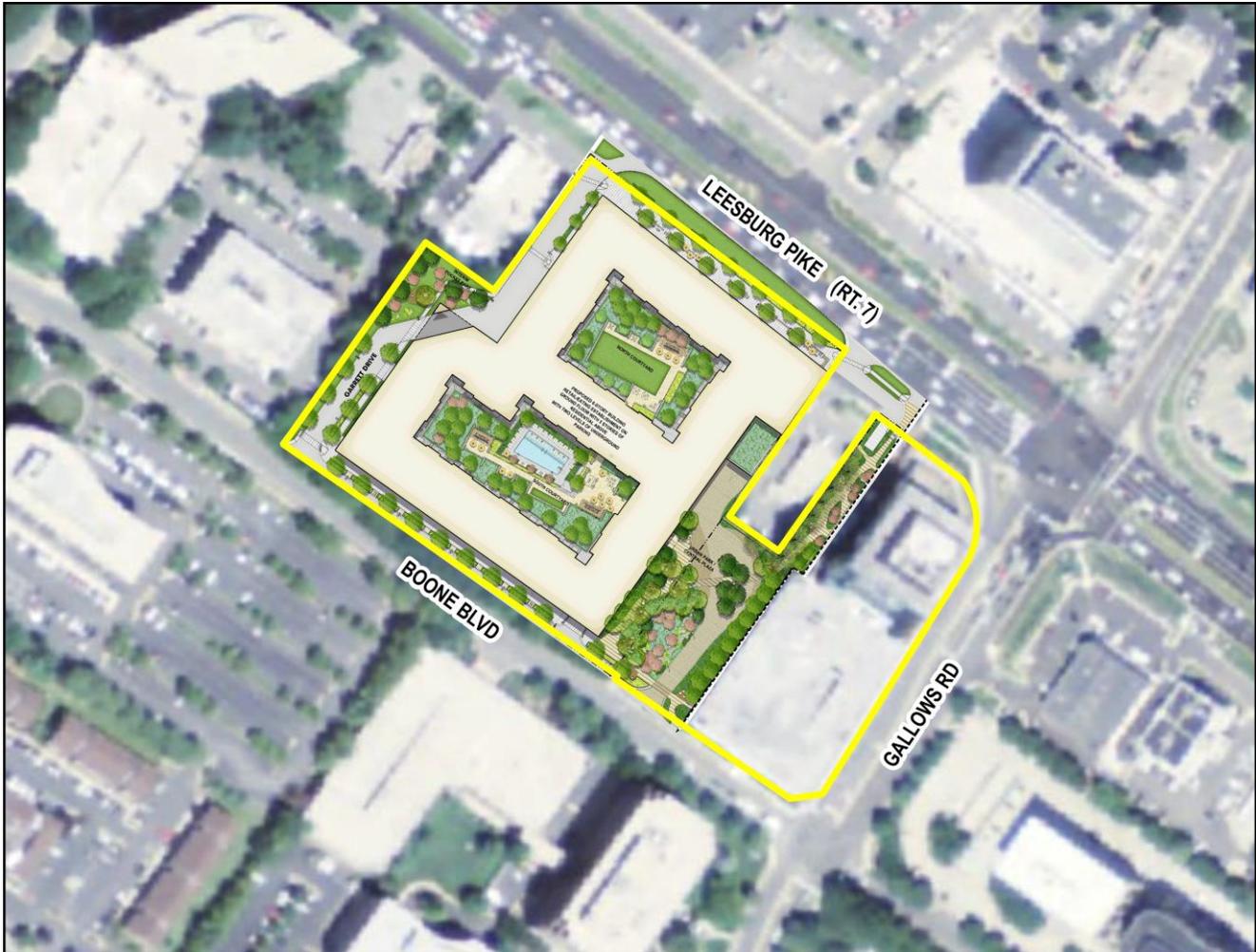
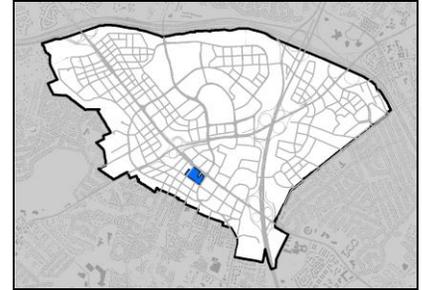
### Zoning Applications

RZ 2015-PR-006.....pending

FDP 2015-PR-006 .....pending

**SITE AREA: 7.98 acres**

### DEVELOPMENT OVERVIEW



\*Image depicted is from CDP Illustrative Plan, dated – March 20, 2015

The subject site is currently developed with three structures; a nine-story office building, its adjoining parking garage, and an auto dealership showroom/sales and service building. The office building and its garage are proposed to remain while the auto dealership is proposed to be removed. Under the proposed layout, the former auto dealership would be replaced with a mix-use building containing an 80,000 sq.ft. retail/grocery store along the Boone Boulevard frontage, additional ground level retail and eating establishment space along the Leesburg Pike frontage, and up to 500 residential units above these commercial uses. The height of this new building would be approximately 105 feet.

Discussions regarding public facilities, recreational facilities, public facility commitments, LEED standards and stormwater management goals are ongoing.

**CURRENT DEVELOPMENT ACTIVITY**

None.

**SUMMARY LAND USE**

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

	# of Buildings	Office	Retail	Residential	Hotel	Totals
<b>Existing</b>						
To be Removed	1	0	35,520	0	0	35,520
To Remain	1	148,734	0	0	0	148,734
<b>Under Construction</b>						
	0	0	0	0	0	0
<b>Approved by Site Plan, Not Under Construction</b>						
	0	0	0	0	0	0
<b>Proposed by FDP</b>						
	2	148,734	116,600	493,000 (500 du)	0	758,334 (500 du)
<b>Proposed by CDP</b>						
	2	148,734	116,600	493,000 (500 du)	0	758,334 (2.19 FAR)

**RESIDENTIAL AND EMPLOYEE POPULATION**

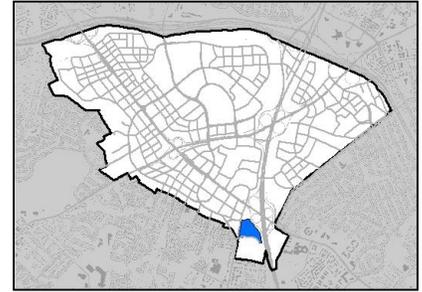
At the maximum proposed level of development, the estimated increases to residential and employee population are shown in the table below.

	Residents	Employees
Estimated Current:	0	575
Estimated Proposed:	875	750

## Tyson's Technology Center

### Zoning Applications

SE 2015-PR-021.....pending  
 PCA 75-7-004-03 .....pending  
 RZ 2014-PR-017.....withdrawn  
 FDP 2014-PR-014 .....withdrawn



**SITE AREA:** 14.40 acres

### DEVELOPMENT OVERVIEW



\*Image depicted is from CDP Illustrative Plan, dated – April 21, 2015

The subject site is currently developed with two office buildings, two and four stories in height, with associated mechanical buildings and large surface parking areas.

The applicant has proposed a lit, synthetic athletic field at grade on the eastern side of the development, along with a proposed above grade parking garage to replace the office parking being displaced by the athletic field (PCA 75-7-004-3 / SE 2015-PR-021). The proposed field is intended to off-set the increased demand for athletic fields generated by The Boro (RZ 2010-PR-022). No additional uses or intensity is proposed with these applications.

The applicant had previously submitted an application to redevelop the entire site, but withdrew that application (RZ/FDP 2014-PR-017) in 2015. The applications under review are not expected to inhibit future redevelopment of the entire site, which could occur through a subsequent application.

**CURRENT DEVELOPMENT ACTIVITY**

None.

**SUMMARY LAND USE**

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

	# of Buildings	Office	Retail	Residential	Hotel	Totals
<b>Existing</b>						
To Remain	2	282,756	0	0	0	282,756
<b>Under Construction</b>						
	0	0	0	0	0	0
<b>Approved by Site Plan, Not Under Construction</b>						
	0	0	0	0	0	0
<b>Proposed by FDP <sup>1</sup></b>						
	0	0	0	0	0	0
<b>Proposed by CDP <sup>1</sup></b>						
	0	0	0	0	0	0

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

**RESIDENTIAL AND EMPLOYEE POPULATION**

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

	Residents	Employees
Estimated Current:	0	943
Estimated Proposed:	0	943

## NORTH CENTRAL DISTRICT

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

	# of Buildings	Office	Retail	Residential	Hotel	Totals <sup>1</sup>
<b>Existing</b>						
To be Removed	1	135,296	0	0	0	135,296
To Remain	5	284,769	66,601	1,292,855 (1,120 du)	0	1,644,225 (1,120 du)
<b>Under Construction</b>						
	0	0	0	0	0	0
<b>Approved by Site Plan, Not Under Construction</b>						
	0	0	0	0	0	0
<b>Approved by FDP (Approved Applications)</b>						
	8 <sup>2</sup>	493,362 <sup>2</sup>	89,810	2,337,789 (1,754 du)	0 <sup>2</sup>	2,918,461 <sup>2</sup> (1,754 du)
<b>Approved by CDP (Approved Applications)</b>						
	8 <sup>2</sup>	493,362 <sup>2</sup>	99,610	2,337,789 (1,754 du)	0 <sup>2</sup>	2,918,461 <sup>2</sup> (1,754 du)
<b>Proposed by FDP (Pending Applications)</b>						
	0	0	0	0	0	0
<b>Proposed by CDP (Pending Applications)</b>						
	0	0	0	0	0	0
<b>Total Proposed or Approved by CDP</b>						
	8 <sup>2</sup>	493,362 <sup>2</sup>	99,610	2,337,789 (1,754 du)	0 <sup>2</sup>	2,918,461 <sup>2</sup> (1,754 du)

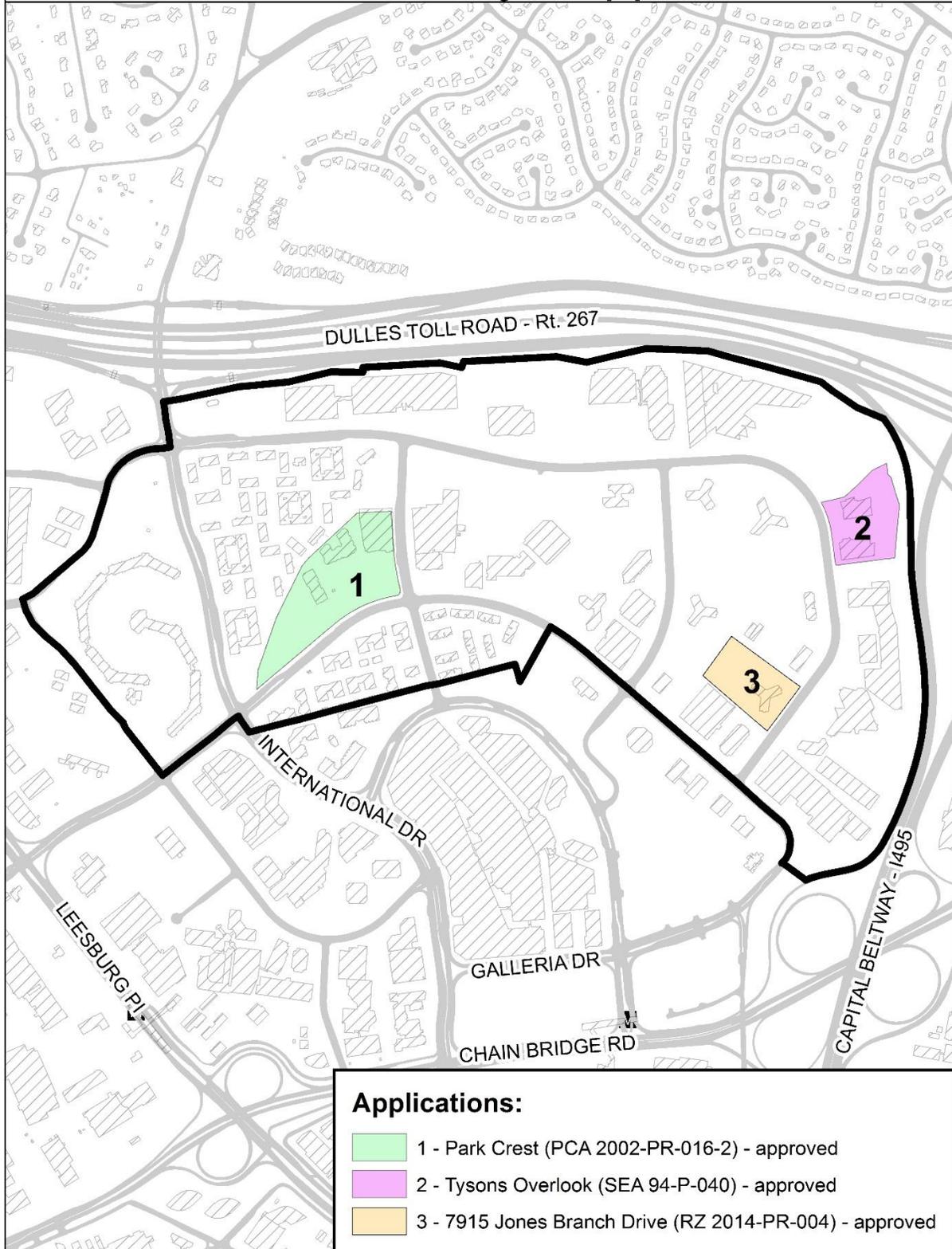
1 Totals may not be the sum of potential land uses due to development maximums proposed and/or public facility sq.ft. not shown

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

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

<b>Plan Name</b>	<b>Plan Number</b>	<b>Associated Zoning Application</b>	<b>Development Change</b>	<b>Description</b>
Hannover Parcel, Athletic Fields	25530-SP-003	RZ 2011-PR-023	0	Improvements to Hannover site for 2 athletic fields
Hannover Parcel, Stream Restoration	25530-PI-002	RZ 2011-PR-023	0	Stream restoration improvements
Park Crest, Building 1	5166-SP-002	PCA 2002-PR-016-2	+363,805 sq.ft. residential use in 354 dwelling units	Construction of a low-rise residential structure
Park Crest, Building 2	5166-SP-003	PCA 2002-PR-016-2	+346,335 sq.ft. residential use in 300 dwelling units	Construction of a 19 story residential structure
Tyson's Overlook	24989-SP-002	SEA 94-P-040	+287,769 sq.ft. office use	Construction of an 11 story office building.
Rotonda Community Center	25876-MSP-001	N/A	Minor land disturbance	Improvements to community center
Kaiser Permanente	8122-SP-003	N/A	+6,000 sq.ft. office use	Renovation parking and office space

# North Central Major Applications





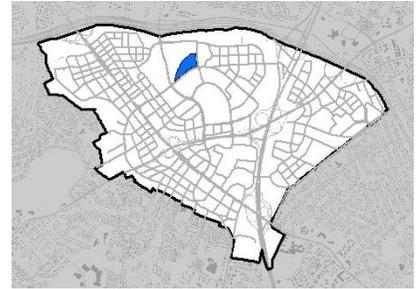
**Park Crest**

Zoning Applications

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

Site Plans

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



**SITE AREA: 13.55 acres**

**DEVELOPMENT OVERVIEW**



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

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

development. The FDP covers the entire site and depicts the full build-out of the site. Four of the buildings are complete, with the most recent, Building 2, delivered in 2014.

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

**CURRENT DEVELOPMENT ACTIVITY**

None.

**SUMMARY LAND USE**

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

	# of Buildings	Office	Retail	Residential	Hotel	Totals
<b>Existing</b>						
To be Removed	0	0	0	0	0	0
To Remain	4	0	66,601	1,292,855 (1,120 du)	0	1,359,456 (1,120 du)
<b>Under Construction</b>						
	0	0	0	0	0	0
<b>Approved by Site Plan, Not Under Construction</b>						
	0	0	0	0	0	0
<b>Approved by FDP</b>						
	5	0	77,310 <sup>1</sup>	1,887,789 (1,354 du)	0	1,965,099 (3.0 FAR) <sup>2</sup>
<b>Approved by CDP</b>						
	5	0	77,310 <sup>1</sup>	1,887,789 (1,354 du)	0	1,965,099 (3.0 FAR) <sup>2</sup>

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

2 FAR excludes 195,000 sq.ft. of cellar uses, which may be increased to 250,000 sq.ft. per the approved proffers

**RESIDENTIAL AND EMPLOYEE POPULATION**

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

	Residents	Employees
Estimated Current:	1,960	148
Estimated Proposed:	2,370	172

**DETAILED APPROVED DEVELOPMENT INFORMATION**

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

**PCA 2002-PR-016-2**

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

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



## Tysons Overlook

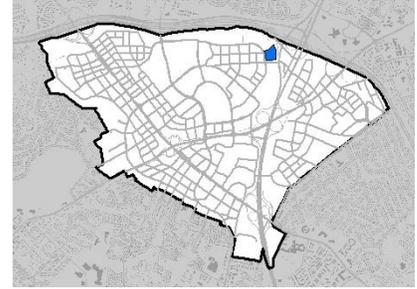
### Zoning Applications

SEA 94-P-040..... approved 5/18/2011

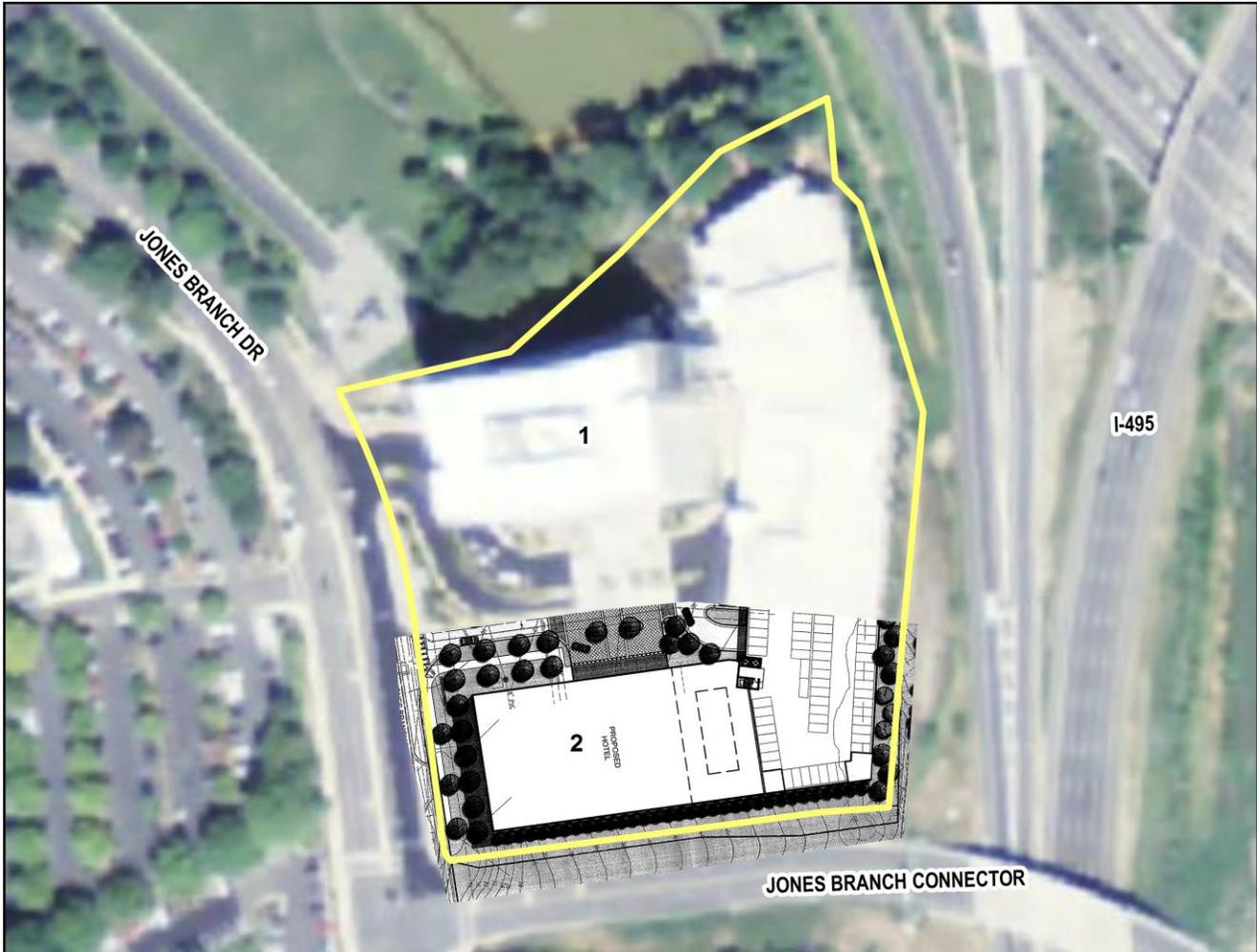
### Site Plans

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

**SITE AREA: 6.09 acres**



## DEVELOPMENT OVERVIEW



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

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

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

**CURRENT DEVELOPMENT ACTIVITY**

Building 1 was completed as an 11-story office building pursuant to Site Plan 24989-SP-002.

**SUMMARY LAND USE**

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

	# of Buildings	Office	Retail	Residential	Hotel	Totals
<b>Existing</b>						
To be Removed	0	0	0	0	0	0
To Remain	1	284,769	0	0	0	284,769
<b>Under Construction</b>						
	0	0	0	0	0	0
<b>Approved by Site Plan, Not Under Construction</b>						
	0	0	0	0	0	0
<b>Approved by FDP <sup>1</sup></b>						
Option 1	1	493,362	10,000	0	0	503,362 (1.87 FAR)
Option 2A	2	493,362	10,000	0	0	503,362 (1.87 FAR)
Option 2B	2	345,353	10,000	0	148,009	503,362 (1.87 FAR)
<b>Approved by CDP <sup>1</sup></b>						
Option 1	1	493,362	10,000	0	0	503,362 (1.87 FAR)
Option 2A	2	493,362	10,000	0	0	503,362 (1.87 FAR)
Option 2B	2	345,353	10,000	0	148,009	503,362 (1.87 FAR)

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

## RESIDENTIAL AND EMPLOYEE POPULATION

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

	Residents	Employees
Estimated Current:	0	950
Estimated Proposed:	0	1,510

## DETAILED APPROVED DEVELOPMENT INFORMATION

All numbers in square feet of development

### SEA 94-P-040

	Option	Office <sup>1</sup>	Retail	Residential	Hotel	Totals
<b>Existing to Remain</b>						
Building 1	N/A	284,769	0	0	0	284,769
<b>Under Construction</b>						
	N/A	0	0	0	0	0
<b>Approved by Site Plan, Not Under Construction</b>						
	N/A	0	0	0	0	0
<b>Approved by FDP <sup>2</sup></b>						
Building 1	1	493,362	10,000	0	0	503,362
	2A	325,575	10,000	0	0	335,575
	2B	345,353	10,000	0	0	355,353
Building 2	2A	167,787	0	0	0	167,787
	2B	0	0	0	148,009	148,009
<b>Approved by CDP <sup>2</sup></b>						
Building 1	1	493,362	10,000	0	0	503,362
	2A	325,575	10,000	0	0	335,575
	2B	345,353	10,000	0	0	355,353
Building 2	2A	167,787	0	0	0	167,787
	2B	0	0	0	148,009	148,009

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

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



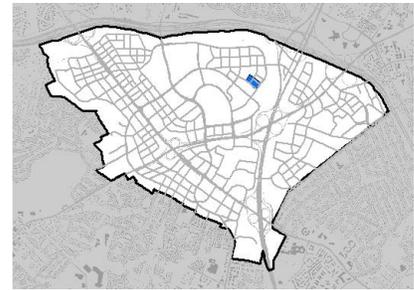
## 7915 Jones Branch Drive (Amherst)

### Zoning Applications

RZ/FDP 2014-PR-004..... approved 12/2/2014

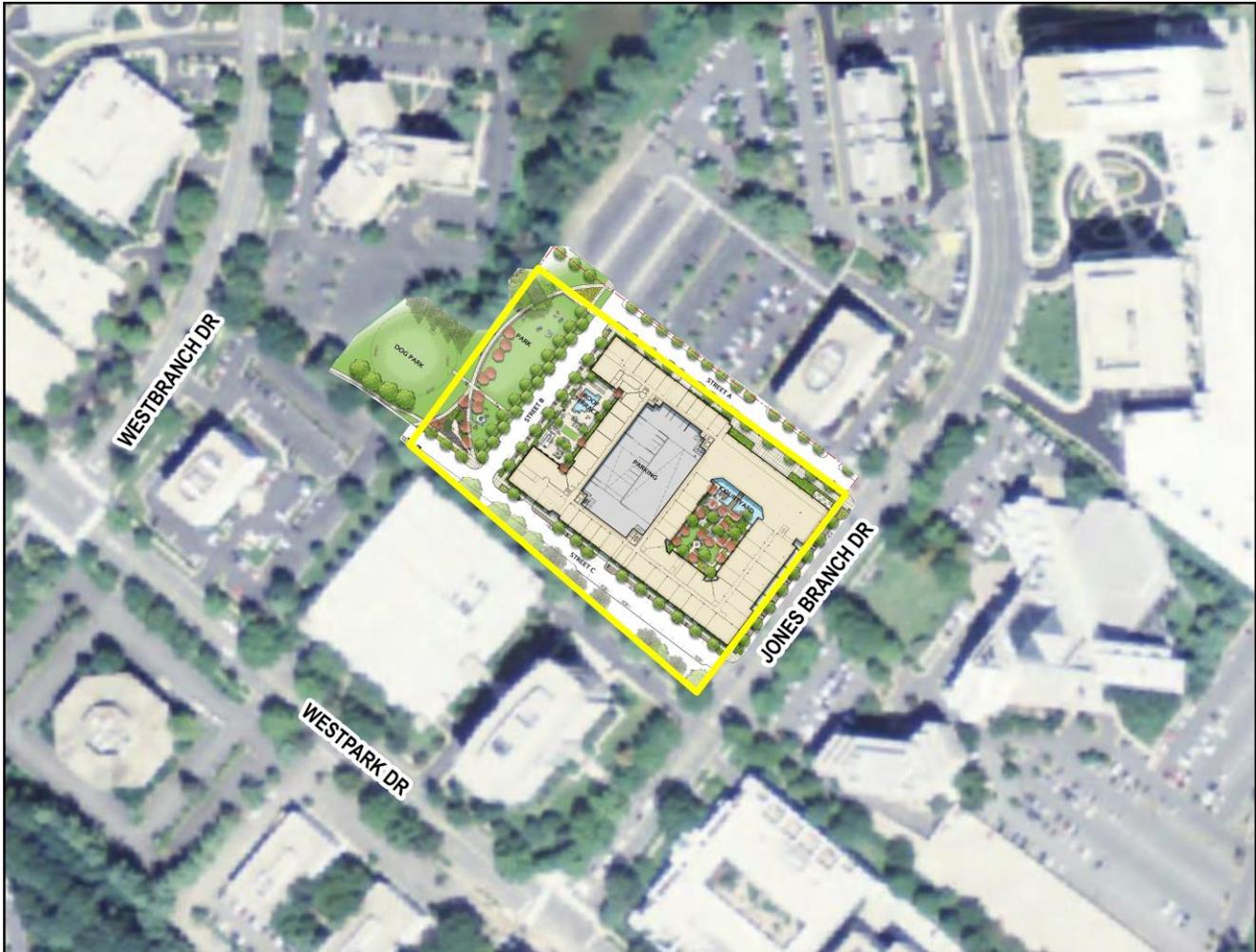
### Site Plans

1211-SP-002..... under review



**SITE AREA: 5.75 acres**

### DEVELOPMENT OVERVIEW



\*Image depicted is from CDP Illustrative Plan, dated – August 21, 2014

The subject site contained a vacant office building surrounded by surface parking. The rezoning application approved redevelopment for the site into a mid-rise residential building with limited retail at the ground level. The building is approved to be between 5-7 stories with up to 400 residential units. An FDP covers the entire site and shows all proposed improvements.

Major transportation improvements with the application area include three new streets, including an offsite connection between Jones Branch and West Branch Drives, and proffered contributions to the Tysons-wide and Tysons Grid of Streets transportation funds. The applicant will also provide an offsite pedestrian

connection from its site to Westpark Drive and the Arbor Row development; this path will provide a pedestrian connection to metro.

The application includes on and off-site park improvements including a dog park, commons and pathways. In addition, the building will have private, above grade plaza amenities for the use of the residents. The public park features are intended to be the first phase of a larger park, as recommended in the Comprehensive Plan. It is expected that additions to this park will come with future redevelopment of the surrounding office park.

To address the Plan’s public facility objective, the applicant has extended the proffered use of space in a nearby building for an additional 10 years. This space currently serves fire and rescue operations and community meeting space.

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

**CURRENT DEVELOPMENT ACTIVITY**

The office building is anticipated to be removed from the site in 2015, pursuant to 1211-RGP-001. The residential building site plan (1211-SP-002) is currently under review.

**SUMMARY LAND USE**

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

	# of Buildings	Office	Retail	Residential	Hotel	Totals
<b>Existing</b>						
To be Removed	0	135,296	0	0	0	135,296
<b>Under Construction</b>						
	0	0	0	0	0	0
<b>Approved by Site Plan, Not Under Construction</b>						
	0	0	0	0	0	0
<b>Approved by FDP</b>						
	1	0	2,500	450,000 (400 du)	0	450,000 (1.80 FAR)
<b>Approved by CDP</b>						
	1	0	12,300	450,000 (400 du)	0	450,000 (1.80 FAR)

**RESIDENTIAL AND EMPLOYEE POPULATION**

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

	Residents	Employees
Estimated Current:	0	451
Estimated Proposed:	700	27

**DETAILED APPROVED DEVELOPMENT INFORMATION**

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

**RZ 2014-PR-004**

	Option	Office	Retail	Residential	Hotel	Totals
<b>Existing to Remain</b>						
	N/A	0	0	0	0	0
<b>Under Construction</b>						
	N/A	0	0	0	0	0
<b>Approved by Site Plan, Not Under Construction</b>						
	N/A	0	0	0	0	0
<b>Approved by FDP</b>						
Building 1	N/A	0	2,500	450,000 (400 du)	0	450,000
<b>Approved by CDP</b>						
Building 1	N/A	0	12,300	450,000 (400 du)	0	450,000



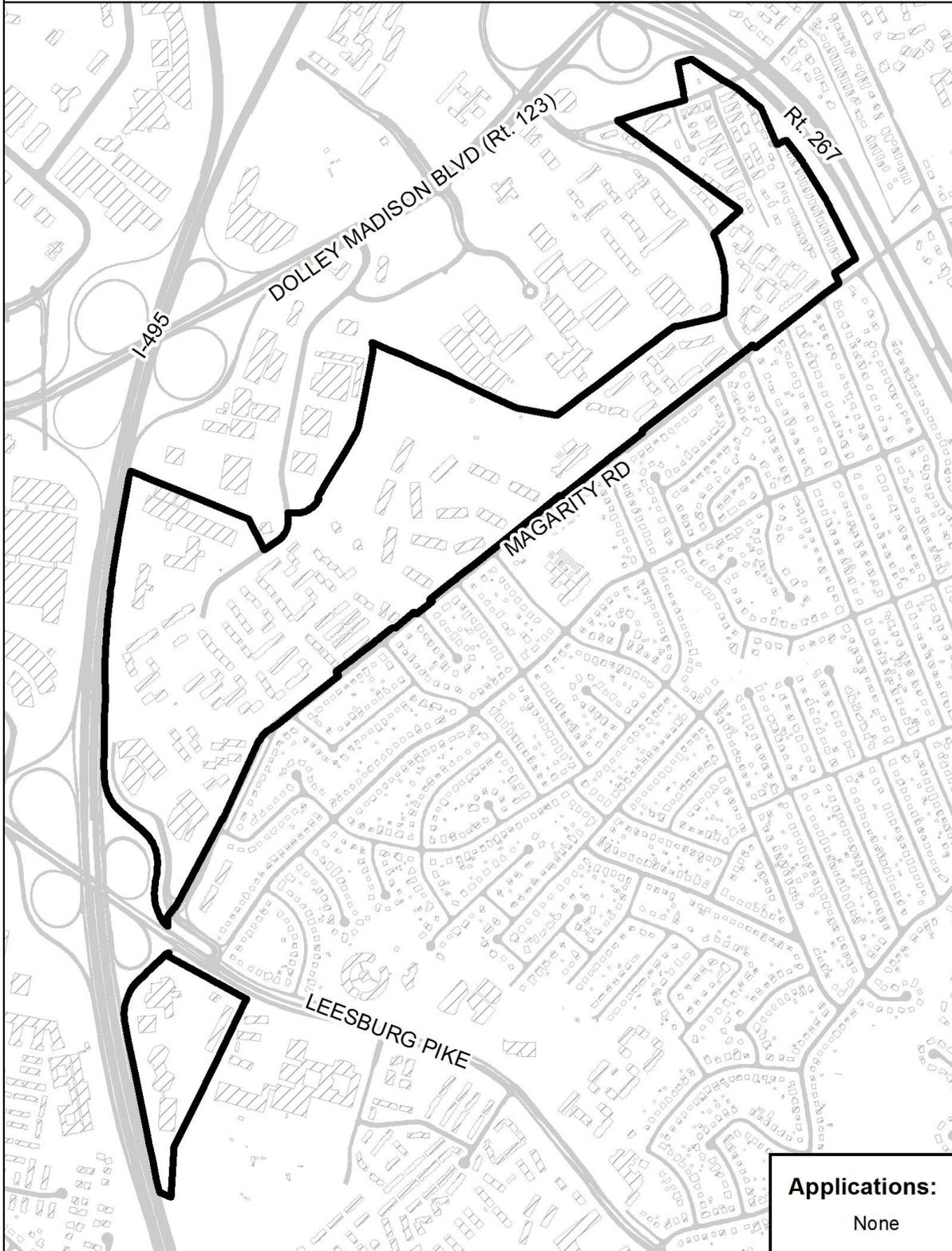
**EAST SIDE DISTRICT**

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

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

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

# East Side Major Applications



## ACKNOWLEDGEMENTS

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

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