



TYSONS

2018-2019 Progress Report *on the Implementation of the Comprehensive Plan*



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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 Metrorail stations constructed as 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. Phase II, from the Wiehle-Reston East Station to Ashburn, is scheduled to open in July 2020.

Consistent with the Plan's vision, Tysons is redeveloping into a 24 hour place where people live, work and play with a goal by 2050 of a walkable, vibrant urban center with over 100,000 residents and 200,000 jobs. The vehicle-based road network is transitioning into a multi-modal transportation system, providing transportation choices for residents, employees and visitors; and, a new civic infrastructure will consist of new facilities and community activities.

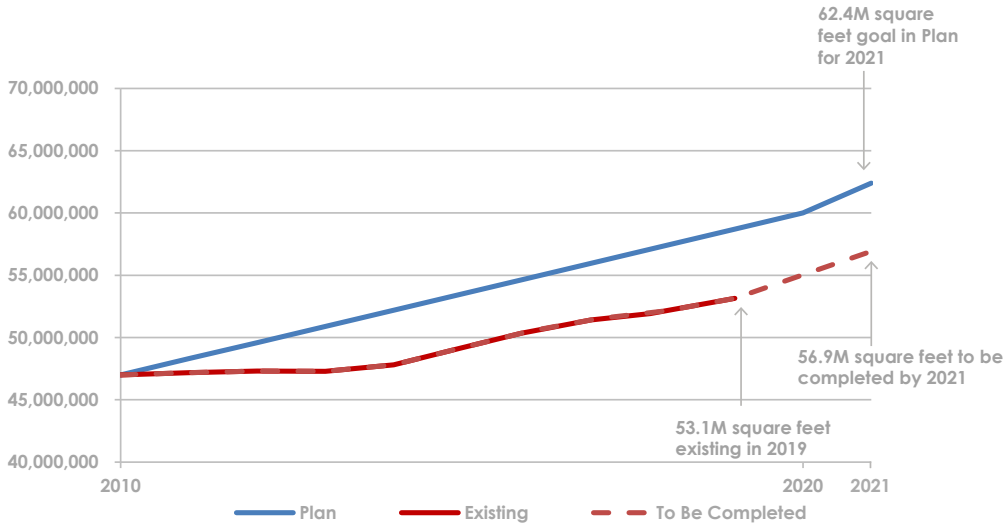
A culture of public outreach, with a collaborative approach involving all stakeholders, was critical in reaching the milestones achieved to date. Outreach continues, particularly related to the implementation of specific projects and private sector land use proposals. The Tysons webpage, www.fairfaxcounty.gov/Tysons, is the primary collection point for Tysons information.

Monitoring the progress of the Plan documents the achievements for realizing the vision for Tysons. Many of the Tysons' strategies and systems require establishment and maturation over time. 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 ninth such Progress Report, covering the time period of August 2018 to August 2019.

In the 12 months since the last report was released, three major buildings (Lumen, a 398 unit residential building, and two buildings associated with The Boro development), were delivered. Ten buildings are currently under construction. A summary of the activities is provided in subsequent chapters of this report. In addition, ongoing work to implement the vision for Tysons includes a number of transportation studies, planning of public facilities, ongoing implementation of infrastructure projects, completion of new park spaces and field upgrades, and the approval of two additional major rezoning applications.

This report addresses actions occurring in Tysons related to land use, transportation, the environment, parks and public facilities, urban design and implementation. 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 their status updates, are included in *Appendix A* of this report. *Appendix A* also includes information on County land development 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*.

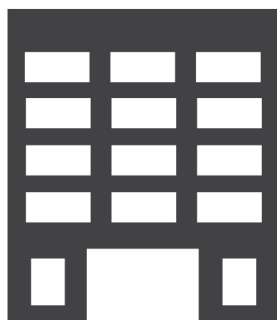
Development and Public Infrastructure Balance Dashboard



To the left is a comparison of projected development levels in Tysons to existing developments and those either under construction or anticipated to begin construction by 2021. Development levels estimated for the near term closely track, but do not exceed, Plan projections. The gap between the two lines shows additional capacity for new development under Plan projections.

Major Projects Delivered 2010-2019

- The Avalon at Park Crest, a six-story (354 unit) residential building, and Ovation at Park Crest, a 19-story (300 unit) residential building (Park Crest);
- An urban-style Walmart and a fitness center (Tysons West Promenade);
- Tysons Overlook, an 11-story office building;
- The Ascent, a 26-story (404 unit) residential building (Spring Hill Station);
- Tysons Tower, a 22-story office building, VITA Residences, a 28-story (429 unit) residential building, the Hyatt Regency Hotel, and additional retail (Tysons Corner Center Phase I);
- The Adaire, a 34-story (400 unit) residential building (Spring Hill Station);
- Nouvelle, a 27-story (461 unit) residential building (Arbor Row);
- 1775 Tysons Boulevard, an 18-story office building (Tysons II);
- Haden, 15-story (222 units) and 18-story (203 units) residential buildings (Garfield Block of Scotts Run South);
- MITRE 4, a 14-story office building (MITRE); and,
- Highgate at The Mile, a six-story (398 units) residential building (7915 Jones Branch Drive/Amherst);
- Kingston at McLean Crossing, a 15-story residential building (The Commons);
- Capital One Headquarters, a 32-story office building with retail uses (Capital One)
- Boro Tower, a 20-story office building with retail uses, and Boro Theater, a 3-story theater building (The Boro); and
- Lumen, a 33-story residential building with retail uses (Tysons Central)



990K square feet delivered since 2018



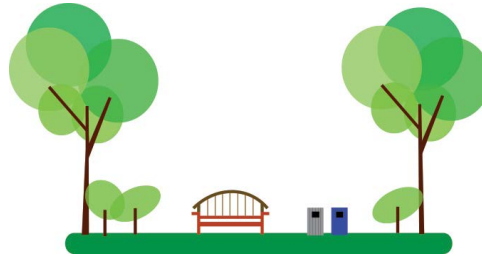
3M square feet under construction



633K square feet approved by site plan, unbuilt



3 athletic fields built, 6.7 additional proffered



100.3 publicly owned acres of park space, 11.58 acres privately owned



13 proffered public facilities



31 Tysons Area Metrorail Station Access Improvement Projects* completed, 4 under construction, 3 in design

Improved pedestrian connections built with developments



New bike lanes and trails

14 Capital Bikeshare stations operating



4 Silver Line Metrorail Stations connecting Tysons with Reston and the rest of the regional Metrorail network



Expanded and modified Fairfax Connector and Metrobus service

3 Express Bus Service routes to Tysons



New grid streets with developments

I-495 Express Lanes

Jones Branch Connector

- Major east-west connection within Tysons, connecting Route 123 with Jones Branch Drive via a new I-495 crossing
- Will accommodate vehicles, bicycles, pedestrians and transit
- One lane in each direction is open with project completion expected in late 2019

Vesper Trail

- Shared-use path, completed in early 2019
- Connects central Tysons and the Spring Hill Metro Station to surrounding communities
- The County's first lighted trail

*Information on individual projects can be found at: <https://www.fairfaxcounty.gov/transportation/study/tysons-metrorail>



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LAND USE

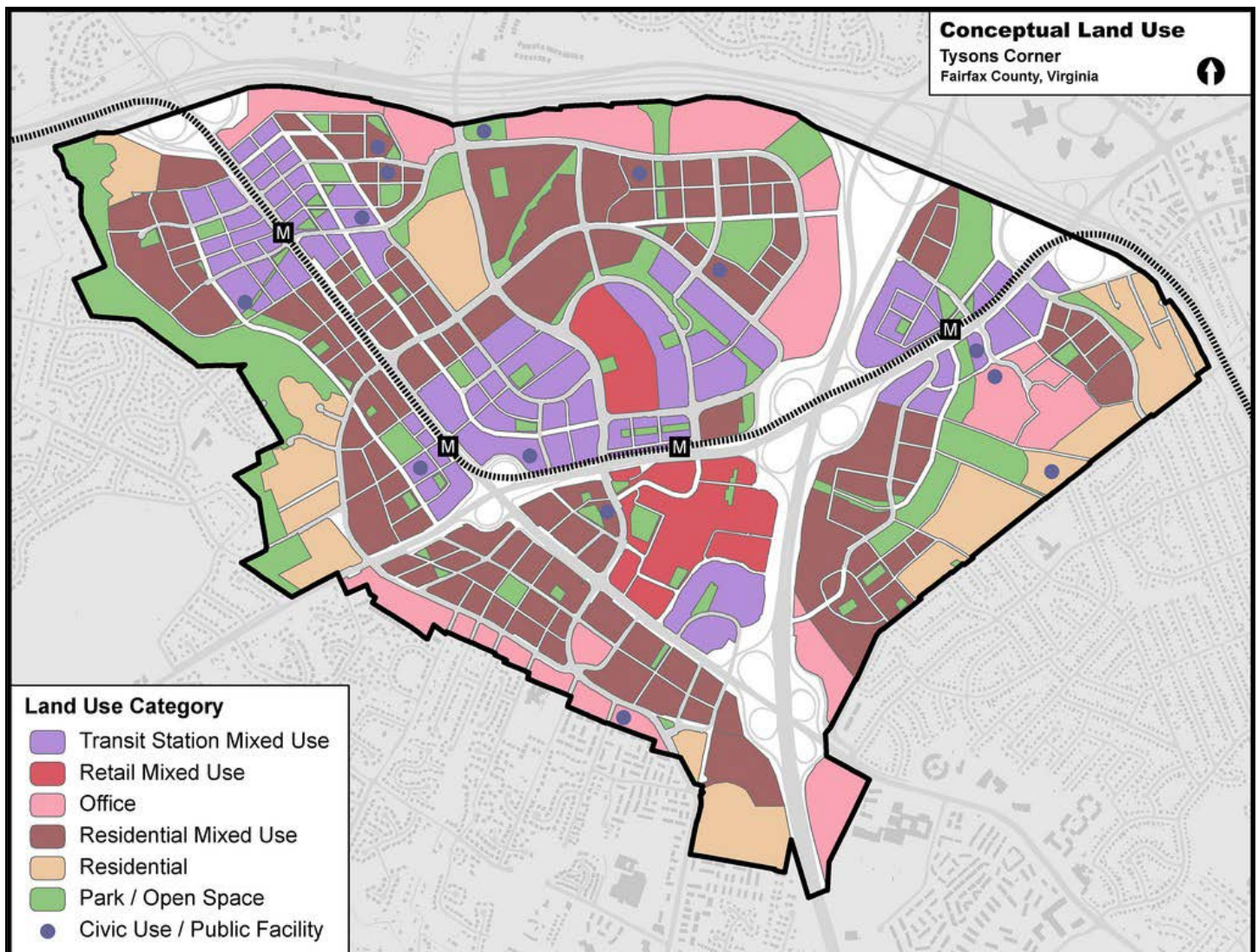
LAND USE

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. Changes to the land use pattern since publication of the 2018 Tysons Progress Report include completion of the Lumen, a 398 unit residential building, and two buildings associated with The Boro development: Boro Tower and the neighboring theater facility. A summary of development activity is included later in this chapter.

Conceptual Planned Land Uses

Up to 100,000 residents and 200,000 employees are expected in Tysons by 2050. Future land uses are planned as 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. *Figure L1* depicts the conceptual planned land uses as included in the Comprehensive Plan.

Figure L1: Planned Conceptual Land Use



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. The anticipated changes in population and employment are highlighted in *Table L1*.

Table L1: Population, Employment, and Building Space Goals

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

Existing Development Levels

Figures L2, L3 and Table L2 illustrate the 2019 land use patterns and existing development levels in Tysons. At the time of Plan adoption, the existing development pattern was characterized by segregated land uses and low levels of residential development relative to office uses; this pattern is changing with new developments and projects under construction.

Figure L2: Existing Development in Tysons

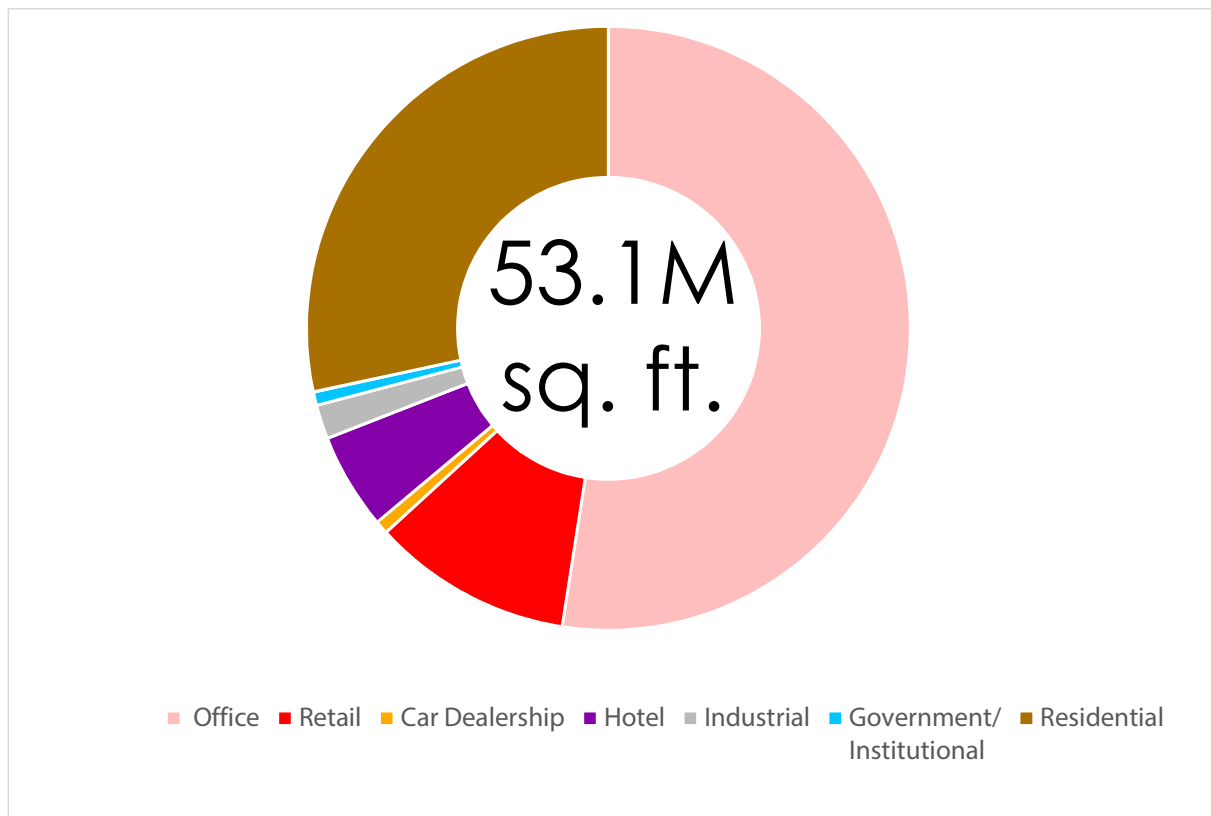


Figure L3: Existing Land Use Pattern in Tysons

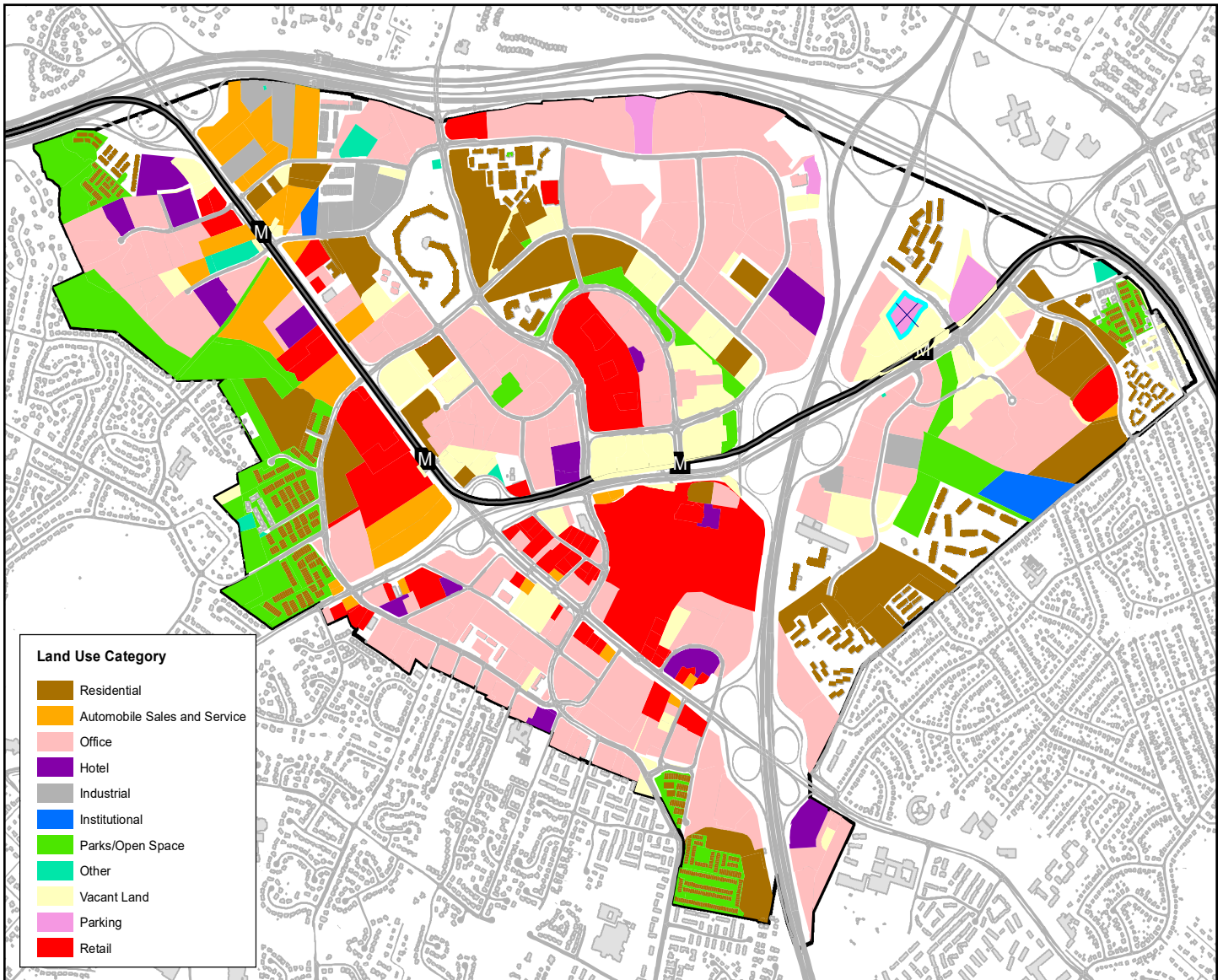


Table L2: Existing Development Levels as of August 1, 2019

Land Use	Gross Floor Area (square feet) ¹
Office	27,877,000
Retail	5,553,708
Car Dealership	383,000
Hotel	2,740,000
Industrial	971,000
Government/Institutional	387,000
Residential (sq. ft.)	15,084,000
Total All Uses	53,143,000

¹ Rounded to the nearest 1,000

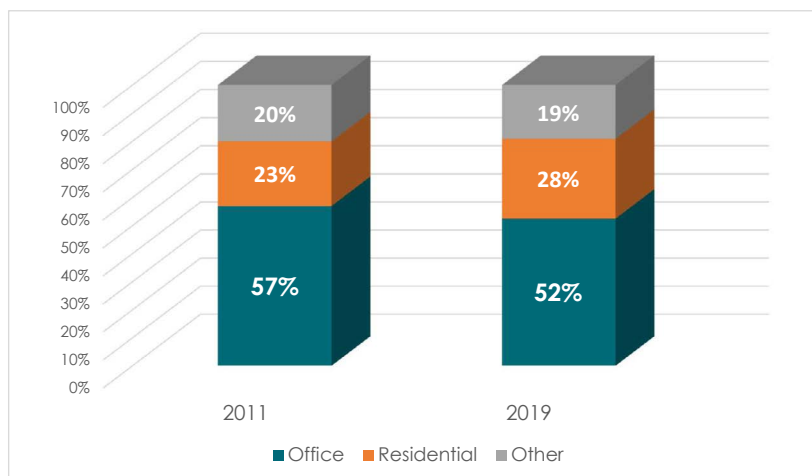


Lumen, Tysons' newest residential building

Land Use Changes Over Time

The Plan envisions that the proportion of residential development to overall development will increase as development occurs. *Figure L4* depicts changes in land use since 2011. In 2011, residential square footage was approximately 23% of the total development within Tysons. In 2019, residential uses comprise 28% of the development. Currently, an additional 861,516 square feet of residential use are under construction and expected to be completed within the next three years. It is notable that the increase in residential use as a percentage of total land use is occurring while Tysons as a whole is growing. From 2011 to 2019, the total square feet of development within Tysons increased by nearly 13%. In addition, construction continues in Tysons today. Ten buildings, totaling approximately 3 million square feet, are anticipated for delivery within the next three years.

Figure L4: Change in Land Use: 2011 to 2019



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 also create economic and social opportunities, by providing, among other things, employment opportunities for residents without cars.

The Plan goal of four jobs per household will likely require residential uses comprising approximately 35% of the developed area (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, to 6.8:1 in 2019.

The number of jobs identified in this report reflects a 2015 estimate that was compiled by Fairfax County and the Metropolitan Washington Council of Governments (MWCOC). MWCOC conducts in-depth population, household and employment estimates as part of its Cooperative Forecasting Program. The program enables local, regional and federal agencies to coordinate planning activities using common assumptions about future growth and development. The “major” rounds of updates are the most comprehensive and occur approximately every five years. The last major round, in 2015, provided an estimate of 88,304 jobs. This report utilizes the 2015 estimate as the latest and most accurate number available.



Major Applications Approved and Development Activity

Thirty-six major rezoning applications, 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 30 Planned Tysons Corner Urban Center District (PTC) applications approved since that time. Of the 30 PTC applications, two were approved since the last Progress Report, published in September 2018. Approved applications are shown in *Figure L5*. The Conceptual Development Plans (CDPs) set the maximum development level for the project and uses by building, although plans can include optional development scenarios. The maximum development levels for residential and non-residential uses may vary 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, which may include all or a portion of the site area covered by the CDP. An FDP may propose the same or a lower level of intensity than what was approved on the CDP, and its approval is a prerequisite for approval of site and building plans under which construction is authorized. While the CDP shows the maximum approval, it may take decades to fully implement. Development approved by FDP can be reasonably expected to occur within a shorter timeframe, while development with an approved site plan can be expected to occur in the near term.

Figure L5: Approved Major Projects

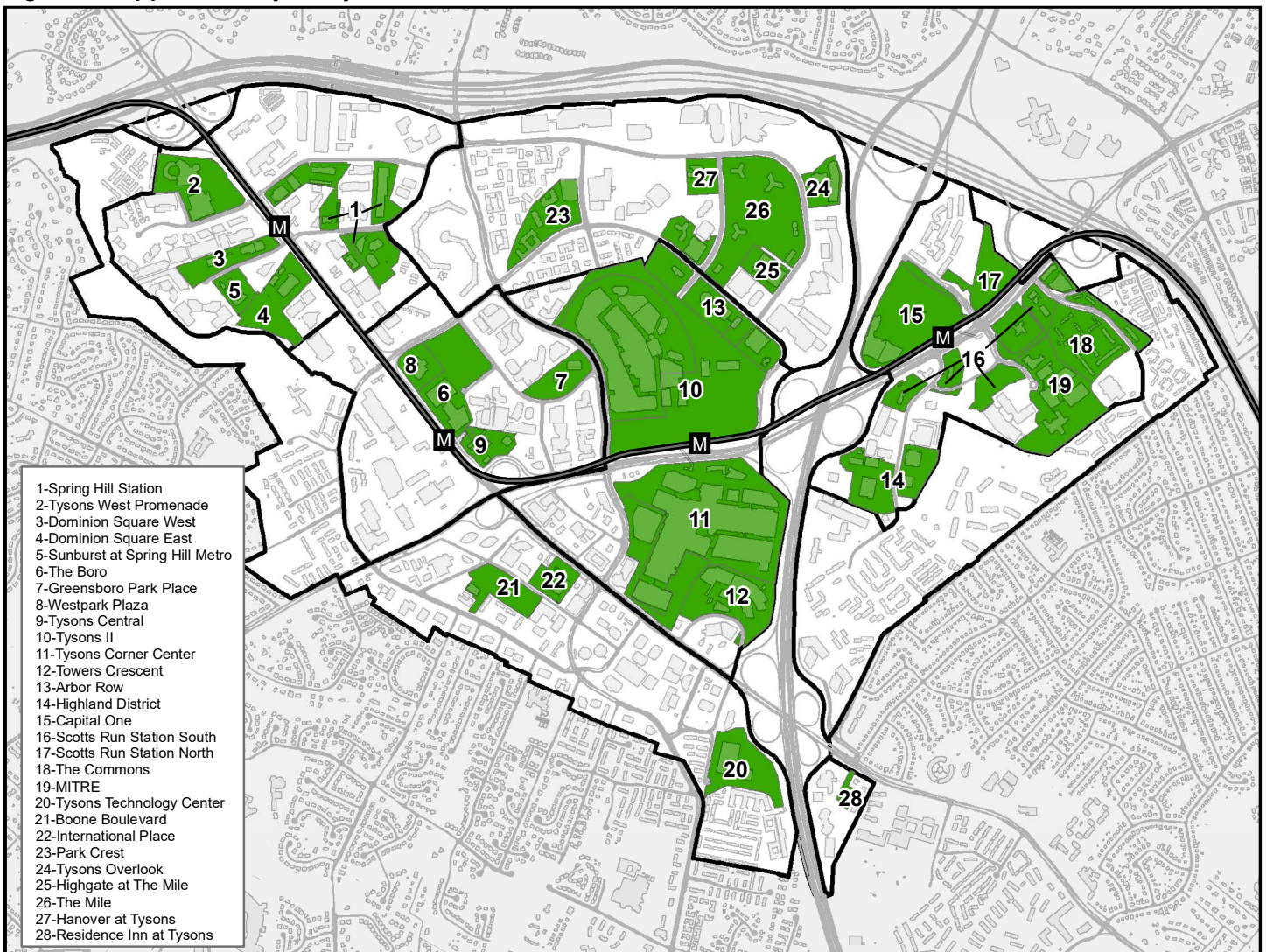


Table L3 provides updates on these applications, focusing on activity that has occurred this year. Concurrent applications by the same applicant are treated as a single project (for example, Scotts Run Station South is technically two zoning applications, RZ 2011-PR-010 and RZ 2011-PR-011, but is depicted as one project); therefore the 36 approved rezonings are shown as 28 projects). Details on the individual applications are found in Appendix B.

In addition to the highlighted development activities, site plans were approved for improvements to existing uses or supporting infrastructure. Appendix B includes additional information on these site plans.

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

	Development / Application(s) (Board Approval Date)	Current Activity (August 2018 – August 2019)
Tysons West District		
1.	Spring Hill Station: RZ 2010-PR-014A/014B (9/27/2011) RZ 2010-PR-014D/014E (2/12/2013)	No current activity
2.	Tysons West Promenade: RZ 2011-HM-032 (9/24/2013)	No current activity
3.	Dominion Square West: RZ 2011-HM-012 (2/14/2017)	PCA/CDPA 2011-HM-012 is currently under review
4.	Dominion Square East: RZ 2011-HM-013 (9/26/2017)	No current activity
5.	Sunburst at Spring Hill Metro RZ 2011-HM-027 (9/26/2017)	No current activity
Tysons Central 7 District		
6.	The Boro: RZ 2010-PR-022 (1/12/2016)	Block A and Building B3 are under construction, pursuant to Site Plan 0826-SP-009 Buildings C2 and C3 were delivered, pursuant to Site Plan 0826-SP-010
7.	Greensboro Park Place: RZ 2012-PR-002 (2/25/2014)	No current activity
8.	Westpark Plaza: RZ 2013-PR-009 (11/18/2014)	Site Plan 0826-SP-008-1 under review for a 31-story residential building with retail, Building D1
9.	Tysons Central: RZ 2011-PR-005 (11/19/2013) RZ 2015-PR-017 (5/2/2017)	Building F, Lumen, was delivered, pursuant to Site Plan 1682-SP-001
Tysons Central 123 District		
10.	Tysons II: PCA 84-D-049-5 (6/16/2003)	No current activity
11.	Tysons Corner Center: RZ 2004-PR-044 (1/22/2007) PCA 2004-PR-044-02 (Phase 3 & 4); (10/6/2015)	No current activity
12.	Towers Crescent: RZ 2006-PR-028 (10/15/2007)	No current activity
13.	Arbor Row: RZ 2011-PR-023 (11/20/2012) PCA 2011-PR-023 (Block D; 4/5/2016)	Site Plan 25530-SP-004 under review for Building A-2 Building D is under construction, pursuant to Site Plan 25530-SP-005

	Development / Application(s) (Board Approval Date)	Current Activity (August 2018 – August 2019)
Tysons East District		
14.	The Highland District: RZ 2014-PR-021 (7/12/16)	Building B is under construction, pursuant to Site Plan 7788-SP-004 Site Plan 7788-SP-005 is currently under review
15.	Capital One: RZ 2010-PR-021 (9/25/2012) PCA 2010-PR-021 (5/12/2014) PCA 2010-PR-021-02 (7/11/2017)	Block A is under construction, pursuant to Site Plan 6835-SP-008 Block C is under construction, pursuant to Site Plan 6835-SP-007
16.	Scotts Run Station South: RZ 2011-PR-010 (4/9/2013) RZ 2011-PR-011 (4/9/2013)	Site Plan 8293-SP-001, Archer Hotel (Block K), is currently under review
17.	Scotts Run Station North: RZ 2011-PR-009 (6/2/2015)	No current activity
18.	The Commons (Anderson Park): RZ 2011-PR-017 (6/3/2013)	No current activity
19.	MITRE RZ 2010-PR-023 (2/20/2018) PCA 2011-PR-011 (2/20/2018)	Site Plan 1702-SP-010 is under review for MITRE 5
West Side District		
No Approved Major Applications		
Old Courthouse District		
20.	Tysons Technology Center: PCA 75-7-004-03 (5/17/2016)	No current activity
21.	Boone Boulevard (Tycon): PCA C-597-4 (7/21/2008)	No current activity
22.	International Place: RZ 2015-PR-006 (7/25/2017)	No current activity
Tysons North Central District		
23.	Park Crest: RZ 2002-PR-016 (5/11/2001)	No current activity
24.	Tysons Overlook (MRP): SEA 94-P-040 (5/18/2011)	No current activity
25.	Highgate/7915 Jones Branch Drive: RZ 2014-PR-004 (12/2/2014)	No current activity
26.	The Mile: RZ 2017-PR-015 (7/16/2019)	Site Plan 1211-SP-003, Building A, is currently under review
27.	Hanover at Tysons: RZ 2018-PR-015 (3/19/2019)	Site Plan 0312-SP-010 is currently under review
East Side District		
28.	Residence Inn at Tysons RZ 2014-PR-025 (4/7/2015)	No current activity

Table L4 aggregates the total development approved under the major applications in Tysons as of August 1, 2019. 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 (GFA)	Retail (GFA)	Residential		Hotel (GFA)	Total ¹ (GFA)
				GFA	DUs		
Implemented ²							
	17	2,696,222	232,643	3,128,372	2,912	262,913	6,658,150
Under Construction							
	10	981,976	327,352	1,255,338	952	295,500	2,958,966
Approved by Site Plan, Not Under Construction							
	2	198,740	45,352	388,538	390	0	632,630
Approved by FDP							
	102	15,967,202	4,987,920	15,204,782	13,531	4,369,028	40,606,390
Approved by CDP							
Options that Maximize Employment Options	190	27,288,445	5,863,342	31,904,131	30,129	3,910,812	66,536,636
Options that Maximize Residential Options	191	26,138,445	5,833,342	34,229,831	32,527	3,517,812	67,042,336

1 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

2 Implemented since Plan adoption

Major Applications Under Review and Indefinitely Deferred

As of August 2019, seven major projects have applications under review, and one is indefinitely deferred. Collectively, these applications cover approximately 38 acres of land. In addition, one major rezoning application previously under review has 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 project. FDP-only and amendment 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 L6* 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: Major Applications Under Review and Indefinitely Deferred

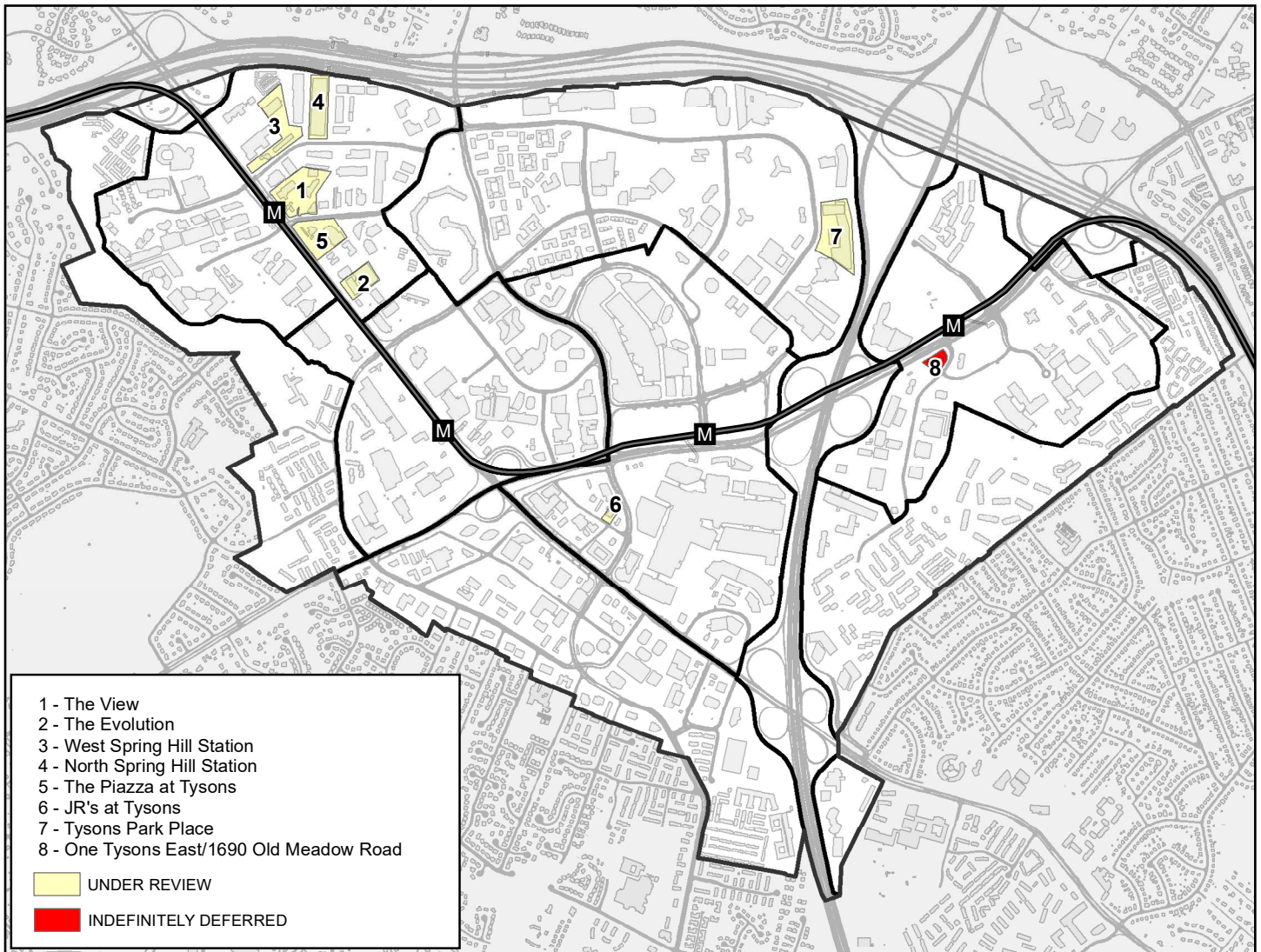


Table L5: Total Proposed Maximum Development in Major Applications Under Review

	# of Buildings	Office (GFA)	Retail (GFA)	Residential		Hotel (GFA)	Total ¹ (GFA)
				GFA	DUs		
Proposed by FDP							
	7	2,133,662	94,213	819,835	675	297,104	3,334,364
Proposed by CDP							
Options that Maximize Employment Options	23	4,318,262	294,147	5,784,786	5,087	574,104	10,944,299
Options that Maximize Residential Options	23	4,318,262	294,147	5,784,786	5,087	574,104	10,944,299

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

Tyson's Total Development Levels and Land Use Mix

Progress towards achieving the planned mix of uses and intensity within Tyson's is being monitored.

Table L6 provides the current (as of August 1, 2019) 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 based upon options selected or choices to develop less than the maximum amount approved. Any such changes will be monitored and reflected in future Progress Reports. Indefinitely deferred applications are not reflected in this table.

Table L6: Tyson's Development Levels: Existing, Under Construction, Approved, and Proposed

	Existing Development (GFA)	Under Construction (GFA)	Approved, Unbuilt Development ¹ (GFA)	Proposed Development, Under Review ² (GFA)	Total (GFA)
Office	29,234,633 ³	981,976	13,039,613	4,318,262	47,574,484
Retail	6,038,893 ⁴	327,352	485,056	294,147	7,190,448
Hotel	2,740,000	295,500	2,235,987	547,104	5,098,591
Total Non-Residential	38,58,526	1,604,828	15,850,656	5,159,513	60,673,523
Residential	15,083,702	1,255,338	25,577,982	5,784,786	47,701,808
Residential Units	12,991	952	24,514	5,087	43,544
Total Development	53,142,228	2,860,166	36,171,424 ^{5,6}	10,944,299 ^{5,6}	103,118,117 ^{5,6}

1 Net increase over existing and under construction

2 Net increase over existing, under construction and approved

3 Includes industrial uses and government/institutional uses

4 Includes car dealerships

5 Includes public facilities

6 May be lower than sum of Total Non-Residential and Residential due to development maximums

Population and Jobs

The number of dwelling units proposed, approved and constructed is monitored, along with other data, to develop population estimates. Non-residential land use is also monitored and is 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 as of August 2019 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 and Jobs Estimates; Maximum Non-Residential Development Options

	Existing (GFA)	Under Construction (GFA)	Approved, Unbuilt Development ¹ (GFA)	Proposed Development, Under Review ¹ (GFA)	Total (GFA)
Residential Population	28,160	1,666	42,900	1,666	81,628
Residential Units	12,991	952	24,514	952	43,544
Number of Jobs	88,304	4,220	46,266	4,220	154,243

¹ Net increase over existing and under construction

Table L8: Population and Jobs Estimates; Maximum Residential Development Options

	Existing (GFA)	Under Construction (GFA)	Approved, Unbuilt Development ¹ (GFA)	Proposed Development, Under Review ¹ (GFA)	Total (GFA)
Residential Population	28,160	1,666	47,096	1,666	85,825
Residential Units	12,991	952	26,912	952	45,942
Number of Jobs	88,304	4,220	42,075	4,220	150,052

¹ Net increase over existing and under construction

The number of jobs in the Comprehensive Plan was estimated to be 105,000 in 2010. The 88,304 statistic shown in *Tables L7 and L8* are accurate estimates of jobs based on numerous data sources, and compiled in a joint effort with the Metropolitan Washington Council of Governments (MWCOG). This number is lower than the Comprehensive Plan's estimate because it utilizes more accurate data sources, whereas the Comprehensive Plan's estimate was based on square footage of office, hotel and retail uses.

Affordable and Workforce 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 is able 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 a certain percentage of their units as affordable and/or workforce dwelling units (ADUs/WDUs). If an applicant provides rental housing, 20% should be affordable or workforce units; in the instance of for sale product, if all of the for-sale workforce housing units are provided onsite, the percentage of affordable units should be 14%. If the units are provided as new construction for-sale units in another property offsite in Tysons, 16% of the units should be affordable. If rental workforce housing units are provided onsite or offsite in Tysons in lieu of the for-sale units, 20% WDU rental units should be provided. All PTC rezoning applications approved to date have committed to provide affordable/workforce units; based on the total number of approved units to date, as many as 4,200 workforce housing units will be developed in Tysons. *Table L9* shows the ADUs and WDUs delivered to date.

Table L9: ADUs and WDUs Delivered in Tysons as of August 1, 2019

Project Name ¹	Program	Date Delivered ²	Number of Units
The Reserve at Tysons Corner	ADU - Rental	April 2009	40
Ovation at Park Crest	ADU - Rental	April 2014	4
The Ascent at Spring Hill Station	WDU - Rental	May 2014	81
VITA	WDU - Rental	April 2015	39
Nouvelle	WDU - Rental	February 2016	77
Adaire	WDU - Rental	June 2016	80
Haden	WDU - Rental	August 2016	85
Highgate at The Mile	WDU - Rental	August 2017	66
Kingston at McLean Crossing	WDU - Rental	April 2018	64
Lumen	WDU - Rental	June 2019	80
The Boro (Bolden)	WDU - Rental	June 2019	55
The Boro (Rise)	WDU - Rental	June 2019	81
TOTAL			752

¹ ADUs and WDUs listed in this table only include projects that have been constructed and delivered through Fairfax County's ADU and WDU offering process.

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

In addition to the affordable housing provided by residential development, new non-residential development within Tysons is expected to contribute towards expanding housing choice by providing a cash or in-kind contribution 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. To date, \$5,222,283 has been deposited into the Tysons Housing Trust Fund. Staff and the Tysons Partnership are collaborating on developing policies for how contributions in the Tysons Housing Trust Fund can be used to maximize the provision of affordable housing opportunities within Tysons.



2

TRANSPORTATION

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 development occurs. The Plan recommends that increased development 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. This includes tracking the use of private automobiles and transit, as well as tracking walking and bicycling trends. 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 June 2019. The analysis and summary of this data includes the effects of the opening of the Metrorail Silver Line in July 2014.

Transportation Infrastructure Improvements Funding

The transportation infrastructure necessary to support additional demand created by new development includes new components such as an internal grid of streets, new transit routes, and roadway and transit connections into and out of Tysons. All new or reconstructed road improvements will include pedestrian facilities, and many will include bicycle facilities. The needed improvements and their associated general timeframes are found in the Comprehensive Plan: "Transportation Infrastructure, Programs, and Services, As They Relate to the Level of Development in Tysons" (Table 7; Comprehensive Plan) and in the "Transportation Infrastructure Resulting from Changes in Land Use Distribution and Resulting from Further Analysis and Planning of the Grid of Streets" (Table 7B) included in the amendment to the Tysons Comprehensive Plan adopted by the Board on March 14, 2017.

The transportation improvements identified in Table 7 and Table 7B of the Plan require significant capital investment, as well as on-going operating funds to accommodate increased travel demand. On January 8, 2013, the Board endorsed the transportation funding plan for the Table 7 improvements 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 for Tysons does not include the projects listed in Table 7B, as they were identified after the development of the funding plan. For Table 7B improvements, the County is exploring opportunities for local, regional, state and federal funding sources, as well as developer contributions where appropriate.

The funding plan, originally estimated at \$3.1 billion dollars over 40 years, is 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 \$2.8 billion, \$300 million less than the original estimate, primarily due to a recalculation of Table 7 Roadway Improvements and an assessment 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 includes two road funds for Tysons, which 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 their 2019 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. Contribution rates, effective April 1, 2019, are \$7.17 per gross square foot (GSF) of building structure of the total new non-residential space and \$1,114 per unit of new residential uses.
- The Tysons-wide Transportation Fund (Tysons-wide Fund):
Creates a mechanism for redevelopment projects to contribute towards the Table 7 Tysons-wide transportation improvements (as one of multiple funding sources). Contribution rates, effective April 1, 2019, are \$6.29 per GSF of non-residential use and \$1,114 per unit of new residential uses.
- The Tysons Road Fund (previously existing):
Remains as a funding source for general transportation projects in Tysons. Applications approved prior to the adoption of the new Comprehensive Plan in June 2010 continue to provide proffered contributions to this fund. Contribution rates, effective April 1, 2019, are \$4.66 per GSF of non-residential use and \$1,033 per unit of new residential uses.

As of August 2019, approximately \$31.5 million from these funds was allocated to projects including: the Jones Branch Connector, the Modified Intersection Treatment projects on Route 123 east of I-495, the Route 123/Route 7 interchange project, Route 7 Widening (Jarret Valley Drive to Reston Avenue), Lincoln Street, Broad Street, State Street, Tysons*West Park Transit Center Ramp to Dulles Toll Road, and the Tysons East Dulles Connector Ramps study. More detailed information about the status of these initiatives can be found in the “Infrastructure Improvements and Transportation Studies” section of this chapter.

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 FY2020 tax rate for the Service District is set at \$0.05 per \$100 of assessed value. In 2019, the Service District collected approximately \$8.3 million. Through FY 2019, a total of approximately \$36.4 million has been collected. In May 2019, the Board approved allocation of Service District funds totaling approximately \$8 million for the following projects:

- Route 7 Widening (I-496 to I-66)
- Greensboro Ramp to Dulles Toll Road

Funding Progress of Tysons Transportation Projects

The Jones Branch Connector has a total project estimate of \$60 million and is fully funded by the following revenues: \$13.5 million in state Revenue Sharing (RS); \$28 million in local commercial and industrial tax and proffer revenues; and, \$18.5 million in federal Regional Surface Transportation Program (RSTP) funds. One lane in each direction opened to traffic in December 2018. The entire project should be completed in late 2019.

Route 7 Widening (Jarrett Valley Drive/Dulles Toll Road (DTR) to Reston Avenue) has a total project estimate of \$314 million and is fully funded from the following sources: \$104 million in federal RSTP funding; \$120 million in state funding approved by the Commonwealth Transportation Board (CTB); and, \$10 million approved by the Northern Virginia Transportation Authority (NVTA). The CTB approved the award of a contract on July 18, 2018, to Shirley LLC in the amount of \$252,871,777 for project design and construction. Construction began in Spring 2019.

The widening of Route 7 over the DTR had a total project cost of approximately \$44.82 million, fully funded through NVTA and VDOT Bridge funds. The project widened Route 7 from four lanes to six lanes, just west of Jarrett Valley Drive to just west of Tyco Road, for a total length of approximately 0.4 miles. The decks of the two existing bridges over the DTR were replaced and widened in the middle to accommodate one additional lane on each side of the bridge. A pedestrian and bicycle shared use path was built in each direction. The ribbon cutting ceremony was held on May 22, 2018.

Infrastructure Improvements and Transportation Studies

The Fairfax County Department of Transportation (FCDOT) has advanced a number of transportation projects and studies necessary for Plan implementation. *Table T1* and *Table T2* summarize infrastructure improvements and studies. *Appendix C* contains additional information on the projects and studies listed in the tables.

Table T1: Transportation Infrastructure Improvements

Infrastructure Improvement	Overview	Status
Lincoln Street	Lincoln Street, part of the Tysons grid of streets, will provide connection between Old Meadow Road and Magarity Road as a two-lane local roadway with multimodal accommodations	In process, currently in design phase.
Tysons/Old Meadow Road Bike/Ped Improvements	Build a pedestrian and bicycle bridge over the beltway, near Route 123 and I-495, to improve bicycle and pedestrian safety and connectivity in the Tysons area	In process, design underway. Construction expected to begin Spring 2020.
Route 7 Widening (West of Jarret Valley Drive)	Widen Route 7, between Reston Avenue and Jarrett Valley Drive, from 4 to 6 lanes and add a shared use path	In process. Construction began in Summer 2019. Expected to be completed Summer 2024.
Jones Branch Connector	Multimodal connection between Tysons East (Route 123) and West (Jones Branch Drive)	Construction started February 2017. One lane in each direction is open, with expected completion late 2019.
Tysons Metrorail Station Access Improvements (TMSAMS)	Access improvements to the Metrorail stations in Tysons	31 of the 39 projects are completed, 4 are under construction, 3 are in design and 1 is on hold.
Route 7 Bridge over Dulles Toll Road	Widened the ridge from 4 to 6 lanes with a shared use path on both sides. Improved access to Tysons from the west.	Completed May 2018

Table T2: Transportation Studies

Transportation Study	Overview	Status
Route 7 Bus Rapid Transit (BRT) Study	Assessment of how a BRT system will function along the Route 7 Corridor from Spring Hill Metro to the I-66 Interchange, being coordinated with NVTC Study	In process, currently testing seven route alternatives within Tysons.
Route 7 Widening Study	Evaluation of options to widen Route 7 between Route 123 and the Capital Beltway	In process, being coordinated with Route 7 BRT Study. Waiting for Route 7 BRT Study to complete 15% design.
Route 7 Corridor Transit Study (NVTC Study)	Assessment of travel needs within the Route 7 corridor between Tysons and the City of Alexandria, primarily focused on I-66 to Alexandria	In process, Phase III expected to be completed in Fall 2019, being coordinated with Route 7 BRT Study. County preparing a more detailed study of the segment in Tysons.
Route 7/123 Intersection Study	Evaluation of options to reconfigure the intersection of Route 7 and Route 123 to accommodate future traffic demand	In process, being coordinated with Route 7 BRT Study and Route 7 Widening Study.
Route 123 Modified Intersection Treatment (Inside and Outside the Beltway)/Route 123 Corridor Study	Refinement of concepts for Route 123 inside the Beltway and improvement option identification for Route 123 outside the Beltway	In process, existing and future baselines completed in Fall 2018. Development and analysis of alternatives is being conducted.
Tysons Neighborhood Traffic Study	Analysis of 2030 traffic impacts and potential mitigation measures for intersections in the neighborhoods surrounding Tysons	In process, determination of next steps for intersections is expected to be completed by late 2019.
Lincoln Street Feasibility Study	Lincoln Street, as part of the future Tysons' grid of streets, will provide connection between Old Meadow Road and Magarity Road as a two-lane local roadway with multimodal accommodations	Completed 2019
Countywide Transit Network Study	Study identified transit needs throughout county and includes recommendations specific to Tysons	Completed 2016
Tysons East Dulles Connector Study	Two alternatives were recommended to facilitate a new connection from the Dulles Connector Road to the Tysons East roadway network	Completed 2016
State Street Study	Study includes potential alignments and impacts for the newly proposed State Street	Completed 2014. The County purchased a key piece of property for the construction of State Street in June 2019.
Dulles Toll Road Ramp Study	Study includes an operational analysis of, and conceptual designs for, new ramps from the Dulles Toll Road to Tysons	Completed 2014. In May 2019, the Board allocated \$15 million to advance two of the connections.
Consolidated Traffic Impact Analysis (CTIAs)	Three CTIAs were conducted to determine current and future traffic conditions associated with planned densities and new developments and to help refine the grid network	Completed 2013
Ultimate Operation Study for the Tysons Circulator	Study covers the development of a long-term Circulator System in Tysons by 2050	Completed 2013
Tysons Multimodal Transportation Hub Analysis	Recommendations were made for multimodal transportation hubs close to Metrorail or other activity centers	Completed 2013

Travel Monitoring

Travel monitoring in Tysons began in 2011 and is assessed annually, apart from 2014 when monitoring was put on hold for the opening of the Silver Line. Travel patterns are assessed in the morning (AM) and evening (PM) peak travel times. Peak travel is measured in two ways: via the peak hour and via the peak period. The peak hour represents the single hour in the AM and the PM with the highest number of trips, while peak period represents the top three consecutive hours in the AM and the PM with the highest number of trips. In Tysons, the peak hours are 8:00 AM – 9:00 AM and 4:45 PM – 5:45 PM. The peak periods are 7:00 AM – 10:00 AM and 4:00 PM – 7:00 PM.

In early 2018, with funding from the Metropolitan Washington Council of Governments' (MWCOC) Transportation/Land-Use Connection (TLC) Program, Fairfax County was able to analyze current data collection methods and cordon points at major and minor entry/exits. Fairfax County worked with consultants to create a more efficient and holistic approach to gathering multi-modal data through incorporating newer techniques in data collection. The study also came up with a long-term guide to collecting data in Tysons as new transportation infrastructure is implemented.

For the purpose of this report, travel is characterized during the peak period, unless otherwise noted as being characterized in the peak hour. The three primary metrics used to monitor travel in Tysons are person travel, vehicle travel, and level-of-service analysis (LOS). These metrics and their associated results are discussed in the following sections, with greater detail located in Appendix C.

Person Travel

A person trip is a trip made by one person in any mode of transportation. Person trips account for auto occupancy (the driver and the number of passengers in a vehicle), transit users and trips made using non-motorized modes, so that every traveler is counted. Counting people, rather than cars, provides a more holistic evaluation of the number of travelers to, through and from Tysons. Trips that begin and end within Tysons are not specifically attributed in the data. Person trips entering and exiting Tysons, including through trips, are assessed using vehicle, pedestrian, and bicycle counts, as well as bus and rail ridership data collected at the boundaries of Tysons. Counts were conducted in Spring 2019.

As in previous years, the number of person trips is higher in the evening as compared to the number of person trips in the morning, and the peak direction of travel continues to be inbound in the morning and outbound in the evening. Inbound person trips account for 68% of AM peak period trips (64% in 2018) and outbound trips account for 61% of PM peak period trips (60% in 2018) as shown in *Figure C2* in *Appendix C*. This reflects Tysons' status as a major employment center, attracting trips in the morning and dispersing them in the evening. The percentage of growth for Non-SOV (Single Occupancy Vehicle) modes of travel continues to increase while the percentage for SOVs has decreased (*Table T3*). Strategies such as the use of public transportation and other Non-SOV modes of travel help lessen the burden on the existing street network. As seen in *Table T3*, total person trips for the AM and PM decreased from 2018 to 2019. While there has been a decrease from 2018 to 2019 in person trips, the overall amount from 2011 to 2019 has seen an increase. Non-SOV trips have seen an increase overall, whereas SOV trips have been decreasing overtime.

Table T3: AM and PM Trip Changes Over Time (Growth Rates, Peak Period)

Year	AM			PM		
	Total Person Trips	SOV	Non-SOV	Total Person Trips	SOV	Non-SOV
2011-2019	3.08%	1.90%	6.50%	1.07%	-1.29%	6.31%
2018-2019	-6.40%	-8.97%	0.35%	-1.08%	-2.76%	2.21%

Characteristics of person trips will continue to be assessed. 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, it is expected that the percentages of person trips made by transit, walking, and biking will increase to the target levels identified in the Comprehensive Plan. An increase in Non-SOV trips overall between 2011 and 2019 that is larger than the growth rate of SOV trips could indicate that transit, bicycle and pedestrian facility enhancements, as well as other transportation demand management (TDM) strategies, are working in Tysons. In addition, there is more housing in Tysons, which could be contributing to the lower number of trips entering and exiting Tysons.

Vehicle Travel

Change in the number of vehicle trips entering and exiting Tysons is assessed annually through vehicle counts during the AM and PM weekday peak periods of travel. Vehicle counts are conducted, using tube counts at the 15 locations that provide the primary access to and from Tysons.

Morning and evening peak period vehicle trips decreased in 2019 when compared to last year. *Table T4* illustrates this change over time.

Total traffic volumes are slightly higher in the PM peak period, with approximately 2,300 more vehicles traveling in the PM peak period than in the AM peak period (see *Appendix C, Figure C6*); however, the distribution of inbound versus outbound traffic is more skewed in the AM peak period. This is likely due to more diverse trip purposes in the evening, including retail and other non-work trips in addition to commuting traffic.

Table T4: AM and PM Peak Period SOV and Non-SOV Trips (2011-2019)

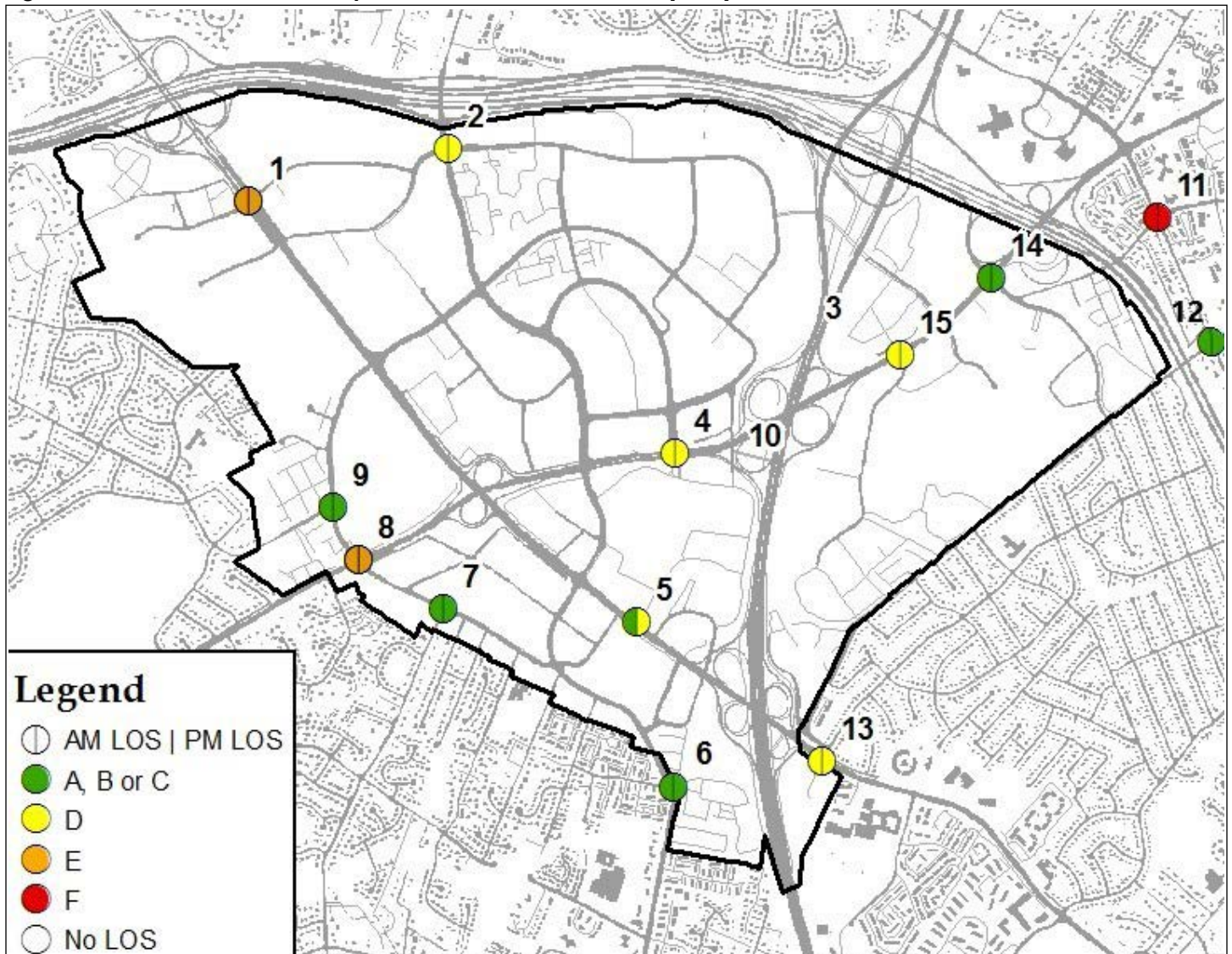
Year	AM (7:00 - 10:00)				PM (4:00 - 7:00)			
	SOV		Non-SOV		SOV		Non-SOV	
	Person Trips	Percent of Total	Person Trips	Percent of Total	Person Trips	Percent of Total	Person Trips	Percent of Total
2011	77,910	77%	23,005	23%	95,353	74%	32,949	26%
2012	100,827	78%	29,047	22%	109,268	74%	37,927	26%
2013	104,128	81%	24,090	19%	105,606	77%	31,743	23%
2015	101,675	71%	41,108	29%	108,839	69%	48,066	31%
2016	102,320	71%	41,329	29%	104,157	71%	41,838	29%
2017	106,389	72%	40,518	28%	108,604	68%	51,248	32%
2018	99,472	72%	37,949	28%	104,596	69%	46,139	31%
2019	90,548	70%	38,083	30%	85,976	62%	53,763	38%

Traffic Level-of-Service Analysis

Traffic level-of-service (LOS) for intersections is a measure of average vehicle delay (seconds per vehicle) and is used to determine transportation system performance. LOS scores are measured from LOS A (0-10 seconds of delay/vehicle) to LOS F (greater than 80 seconds of delay/vehicle). LOS E (55-80 seconds of delay/vehicle) is the standard for adequate vehicle travel conditions in Tysons during the AM and PM peak hours. Annual LOS analysis of 15 key intersections in Tysons provides a representative sample of the level of traffic delay on a typical weekday during the AM and PM peak hours. Assessed over time, LOS demonstrates changes in transportation system performance, indicating to what degree a balance is maintained between the growth of Tysons and the implementation of transportation improvements and the adequacy of the roadway system.

Figure T2 depicts the most recent LOS for the 15 key Tysons intersections during the AM and PM peak hours. These intersections were assessed using Synchro analysis software. Vehicle counts tabulated for the 2019 AM and PM peak hours are available in Appendix C and serve as the basis for the LOS assessment. In 2019, only one intersection was at LOS F for the AM and PM (Chain Bridge Road at Great Falls Street).

Figure T2: Level-of-Service Analysis – AM and PM Peak Hour (2019)



As *Figure T2* shows, three intersections are operating at LOS E and/or LOS F during either or both peak hours.

- Route 7 and Tyco Road (Intersection 1): LOS E in the AM and PM
- Route 123 and Old Courthouse Road (Intersection 8): LOS E in the AM and PM
- Chain Bridge Road and Great Falls St. (Intersection 11): LOS F in the AM and PM

Transit Monitoring

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

Silver Line Rail Service

Monitoring of Silver Line usage began with the first full month of Silver Line operation in August 2014. *Table T5* below shows the typical weekday ridership entries of the Silver Line during the opening year of 2014, as well as ridership on a typical weekday in each successive April. The final column displays the percentage change in ridership entries between 2018 and 2019 conditions.

Table T5: Silver Line Ridership, Tysons and Reston Stations (Typical Weekday Riders (Entries))

Tysons Stations	Silver Line Opening 2014*	April 2015	April 2016	April 2017	April 2018	April 2019	Percent Change April 2018-April 2019
McLean	1,439	1,619	1,623	1,673	1,832	2,278	9%
Tysons Corner	2,993	3,032	3,147	3,127	3,452	3,632	9%
Greensboro	893	1,075	1,139	1,122	1,252	1,501	10%
Spring Hill	1,316	1,410	1,264	1,220	1,188	1,226	-3%
Total Tysons Stations	6,641	7,136	7,173	7,142	7,723	8,638	8%
Reston Stations							
Whiele-Reston East	8,434	8,558	7,780	7,447	7,721	8,291	4%

*August 2014, first full month of Silver Line operation

The most active Metrorail station within Tysons is Tysons Corner, which averages over 3,600 passengers per day (total entries) on weekdays. Metrorail ridership increased among all the stations in Tysons from 2018 to 2019, with the McLean Station having the largest increase in percentage (20% increase).

Typical weekday ridership will continue to be assessed annually to understand future trends.

Transit Service Enhancement

The Plan calls for a robust transit network to provide alternatives to automobile travel and to support a balance between land use and transportation. As of Spring 2019, 14 Fairfax Connector bus routes operated circulator, express, peak and local bus service in Tysons.

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 routes were modified in their first year of operation to improve performance, reliability and attractiveness. As new roadway facilities open throughout Tysons, this circulator service will transition further. Descriptions of Fairfax Connector routes as of Spring 2019 are available in *Appendix C*.

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 oriented the primary transit transfer points to the Metrorail stations. In June 2016, Saturday service was added to the Tysons Circulator 424 (Jones Branch Drive), and the Tysons Circulator 422 (Boone Boulevard-Howard Avenue) was restructured to align resources with ridership, with a service frequency of approximately every 20 minutes. In March 2019, Route 467 (Dunn Loring to Tysons) was implemented to gain new ridership. Headway decreases were made to Route 463 (Vienna to Maple Avenue).



McLean Metro Station

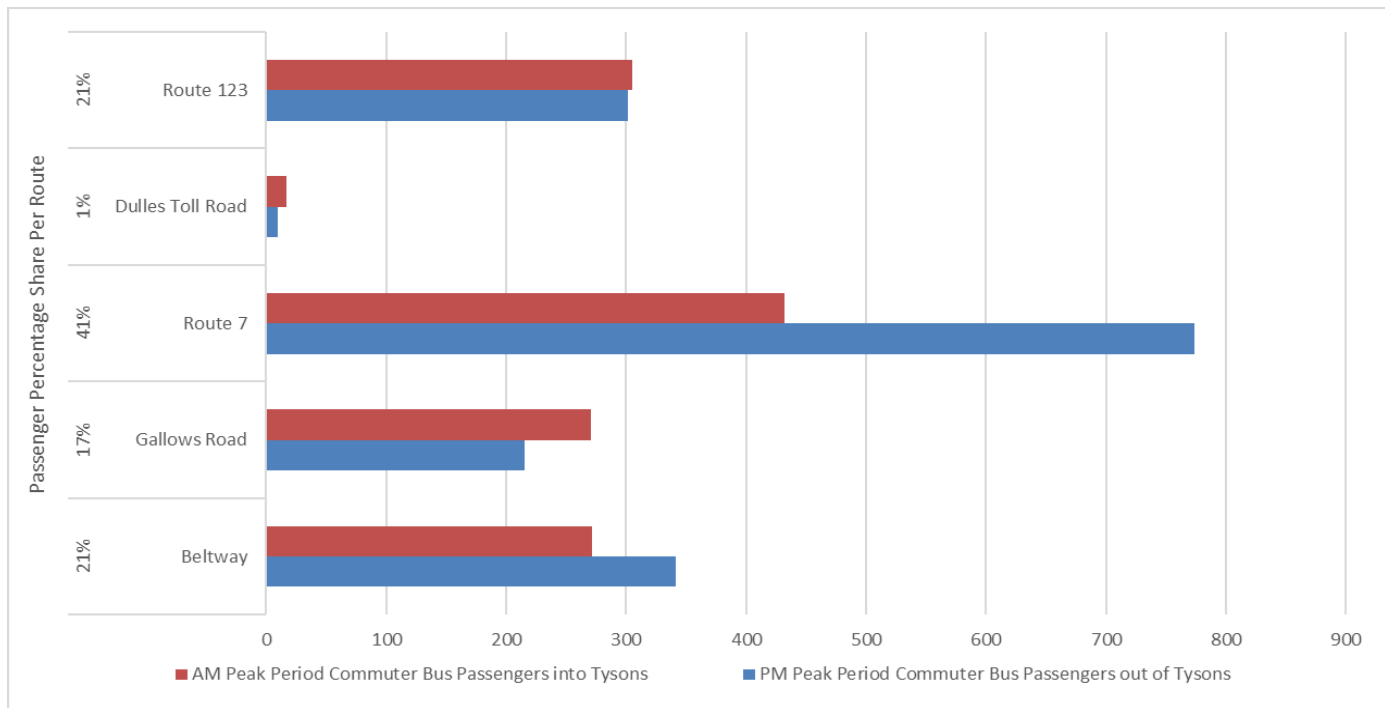
Bus Transit Use

From 2013 to 2015, the number of bus passengers traveling into Tysons in the morning and out of Tysons in the evening decreased by 51% in the AM and 37% in the PM, most likely due to the opening of the Silver Line (see *Appendix C, Figure C10*). Bus ridership has since risen, with 48% more riders traveling into Tysons in the morning and 53% more traveling out of Tysons in the evening in 2019 as compared to 2015.

Bus routes that utilize Route 7 transport the highest number of passengers into and out of Tysons, as shown in *Figure T3*, with 41% of bus travelers in the peak period taking routes along Route 7.

Bus ridership information and data will continue to be collected and monitored annually.

Figure T3: Tysons Bus Passengers Main Route Traveled (2019)



Walking and Bicycling in Tysons

The Plan recommends that walking and bicycling within Tysons be made more friendly and safe through the following strategies:

- Sound planning
- Implementation of a network of interconnected sidewalks, trails, shared-use paths and on-road bike routes
- Provision of ample, safe and convenient bicycle parking options
- Creation of a robust wayfinding system within Tysons

Bicycle and pedestrian counts were taken at the 15 LOS locations shown in *Figure T2* (Traffic LOS Analysis) to reflect trips into and out of Tysons. However, it should be noted that these counts do not reflect internal trips within Tysons. The counts indicate that bicycle and pedestrian person trips make up less than one percent of person trips entering and exiting Tysons (see *Appendix C, Table C1*). While cyclists and pedestrians make up a small portion of overall trips in Tysons today, non-SOV trips (including cycling and walking) are growing at a faster rate than SOV trips, as shown in *Figure C3, Appendix C*. The construction of developments approved through rezoning applications and implementation of trail and sidewalk improvements identified in the Tysons Metrorail Station Access Management Study (TMSAMS, see *Appendix C*) will make walking and biking safer and more attractive.

Route 7 - New Pedestrian Amenities

These improvements included additional crosswalks on both major approaches, new countdown pedestrian signals, audible push-button locators, Americans with Disabilities Act (ADA) compliant curb cuts and new crosswalk striping. Pedestrian amenities were improved along Route 7 at Tyco Road, Gosnell Road, Westpark Drive, and Spring Hill Road. In the Spring 2018, a new 14-foot-wide shared-use path that will tie into future trails north of the Dulles Toll Road was built for pedestrians and bikes to travel in each direction along Route 7 over the Dulles Toll Road. New sidewalks were also opened this year along the north and southbound lanes of Route 7 underneath the Route 123 bridge.

Scotts Run Trail

The Scott's Run Trail project will provide 2,676 linear feet of new eight-foot wide pedestrian trail connecting Magarity Road at Westgate Elementary School to Colshire Meadow Drive near the McLean Metrorail Station. Its purpose is to facilitate pedestrian access to/from the Metrorail station for residents. The trail will be lit and include a 90-foot bridge over Scotts Run Stream and a 50-foot bridge over a tributary. The trail will be located within Scott's Run Stream Valley Park and Westgate Park. Construction began in Spring 2019 and is scheduled for completion in late 2019.

Ashgrove Trail

The Ashgrove Trail extension in the Tysons West area will connect cyclists and pedestrians from the Tysons Green community to Westwood Center Drive, and ultimately to the Spring Hill Metrorail Station in Tysons. This project is locally funded and coordination with the Fairfax County Park Authority (FCPA) is ongoing.

Vesper Trail

The Vesper Trail includes 2,025 linear feet of a shared use path connecting Vesper Drive to Route 7 and the Spring Hill Metro Station. It better connects central Tysons and the Spring Hill Metro Station to surrounding communities. The trail is lighted and includes one 90-foot bridge. Construction was completed and the trail was opened to use in early 2019.



Vesper Trail

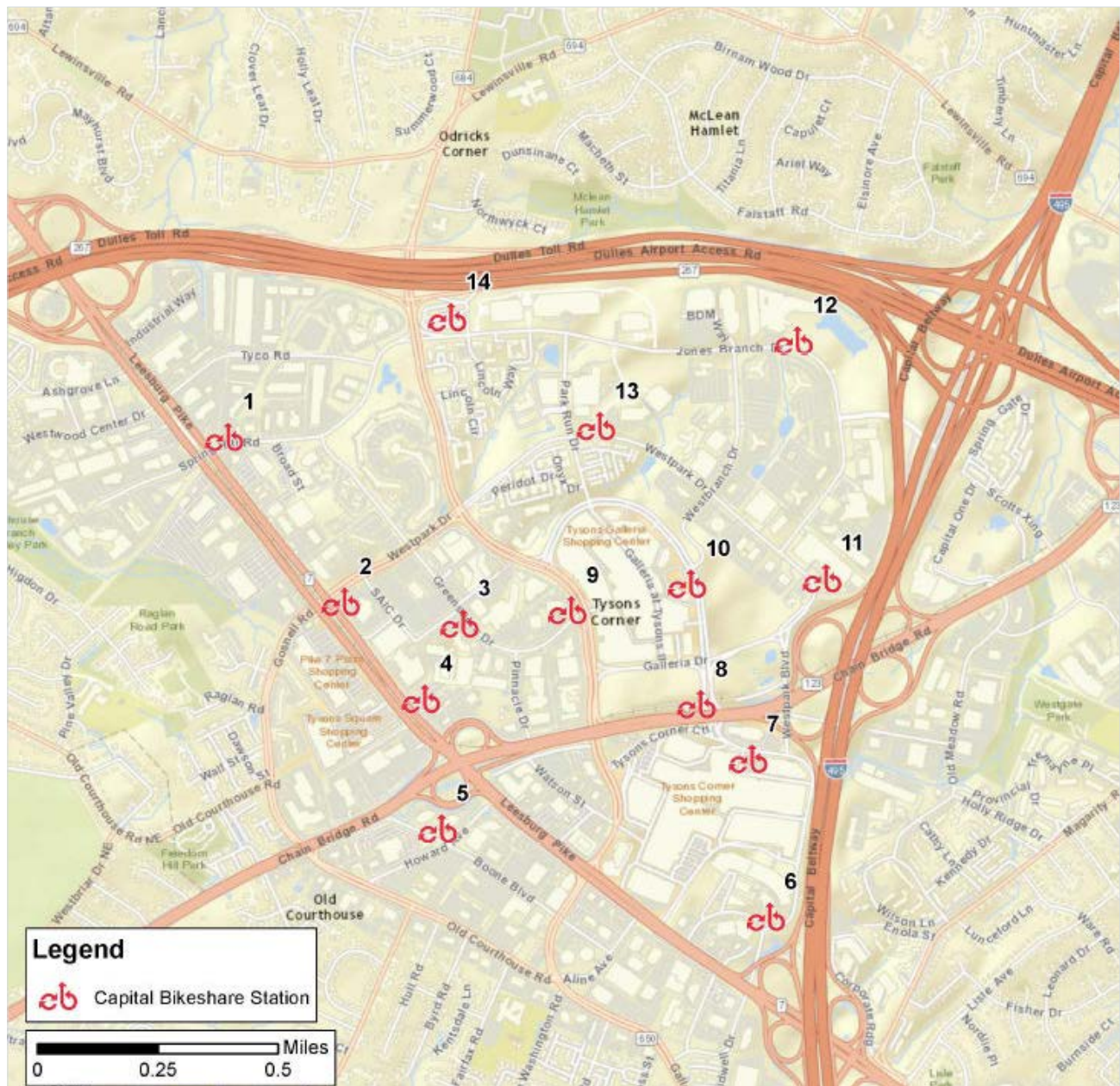
Bikeshare

In Fall 2016, after approximately ten miles of bike lanes were added in Tysons, the Tysons Partnership and FCDOT brought Capital Bikeshare to Tysons. The Tysons Partnership partners with the County to financially support the cost of launching and running the system. In January 2016, the Board approved a \$1.7 million plan to launch the Capital Bikeshare system in Reston and Tysons. Capital Bikeshare launched on October 21, 2016, with eight of the planned 14 Tysons stations. Since then, the remaining six stations have been installed. There has been a 41 percent increase in total trip segments (starting/ending within Tysons) from 2018 to 2019. The Tysons Corner Metrorail Station is the busiest station in the Fairfax County system as of May 2019, surpassing the Reston Wiehle Station. *Figure T4* shows the existing Tysons bikeshare stations.

In Spring 2017, Fairfax County DOT was awarded a Transportation Alternatives Program grant for \$500,000 to expand Capital Bikeshare in the Providence District, which provides the potential for expansion of new Capital Bikeshare stations in Tysons.

The change in total ridership (from 2017-2018) of Capital Bikeshare stations within Tysons can be found in *Appendix C*.

Figure T4: Existing Capital Bikeshare Docking Stations as of June 2019



- | | |
|--|-------------------------------|
| 1 - Spring Hill Metro | 8 - Tysons Corner Metro |
| 2 - Route 7 and Westpark Drive | 9 - 8180 Greensboro Drive |
| 3 - Solutions Drive and Greensboro Drive | 10 - 1750 Tysons Boulevard |
| 4 - Greensboro Metro | 11 - 7900 Westpark Drive |
| 5 - 8300 Boone Boulevard | 12 - 7950 Jones Branch Drive |
| 6 - Towers Crescent Plaza | 13 - 8008 Westpark Drive |
| 7 - Tysons Corner Center | 14 - Westpark Transit Station |

Bicycle Infrastructure

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 a 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 Bicycle Master Plan and overall countywide bicycle master plan, which was adopted by the Board in October 2014, can be found at:

<https://www.fairfaxcounty.gov/transportation/bike/master-plan>

In 2015, 7.7 miles of on-road bicycle facilities (a combination of bike lanes, shared use markings and buffered bike lanes) were implemented in Tysons at a nominal cost through VDOT's 2015 summer repaving program. In 2019, a road diet (reduced travel lanes) on Kidwell Drive and Towers Crescent Drive through VDOT's 2019 Summer Repaving Program added bike lanes along this corridor, closing the last gap in bike facilities between Merrifield/the W&OD Trail and 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 non-vehicular 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, reduced off-street private parking anticipated the Plan's vision to decrease 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 not to 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 in 2014 prior to the opening of the Silver Line. Initial findings showed that there were 108,901 spaces in parking structures and 723 on-street spaces in Tysons at that time. The majority (approximately 63%) of off-street parking spaces were in structured (garage) lots with the remainder (approximately 37%) in surface parking lots. During the survey, a peak occupancy of 57% was observed for a typical weekday at 1 PM.

Earlier this year, the Board approved funding for a county-wide parking study of parking management strategies and possible on-street paid parking.

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."

There is one interim commuter parking lot in Tysons, a 711 space commuter lot at the McLean Station. This facility opened in July 2014, concurrent with the beginning of rail service. In April 2019, 383 of these spaces were filled on an average weekday, down from 553 in April 2018. The lot is also open on weekends.

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

In the beginning of 2018, in an effort to form agreements with Tysons property owners interested in providing parking for Metrorail users on an interim basis, an RFI (Request for Interest) was distributed to property owners within Tysons. The surveys were distributed through the Tysons Partnership and advertised on Fairfax County's website. County staff also met with the Tysons Partnership Board of Directors to promote the opportunity for providing interim parking within Tysons to developers. Fairfax County DOT has received no interest regarding the RFI to date.

Transportation Demand Management

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

The County sets appropriate trip reduction goals for the developments. Various factors, such as accessibility to transit and type of development, help define the level of TDM participation needed. Developers have met the trip reduction goals they have proffered.

TDM programs are a key method of supporting transit-oriented development in Tysons. In 2013, the County adopted new countywide TDM Guidelines, which set specific trip-reduction goals based on a site's distance from Metrorail Stations. The reductions (in percentages) are taken from the trip generation rates found in the Institute of Transportation Engineers (ITE) Trip Generation Manual. Tysons trip reduction goals, which are higher than most in the County, are shown in *Table T6*.

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

Table T7 illustrates the trip goals and the numbers reported in 2018 for those developments currently submitting annual reports. Due to the age of the proffers for these developments, the metrics and methodologies may differ from the standardized methods used in more recent zoning cases (after the 2013 TDM Guidelines were adopted).

On July 1, 2014, the Board established a new Tysons Transportation Management Association (TMA), with the mission to reduce trips by commuters and residents in Tysons. The Board appointed the Tysons Partnership as the operator and administer. In December 2014, the Board and the Partnership signed an agreement containing the details of the TMA's work, which includes five key functions to help achieve the Tysons-Wide TDM and Vehicle Trip Reduction Goals. The functions include communications and marketing, advocacy and partnerships, TDM Implementation, membership and administration, and proffer compliance. Additional information on TDM can be found in *Appendix C*.

Table T6: Tysons Trip Reduction Goals

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

Table T7: Summary of TDM Reporting for 2018

Development	Primary Method	Goal	2017 Performance	2018 Performance
Towers Crescent	Counts	24% trip reduction	46% trip reduction	45% trip reduction
Tysons II	Surveys	20% non-SOV	No report submitted	20% non-SOV trip reduction
The Reserve	Surveys	20% non-SOV	25% non-SOV trip reduction	27% non-SOV trip reduction
Park Crest	Surveys	18% non-SOV	21% non-SOV trip reduction	36% non-SOV trip reduction
Tysons Corner Center - Office	Surveys	29% non-SOV	62% AM, 70% PM trip reduction	67% AM, 74% PM trip reduction
Tysons Corner Center - Residential	Surveys	47% non-SOV	68% AM, 73% PM trip reduction	71% AM, 76% PM trip reduction
MITRE	Counts	31% trip reduction	64% trip reduction	68% trip reduction
Arbor Row	Counts	30% trip reduction	50% trip reduction	57% trip reduction
Tysons Spring Hill Station (The Ascent)	Counts	35% trip reduction	78% trip reduction	78% trip reduction
Tysons Spring Hill Station (The Adaire)	Counts	35% trip reduction	82% trip reduction	58% trip reduction
Amherst Property (The Highgate)	Counts	30% trip reduction	Not required to report until 2018	73% trip reduction



3

ENVIRONMENTAL STEWARDSHIP

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. 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 practicable, 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 this goal, stormwater management practices must be fully integrated into the design of sites, 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, are available online at: <https://www.fairfaxcounty.gov/tysons/stormwater-management>. Design engineers are using the Toolkit to assist in design and as the basis for discussion in collaborative meetings between applicants and county staff.



Capital One Under Construction



Capital One Complete

Stormwater designs encouraged by the Toolkit have been utilized in the design of developments, several of which are constructed. Bioretention tree pits are a part of the streetscape design of several sites, including the completed and occupied Nouvelle apartments, Adaire apartments, Highgate apartments, Haden apartments, Lumen apartments, and throughout the Capital One campus. In addition, several commercial office buildings are capturing and reusing the rainwater from their roofs for cooling towers.

Other Stormwater Initiatives

As previously reported, 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, including “special drainage features, 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 right-of-way.

The first successful street acceptance associated with Tysons development per the 2011 MOA occurred in 2016 along Westpark Drive.

As part of the Nouvelle residential building associated with the Arbor Row rezoning (RZ 2011-PR-023), additional right-of-way for Westpark Drive was dedicated and accepted into the state system for maintenance. This right-of-way included privately maintained bioretention tree pits serving both as stormwater management and landscaping along the streetscape.

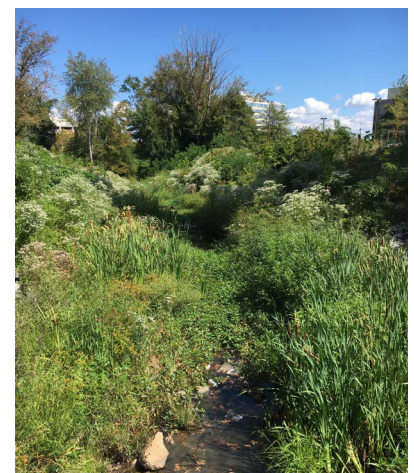
Stream Restoration and Natural Resource Management

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. Since the stream valleys in Tysons are primarily located on park land, commitments made by major applications to improve the stream valley system are discussed in the Public Facilities & Parks chapter of this report.

A small stream stabilization project was constructed in 2016 along an unnamed tributary of Scotts Run, between Westpark Drive and Jones Branch Drive. The project was part of the 7915 Jones Branch Drive/Amherst development (RZ 2014-PR-004). As part of the development plan, an older pond that did not provide water quality treatment was filled in to allow for active uses as part of a larger park. The eroded stream channel connecting the filled-in pond to another pond about 220 feet downstream was converted to a series of step pools that protect the channel from further erosion and alleviate sediment deposition of the downstream pond. The photos to the right show this tributary improvement.



Before



After

Green Building Design and Energy/Resource Conservation

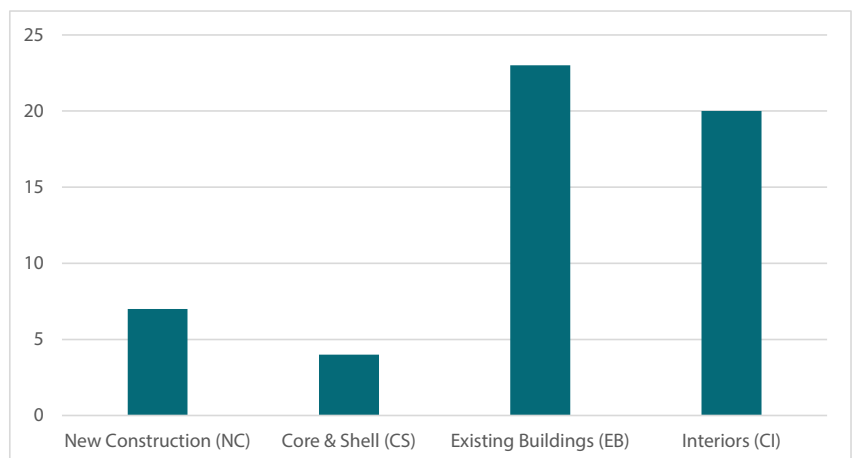
The Plan for Tysons includes guidance for energy and water conservation measures. The Plan recommends that developments within Tysons reduce greenhouse gas emissions to help achieve 80% greenhouse gas reductions within the region by 2050, in accordance with the Cool Counties Climate Stabilization Declaration 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.

Figure E1 shows the number of buildings in Tysons that have achieved some category of LEED certification, according to the U.S Green Building Council’s (USGBC) database. As of July 1, 2019, there are seven New Construction (NC) certified buildings and four Core and Shell (CS) certified buildings. Additionally, since 2009, there are 20 buildings with Commercial Interior certifications and 23 that have received an Existing Building (EB) rating.

Figure E1: USGBC LEED Certifications in Tysons



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, site-specific energy related commitments are encouraged. New development provides the opportunity to pursue a variety of alternative energy and/or water management system measures outside of the LEED program as a means of achieving the energy efficiency and water management goals of the Plan.

All major applications approved since the Plan was adopted have provided proffered commitments to promote efficient, renewable and sustainable energy practices. These include: 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 identifies the conservation proffers for major zoning applications.

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

	Explore shared energy systems	Explore electrical vehicle charging stations	Provide electrical vehicle charging stations	Provide utility data to the County
Spring Hill Station RZ 2010-PR-014A/014B	X	X ¹		X
Spring Hill Station RZ 2010-PR-014D/014E	X		X	X
Capital One PCA 2010-PR-021	X	X		
Scotts Run Station South RZ 2011-PR-010/011	X		X	X
The Commons RZ 2011-PR-017	X		X	X
Arbor Row RZ 2011-PR-023	X		X	X
Tysons West Promenade RZ 2011-PR-005			X	X
Tysons Central RZ 2011-PR-005	X		X	X
Greensboro Park Place RZ 2012-PR-021			X	
Westpark Plaza RZ 2013-PR-009	X		X	X
7915 Jones Branch Drive RZ 2014-PR-004	X			X
Scotts Run Station North RZ 2011-PR-009	X		X	X
The Boro RZ 2010-PR-022			X	X
Highland District RZ 2014-PR-021			X	X
Dominion Square West RZ 2011-HM-012			X	X
International Place RZ 2015-PR-006			X	X
Hanover at Tysons RZ 2018-PR-015			X	X
The Mile RZ 2017-PR-015			X	X

¹ 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.



4

PUBLIC FACILITIES & PARKS

PUBLIC FACILITIES & PARKS

Public facilities, including fire and police stations, libraries, and schools 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 is being 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, the inventory of necessary public facilities will change. Components of the public facility and park plans are reviewed on a periodic basis and revised as necessary. The Plan amendment adopted by the Board on March 14, 2017, includes a review of the park and public facility recommendations of the Plan.

Public Facilities

The long-range redevelopment plan for Tysons includes new planned public facilities to serve the population as it reaches certain thresholds. Tysons has seen significant development entitlements since Plan adoption although the actual delivery of approved buildings occurs over many years. As such, a particular public facility may not be needed in the near term. It is important, however, to secure public facility sites or locations along with the entitlements, so that when a facility is needed there is a place to build or locate 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, although the actual construction and occupancy of such facilities would 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 existing public facilities in Tysons, eight additional facilities are proffered by major zoning cases but not yet delivered. *Figure P1* illustrates the existing and unbuilt proffered public facilities in Tysons. *Table P1* lists existing facilities while *Table P2* lists proffered but unbuilt facilities. Both tables provide additional information about the facilities, where applicable. In addition to the facilities discussed here, the expansion of the Spring Hill Recreational Center (located outside the boundaries of Tysons) was funded through bonds and is completed.

Figure P1: Public Facilities, Existing and Proffered

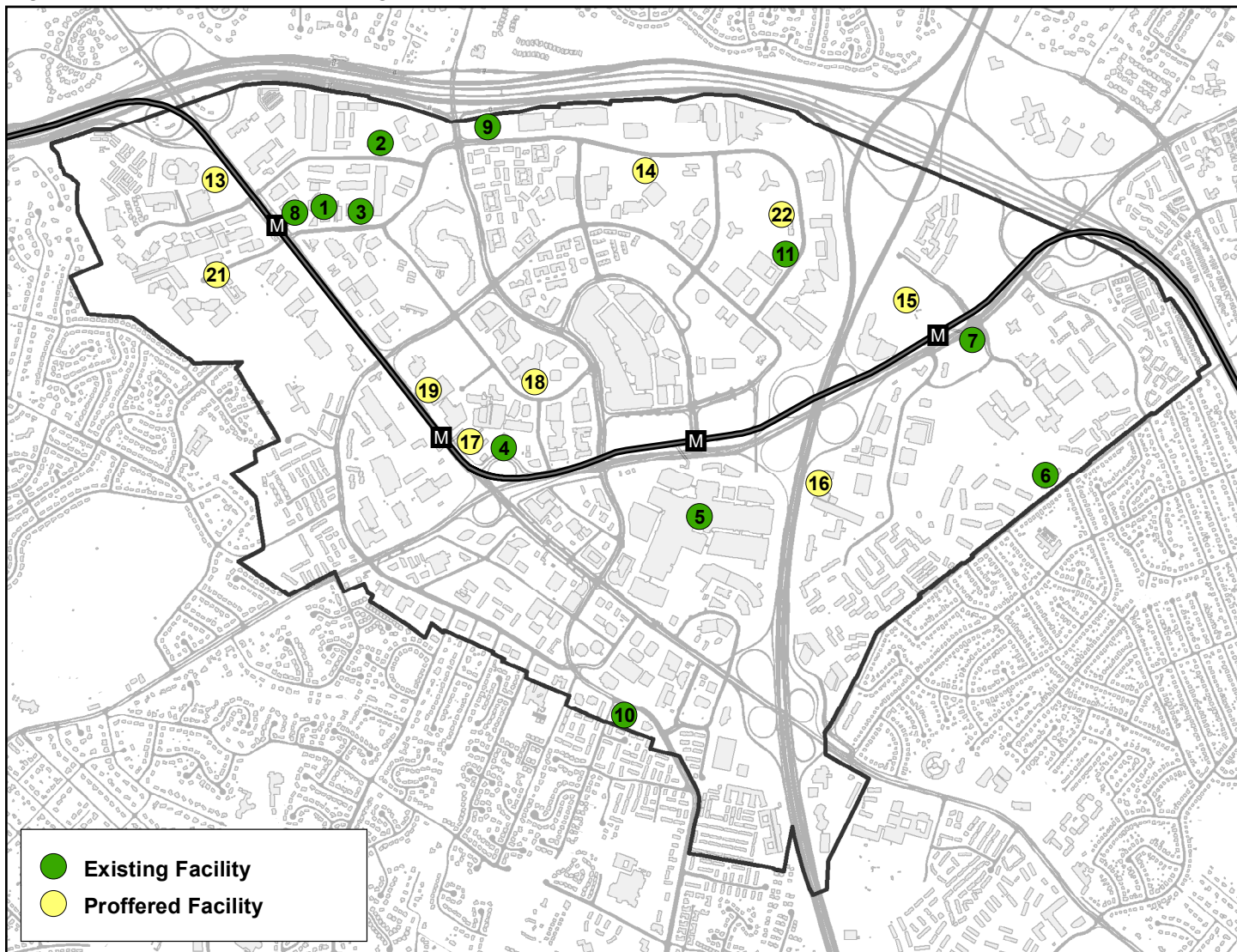


Table P1: Existing Public Facilities (as shown in Figure P1)

	Facility	Note
1.	Fire Station #29	To be replaced as noted in <i>Table P2</i>
2.	Dominion VA Power Distribution Substation (Tyco Road)	Generally serves area north of Leesburg Pike and west of Route 123 Could possibly be expanded in the future
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	--
7.	McLean Metrorail Station Kiss & Ride	Opened in 2014
8.	Spring Hill Metrorail Station Kiss & Ride	Opened in 2014
9.	Tysons West*Park Transit Station Kiss & Ride	--
10.	Virginia Dept. of Motor Vehicles office	--
11.	Fire Marshal Review office space	Ten year (2015-2025) no-cost lease in existing office building, proffered with RZ 2014-PR-004

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

Facility		Associated Application	Commitment
12.	Replace Fire Station #29 (NOT SHOWN)	Spring Hill Station (RZ 2010-PR-014A, 014B, 014D, 014E)	Provide funding for replacement fire station (on current site), with options for other locations
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 \$250,000 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 cost
15.	Performing Arts Center	Capital One (PCA 2010-PR-021-02)	Construct 125,000 sf performing arts center in office building, time designated for public use, for a minimum of 30 years. Currently under construction.
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. Site Plan currently under review, anticipated to begin construction by the end of Summer 2019.
17.	College/Community Space	Tysons Central (RZ 2011-PR-005)	Construct and fit out 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
19.	Community Library	The Boro (RZ 2010-PR-022) Westpark Plaza (RZ 2013-PR-009)	Construct and fit out 19,000 sf library in office building, 60 yr lease option (The Boro); funding contributed by Westpark Plaza
20.	Bike/Pedestrian Facilities & Fire Station fit out (NOT SHOWN)	Highland District (RZ 2014-PR-021)	Provide funding for pedestrian and bicycle improvements in Tysons East District and for fire station fit out (station provided by others)
21.	Dominion VA Power Substation #2 (Spring Hill)	Dominion Square East (RZ 2011-HM-013) Sunburst (RZ 2011-HM-027)	Provide land for substation to be (combined with County-owned land). Land was dedicated to the County in 2018, FDP for substation approved.
22.	Signature Park	The Mile (RZ 2017-PR-015)	Turn-key 5 acre park dedicated to FCPA or the BOS and as described in the Comprehensive Plan

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. 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: Public Facility Needs

Type of Facility	Threshold	Notes
Dominion VA Power Transmission Substation	Current Need	Depending on design, may also be able to serve as third distribution substation
Two additional Indoor Recreation Spaces	No set threshold	--
Dominion VA Power Distribution Substation #3	Development in North Central & Central 123	Preferred location next to the Dulles Toll Road and close to Dominion's existing high voltage line
Community Center	Current Need	The View (RZ 2017-PR-010) proposes a monetary contribution (Pending application)
Civic Commons	No set threshold	--
Third Fire Station (Central)	64,000 pop. & 188,600 jobs	--
Police Station	Undetermined	Could be co-located with third Fire and Rescue station
Interim Police Office Space	Current Need	Space to accommodate approximately 20 staff members
Elementary School	20,700 new households	School likely needed by 2050
Expansion of Middle School(s) and High School(s)	33,600 new households	Expansions likely needed by 2040
Additional higher education facilities	No set threshold (one provided in Tysons Central 7)	--
Fire Marshal Office space (permanent)	2025	To replace temporary space (per RZ 2014-PR-004)
Helipad	Future Need	At least one needed

Schools

As the population in Tysons grows, the number of school-aged children and school capacity needs may also increase. Based on certified September 2018 membership data, there were 2,055 students residing in Tysons in School Year (SY) 2018-19. Schools that serve Tysons include Marshall High School (HS), McLean HS, Kilmer Middle School (MS), Longfellow MS, Freedom Hill Elementary School (ES), Spring Hill ES, Westbriar ES, and Westgate ES.

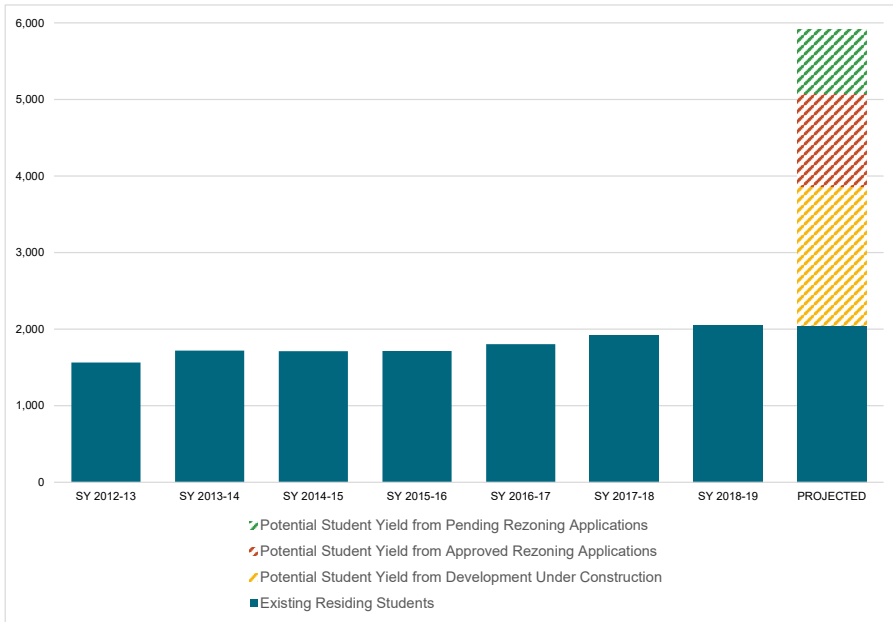
Table P4 shows the number of students residing in Tysons from SY 2018-19. *Figure P2* shows student growth from SY 2012-13 to SY 2018-19, as well as the projected number of students that may reside in the Tysons after including potential students from residential buildings currently under construction, and residential buildings from approved and pending development applications that have been reviewed by Fairfax County Public School (FCPS) Department of Facilities and Transportation Services.

Table P4: Student Membership in Tysons (SY 2018-19)

Elementary School	Middle School	High School	Total
1,191	312	552	2,055

Source: FCPS, Certified Membership, September 30, 2018. Membership numbers include general education, special education, AAP, FECEP/ Head Start, preschool (wherever applicable), special education centers, adult education, private school special education, home schooled, and multi-agency. Students that reside within the Tysons Urban Center may attend schools that do not serve the Tysons Urban Center.

Figure P2: Students Residing in Tysons



Sources: FCPS, Certified Membership, September 30, 2012 to September 30, 2018. FCPS, 2015 Countywide Student Yield Ratios, November 2016.

Membership numbers include general education, special education, AAP, FECEP/ Head Start, preschool (wherever applicable), special education centers, adult education, private school special education, home schooled, and multi-agency. Potential student yield from residential buildings currently under construction, and residential buildings from approved and pending development applications are calculated using the most current student yield ratio. Potential student yield calculations assume the largest student yield from the development if the developer provided multiple options and/or scenarios.

As of SY 2018-19, McLean HS is considered to have a moderate capacity deficit; Marshall HS, Kilmer MS, Longfellow MS, and Spring Hill ES are approaching a capacity deficit; Freedom Hill ES and Westbriar ES are considered to have sufficient capacity for current programs and future growth; and Westgate ES is considered to have a capacity surplus. For projected membership, assuming no changes to programs and boundaries, McLean HS would be considered to have a substantial capacity deficit; Marshall HS would have reached its capacity; Kilmer MS, Longfellow MS, and Spring Hill ES would be considered to have a moderate capacity deficit; Westbriar ES would be considered to have sufficient capacity for current programs and growth; and, Freedom Hill ES and Westgate ES would be considered to have a capacity surplus. Beyond the five-year projection horizon, membership projections are not available. Current and projected school membership and capacity utilization percent can be found in *Table P5*.

Table P5: Current and Projected School Membership and Capacity Utilization

School	Design Capacity	SY 2018-19			Projected Membership					Projected Program Capacity Utilization Percent				
		Program Capacity	Membership	Capacity Utilization	SY 19-20	SY 20-21	SY 21-22	SY 22-23	SY 23-24	SY 19-20	SY 20-21	SY 21-22	SY 22-23	SY 23-24
Marshall HS	2,334	2,332	2,224	95%	2,193	2,206	2,209	2,274	2,339	94%	95%	95%	98%	100%
McLean HS	1,993	1,982	2,255	114%	2,329	2,389	2,429	2,524	2,505	118%	121%	123%	127%	126%
Kilmer HS	1,152	1,152	1,130	98%	1,147	1,204	1,260	1,270	1,255	100%	105%	109%	110%	109%
Longfellow MS	1,374	1,374	1,319	96%	1,306	1,434	1,435	1,421	1,500	95%	104%	104%	103%	109%
Freedom Hill ES	672	649	580	89%	559	537	500	510	489	86%	83%	77%	79%	75%
Spring Hill ES	1,260	1,085	1,029	95%	1,056	1,051	1,116	1,126	1,147	97%	97%	103%	104%	105%
Westbriar ES	1,036	972	877	90%	882	871	876	888	889	91%	90%	90%	91%	91%
Westgate ES	790	900	566	81%	592	588	609	604	590	85%	84%	87%	86%	84%

Based on September 30th certified membership for CIP purposes. Membership numbers include: general education, special education, AAP, FECEP/ Head Start and preschool (wherever applicable) students. Membership numbers do not include: adult education, private school special education, home schooled, multi-agency, transitional ESOL high school, nor special education centers. Numbers in italics are future design capacity and projected capacity utilization percentages after a renovation or capacity enhancement.

The FCPS Capital Improvement Program Fiscal Year 2020-24 includes potential solutions to consider for schools with a capacity deficit. For consideration purposes, as many options as possible have been identified for each school. These options are not prioritized and may be contingent on other potential solutions listed. Any options chosen for implementation will be discussed and decided through a transparent process with the appropriate stakeholders, in accordance with School Board Policies and Regulations. Potential solutions for each school serving Tysons can be found in *Table P6*.

Table P6: Proposed School Capacity Solutions

School Name	Address	Potential Solutions
Marshall HS	7731 Leesburg Pike, Falls Church, VA 22043	Increase efficiency by reassigning instructional spaces within a school to accommodate increase in membership and/or possible program changes
McLean HS	1633 Davidson Rd, McLean, VA 22101	Increase efficiency by reassigning instructional spaces within a school to accommodate increase in membership; minor interior facility modifications to create additional instructional space and help to accommodate capacity deficit; add temporary classrooms to accommodate short-term capacity deficit; capacity enhancement through either a modular or building addition; and/or potential boundary adjustment with schools having a capacity surplus
Kilmer MS	8100 Wolftrap Rd, Vienna, VA 22182	Possible program changes; capacity enhancement through either a modular or building addition; and/or potential boundary adjustment with schools having a capacity surplus
Longfellow MS	2000 Westmoreland St, Falls Church, VA 22043	Possible program changes; add temporary classrooms to accommodate short-term capacity deficit; and/or potential boundary adjustment with schools having a capacity surplus
Freedom Hill ES	1945 Lord Fairfax Rd, Vienna, VA 22182	Monitor student membership
Spring Hill ES	8201 Lewinsville Rd, McLean, VA 22102	Increase efficiency by reassigning instructional spaces within a school to accommodate increase in membership and/or potential boundary adjustment with schools having a capacity surplus
Westbriar ES	1741 Pine Valley Dr, Vienna, VA 22182	Monitor student membership
Westgate ES	7500 Magarity Rd, Falls Church, VA 22043	Monitor student membership

Source: FCPS, FY 2020-24 Capital Improvement Program, January 2019.

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, 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 countywide levels of service as adjusted for the urban character of Tysons. Subsequent to the Plan adoption, the Tysons Park System Concept Plan was created to further guide the development of the Tysons park system.

The Tysons Park System Concept Plan is available at:

<https://www.fairfaxcounty.gov/parks/sites/parks/files/assets/documents/plandev/tysons-park-system-concept-plan-final.pdf>

Existing and Proffered Park Facilities

Prior to 2010, there were 90 acres of publicly owned or accessible park land in Tysons; this included privately owned park land with a public access easement to allow park use. In addition, prior to 2010, approximately 8.5 acres of park land were committed via proffers to either be dedicated to the Park Authority or accessible for public use. *Table P7* shows the change in Tysons park acreage between 2010 and 2018.

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. In addition to the 8.5 acres referenced above, all the major applications approved since 2010 collectively provide commitments for an additional 86.22 acres of new publicly owned or accessible urban park space in Tysons. Additionally, the Park Authority has acquired two parcels totaling 2.2 acres as extensions to Raglan Road Park in the West Side District. *Table P8* 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 P7*. In all, a total of about 23 acres of new public park space has opened to the public in Tysons since 2010.

Table P7: Public Park Acreage by Ownership Type

Existing Park Acreage 2010		Existing Park Acreage 2018	
Publicly Owned	Privately Owned	Publicly Owned	Privately Owned
89	1	100.3	11.58

Figure P3 illustrates approved applications, proffered and built park spaces, as well as existing County-owned parks. A majority of the new park spaces are smaller pocket parks remaining in private ownership, with public access easements and private maintenance.

Figure P3: Proffered Parks

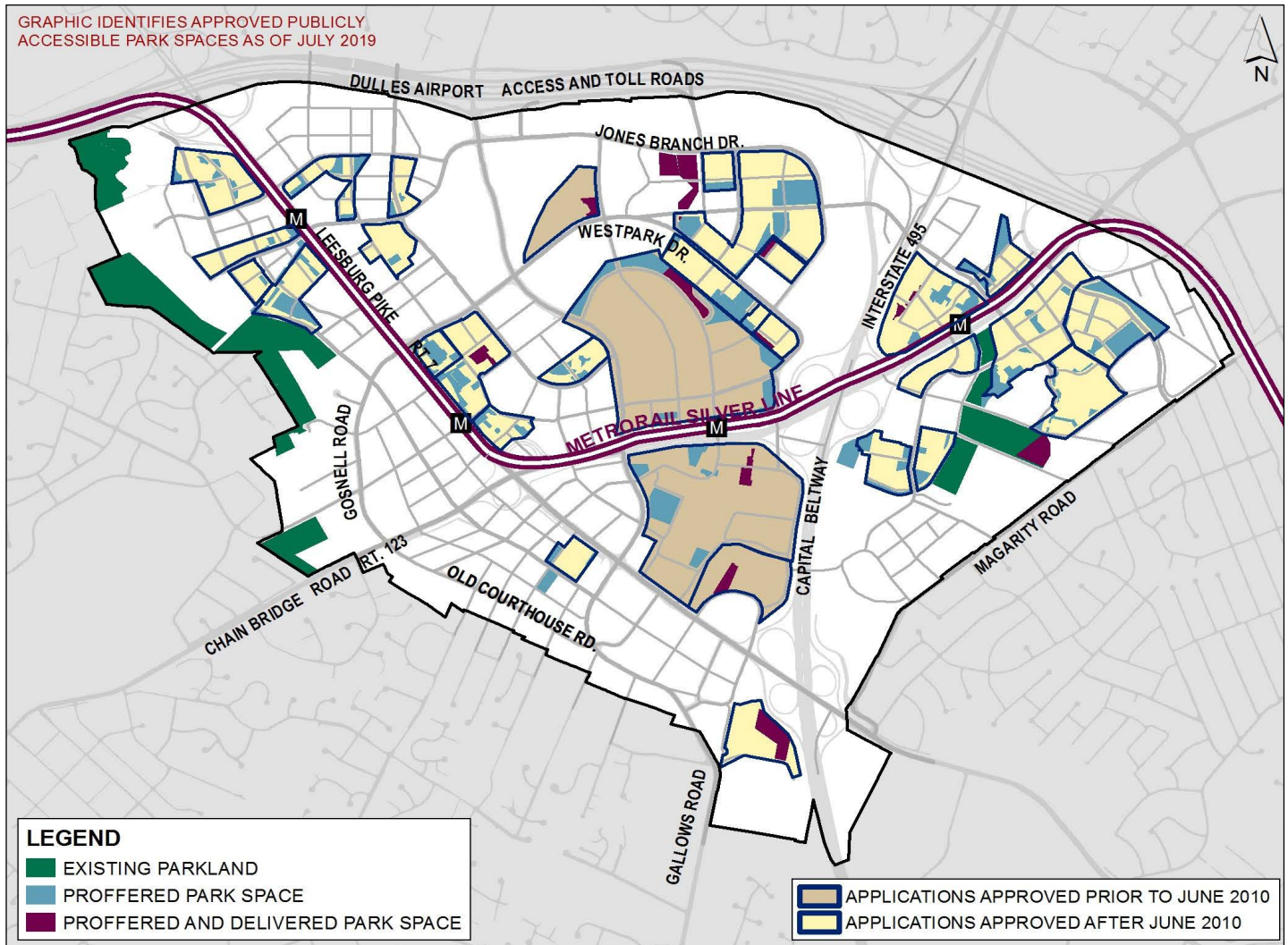


Table P8: Public Park Acreage by Type, Proffered Since 2010

Park Type	Proffered Acreage
Civic Plaza	4.82
Common Green	24.08
Pocket Park	16.22
Linear Park	1.64
Recreation Focused	31.04
Resource Based	8.43
Total	86.23

Tyson's Park Projects Delivered: 2018-2019

Together, Atrium Park and Magnetic Park at The Boro comprise a one-acre urban park space that provides both civic plaza and common green areas for public gathering and socializing within a mixed-use environment. Magnetic Park, located at the corner of Park Avenue and Madison Street in Block C of The Boro, includes an open lawn area, performance stage, retail kiosk, interactive fountains, sculpture, landscaping, and seating. Atrium Park, perpendicularly adjacent to Magnetic Park, is a smaller hardscape area with game tables, play elements, seating, and landscaping.

These parks were substantially complete and open to the public at the end of July 2019.



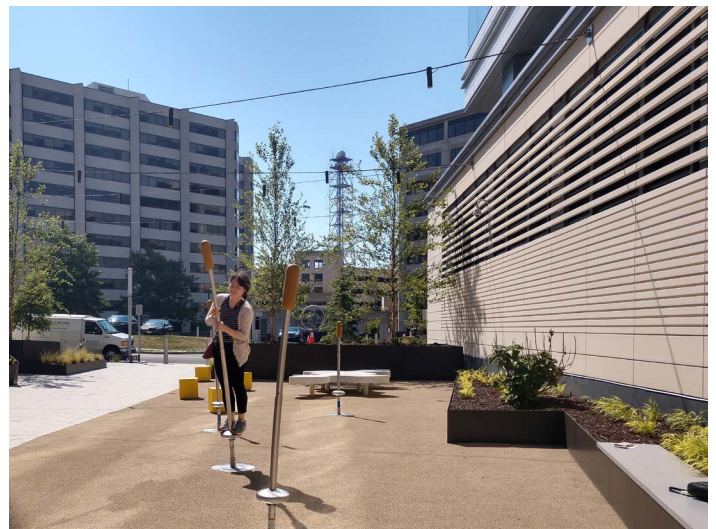
Magnetic Park at The Boro



Magnetic Park at The Boro



Atrium Park at The Boro

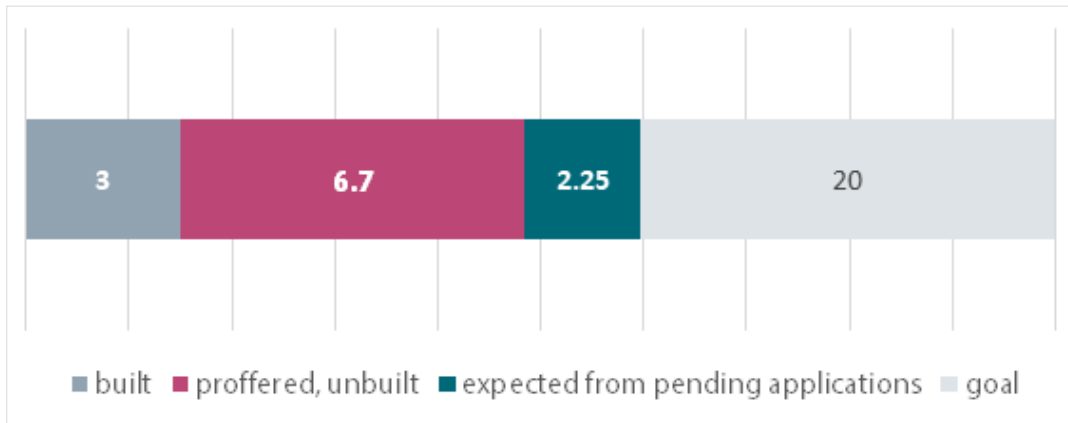


Atrium Park at The Boro

Athletic Fields

The major rezoning applications approved since 2010 collectively generate a need for 9.7 new athletic fields at their maximum development levels; the equivalent of three have been provided and 6.7 are proffered but remain to be built through land dedication, facility construction and/or contribution of funds (*Figure P4*). About 2.25 more fields would be needed if all the currently pending rezoning applications were approved. The 5.7 million square feet of constructed development thus far has generated a need for 1.3 fields, while three have been delivered (*Figure P5*). *Figure P6* shows the locations of the athletic fields that are built, proffered, upgraded, and interim.

Figure P4: Progress towards Comprehensive Plan Athletic Field Goal



* An interim half-size field at Jones Branch is included in this count, but will be removed upon construction of a new elementary school



Athletic field in Tysons

Figure P5: Athletic Field Needs Generated by Constructed GFA vs. Athletic Fields Built

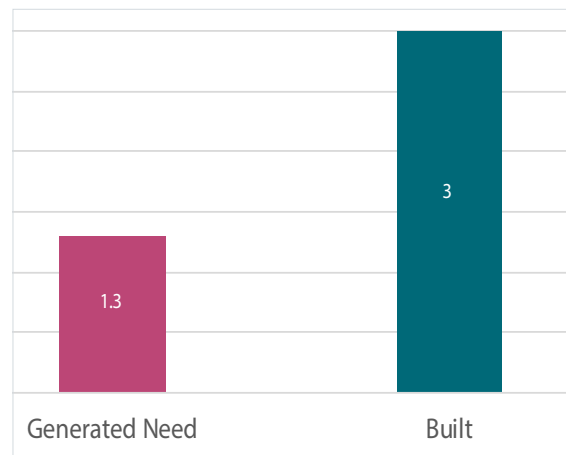
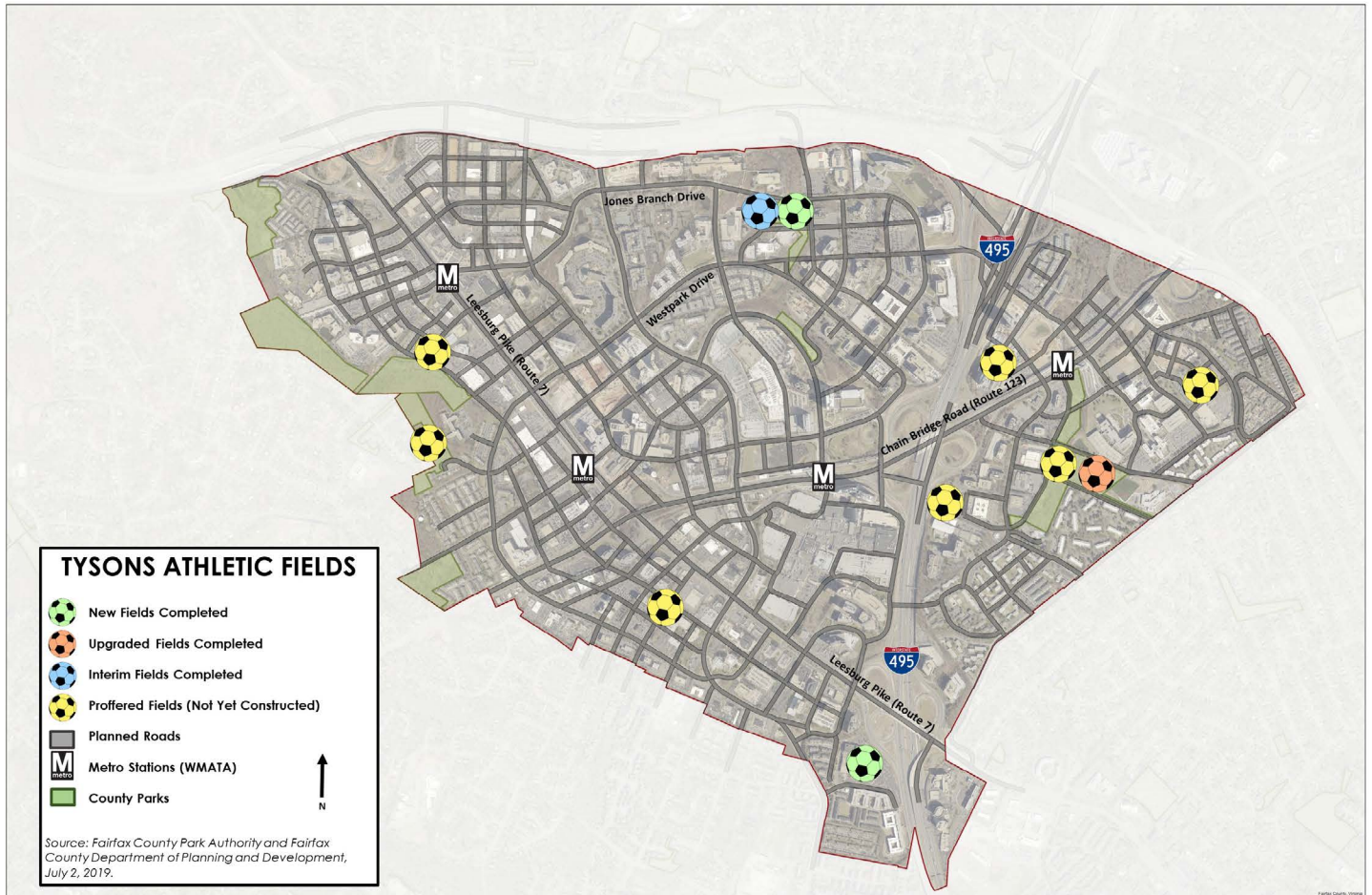


Figure P6: Athletic Field Locations



Tysons Athletic Field Projects Delivered: 2018-2019

Quantum Field, a synthetic turf athletic field located at 7980 Quantum Drive was opened to the public on June 22, 2019. The field and adjacent parking lot were built in accordance with site specific guidance in the Comprehensive Plan and the Tysons Park System Concept Plan to help offset the impacts of new population from The Boro development in the Tysons Central district near the Greensboro Metro station. The field, designed and constructed by The Meridian Group and now owned by Element Critical, is a synthetic turf athletic field with a playing surface having the dimensions of 180 feet x 360 feet to accommodate five sports (football, soccer, men’s and women’s lacrosse, and field hockey), as well as black vinyl perimeter chain link fencing, concrete walkways, player benches, bleachers, goals, athletic field and parking lot lighting, sound containing walls, and landscaping. Additionally, a dedicated parking lot provides 72 parking spaces for field users.

The field will remain in private ownership, with an easement to the county that allows for public use. The field will be scheduled in accordance with the county’s Field Allocation Policy by the Department of Neighborhood and Community Services. The Fairfax County Park Authority will be responsible for maintenance of the athletic field, fencing, and lighting. The property owner will maintain the parking lot and landscaping.



Quantum Field



Quantum Field Ribbon Cutting

Proffered Stream Valley Improvements

As noted previously, one function of park space is to assist in the achievement of environmental goals. Stream valley parks 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. Eight major applications have included commitments toward stream valley restoration goals, including financial contributions, provision of design plans, and actual restoration. *Table P9* identifies these commitments and where they are located by zoning case. In addition, the Department of Public Works and Environmental Services (DPWES) includes stream restoration projects on its current work plan for Old Courthouse Spring Branch and Scotts Run in Tysons. From a point near the Gosnell Road crossing of the stream to a point downstream of the Vesper Trail crossing, the plans for Old Courthouse Spring Branch have gone to bid for construction. DPWES has also completed design plans for Scotts Run and has work plan approval to pursue the construction.

An interactive map of all DPWES stream projects is available here: <https://www.fairfaxcounty.gov/publicworks/stormwater/stormwater-improvement-projects>

Table P9: 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 ¹			
Tysons West Promenade RZ 2011-HM-032			X				X
Amherst (Jones Branch Drive) RZ 2014-PR-004	X			X ²	X ²		
The Highland District RZ 2014-PR-021	X						X
Sunburst RZ 2011-HM-027			X				X

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

2 The stream work on and off-site is not a full restoration but is included here as a natural stabilization design



5

IMPLEMENTATION

IMPLEMENTATION

The Plan for Tysons and the accompanying PTC Zoning District provide flexibility to accommodate a new model of development at densities not previously implemented in Fairfax County. A number of the Board's Follow-on Motions adopted on June 22, 2010, directed staff to be flexible in their review of developments and directed County agencies to allocate staff and resources to this effort. This chapter provides information on current issues raised during recent development review, outreach efforts, and an overview of urban design elements that offer examples of how the new community vision for Tysons is emerging.

Current Issues

The following is an overview of some of the issues identified and being addressed in the rezoning and site plan processes for Tysons applications. While these issues may relate to 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 identified in earlier chapters of this report are not duplicated here. Additional issues that were resolved through process modifications, and discussed in previous editions of this Progress Report, are included in *Appendix A*.

Streetlights

A major component of the streetscape is lighting, with implications for design as well as safety and performance standards. In previous years, County staff has 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. This has included developing performance standards for lighting sidewalks.

With the 2017 Amendment to the Tysons Urban Design Guidelines (Guidelines), staff included a third option for streetlights, the GE Evolve, which is a standard Dominion Energy (DE) fixture and compliments the existing streetlight options in the Guidelines. This third option is intended for use on wider roadways such as Routes 7 and 123, and the Jones Branch Connector, as the other options cannot provide adequate lighting levels. The other two options in the Guidelines are intended for use on streets with a smaller cross-section. Each one of the three fixtures address the environmental goals and the design considerations found in the Plan. The County, in coordination with other Northern Virginia jurisdictions, successfully negotiated through the Northern Virginia Regional Commission (NVRC) an expanded offering of standard LED lights with DE in 2018. Although the two streetlight options in the Guidelines were not included on this list, staff continues to work with DE and may consider including additional standard DE options in future updates to the Guidelines (no updates are scheduled at this time).

Pedestrian Connectivity During Construction

Concerns have been expressed to Fairfax County and VDOT about the loss of pedestrian connectivity during active construction 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 already exist on both sides of a street. 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 future pedestrian management and access routes are adequately provided during construction.

Partnering with the Partnership

Tysons Partnership Council Program

The Tysons Partnership Council Program, officially launched in 2016, brings together Partnership member organizations committed to addressing a host of emerging challenges and opportunities in the Tysons community. The Council program is the driving force behind the Partnership's effort to accelerate the transformation of Tysons.

The Partnership currently convenes councils around six core areas of focus: environmental sustainability, corporate social responsibility, transportation, land use, marketing, and emerging leadership. The Sustainability Council works to fortify a Tysons-wide commitment to sustainable practices, leverage the collective capacity for environmental responsibility, and co-produce the DC Sustainability Summit. The Community Responsibility and Engagement Council fosters Tysons community engagement in the well-being of community members most in need and builds community through partnerships. The Transportation Council enhances the economic vitality of Tysons by improving mobility and air quality through the creation and provision of services and materials that reduce traffic and promote the use of sustainable transportation options. The Land Use Council studies and advises the Partnership Board on policy issues relating to broad-impact land use matters in Tysons, including affordable housing and placemaking. The Emerging Leaders Council recognizes and empowers talented staff; fosters the development of leadership skills; engages the next generation in the issues of Tysons; and cultivates a corps of successor Tysons Partnership Board Members.

Tysons Partnership Current TMA Activities

The Tysons TMA operates seven TDM programs to help Tysons landlords and residents meet their SOV trip reduction requirements. The programs serve a large employer, MITRE, one mixed-use development, The Boro, and multiple residential properties. In 2018, these programs served over 1800 residential units; by late 2019, that total will rise to over 2,700 units. Approximately 3,600 employees were provided TDM benefits via these programs in 2018; this will increase to about 4,000 by late 2019.

In 2019, the TMA applied for and received a Mobility Program grant from the Virginia Department of Rail and Public Transportation (DRPT) for FY 20-21. The grant will fund employer outreach to promote bikeshare usage in Tysons between Metrorail stations and offices. Grant activity is focused on employers and office parks, such as Valo Park, where bikeshare is an important first mile / last mile solution. Up to four bike rides between Metrorail stations and large employers or office parks are being planned for Fall 2019.

The Tysons TMA engages in communication and marketing to disseminate transportation information. In advance of the Summer 2019 Yellow/Blue Line Metrorail shutdown, the TMA held a webinar for Tysons residents and employees about the backup options available for commuters. The TMA held a meeting to disseminate information about I-66 construction and VDOT and FCDOT TDM programs. The TMA has worked with hotel human resources directors to increase Tysons transportation service awareness focused on the hotel employee needs.

The TMA also serves as a hub for discussing Tysons transportation issues. The TMA hosted a discussion about autonomous vehicle shuttles in Tysons and will hold a briefing about e-scooters with FCDOT and the e-scooter industry.

Urban Design

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 principles that provide guidance for development applications and support the creation of more detailed urban design guidelines.

The Guidelines were originally 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, street lighting, and built forms. 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 Guidelines were first endorsed by the Board on January 24, 2012, and an updated version was endorsed by the board on March 14, 2017, to reflect lessons learned and current practice in zoning review. The guidelines are available on the Tysons website at: <https://www.fairfaxcounty.gov/tysons/urban-design>

Placemaking, Pop-up Parks and Interim Uses

Associated with the Tysons Partnership's branding efforts is an initiative of placemaking, specifically the interim use of surface parking lots and vacant parcels for temporary festivals and other similar uses. Events such as these, which occur on under-utilized sites and create excitement and interest, help define Tysons as a place and engage people in the Tysons community prior to redevelopment.

In addition to the events programmed by the Partnership, developers in Tysons have embraced the idea of temporary uses to enliven a space that is slated for future redevelopment. This included the development of a temporary park at Solutions Drive (now removed to make way for The Boro redevelopment). It also included the interim use of existing buildings, such as the Tysons Biergarten on the site of the approved Tysons Central development, or the use of a vacant parking lot near the Tysons Galleria for Cirque de Soleil.



Former interim park at The Boro

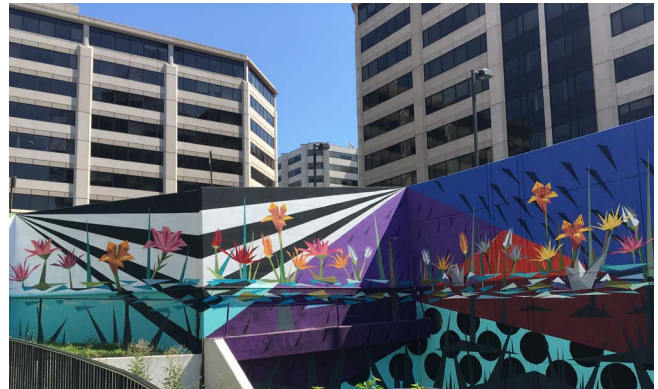
Public Art

Both the Plan and the Guidelines identify the benefit of art installations to enliven public and private spaces. Many of the approved zoning applications include 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 with temporary placemaking is the “Tysons Luxury Lilies” mural project by the artist Naturel. This roughly 25 by 100 foot mural was painted on a cement wall facing the entrance to the Greensboro metro station, between two recently-approved mixed-use development projects (the Boro and Tysons Central). Fitting for the transformation of Tysons, lilies are symbols of rebirth and transformation. There are two sculptures by Alice Aycock in Tysons; one is located at 1775 Tysons Boulevard and the other in front of the newly completed Capital One Headquarters building.



Sculpture by Alice Aycock at 1775 Tysons Boulevard



“Tysons Luxury Lilies” by Naturel near the Greensboro Metrorail station



“Hoopla” sculpture by Alice Aycock in front of the new Capital One Headquarters building





Appendix

A

TRACKING IMPLEMENTATION

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 implementation initiatives undertaken to address the Board’s directives, including staffing, process, parks, and transportation initiatives.

Follow-on Motions

	Follow-On Motion as adopted by BOS June 22, 2010	2019 Status Update
#1	The Board directs staff to continue its work on potential arrangements for financing the public share of Tysons infrastructure improvements; to facilitate co-operative funding agreements with the private sector; and, to return to the Board with its recommendations. The Board further directs that this include funding for transit systems, including Metrorail. The Board strongly believes that public and private reinvestment in Tysons is both critical and responsible for ensuring that Tysons continues to be the economic engine for the County. The portion of revenue stemming from growth at Tysons that is proposed to be applied in Tysons should take into account the past and continuing contribution of Tysons to the County’s economy.	<p>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. The FY2020 tax rate for the service district is set at \$0.05 per \$100 of assessed value. The service district collected approximately \$36.4 million through FY2019 and has allocated \$28.4 million toward Tysons transportation improvements.</p> <p>The Board adjusted its Tysons Road Fund policy to create two new road club funds with associated implementation guidance on January 8, 2013.</p> <p>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.</p>
#2	The Board directs staff to work with stakeholders to produce the necessary organizational and resource requirements for the Tysons Partnership by October 15, 2010 so that it is positioned to be in place prior to any redevelopment activity in Tysons. This should include the aspects of the Partnership presented previously, such as BID-like functions, Transportation Management Association functions and development advisory services.	The Tysons Partnership was established on January 19, 2011, as a private, non-profit membership organization. On July 1, 2014, the Partnership was named the operator of the new Tysons Transportation Management Association (TyTran). Major recent initiatives of the Partnership include a branding campaign begun in 2015; establishment of a series of organizational councils including Sustainability, Community Responsibility, Transportation, Land Use and Emerging Leaders; a monthly meeting with County Senior Staff to discuss issues of importance to the County and the members of the Partnership; and, real estate development events.
#3	The Board recommends that the Tysons Partnership initiate a process to review and potentially change district names to enhance community character and identity.	In April 2012, WMATA approved the Board’s recommended names for the eight Silver Line Metrorail stations (including four in Tysons). Updating the station names in the Plan was part of the recently adopted Plan Amendment. Staff anticipates working with the community and the Tysons Partnership on the issue of renaming the districts and defining neighborhood character.

	Follow-On Motion as adopted by BOS June 22, 2010	2019 Status Update
#4	The Board recommends that the Tysons Partnership work with Tysons landowners, County agencies, non-profit housing organizations, and interested private entities to establish options for workforce and affordable housing and to help develop options for meeting the workforce and affordable housing elements of this Plan by establishing off-site options for developers when the cost of constructing workforce housing in high rise developments is cost prohibitive. The Tysons Partnership should report back to the Board by January 2011 on the status of these efforts.	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 worked with the development community and housing advocates to address the issue of providing workforce housing in condominium projects, using the Arbor Row application (PCA 2011-PR-023) as a test case. On April 4, 2017, the Board of Supervisors adopted an amendment to the Comprehensive Plan to update the Plan recommendations on for-sale high-rise workforce housing in Tysons.
#5	In order to create a greater sense of community for the residents of Tysons, a residential organization that represents all of the residential stakeholders and entities in Tysons should be established.	The Tysons Partnership has residential representation and forms the basis to create a Tysons-wide residential organization.
#6	The Board directs staff to make recommendations to the Legislative Committee on financial incentives such as tax abatement, which can offset the initial cost and help to encourage green buildings, especially at the LEED or equivalent Gold and Platinum levels; and the authority to require adequate public facilities as a condition for development in urban areas like Tysons.	The Board's Legislative Committee reviewed staff's recommendations on September 21, 2010, and accepted staff's recommendations to not seek legislation on tax incentives for green buildings and to not seek legislation allowing Fairfax County to require adequate public facilities.
#7	The Board directs that staff report annually or as requested on the various aspects of the Plan that call for periodic monitoring, particularly in regard to the information needed to determine when it is appropriate to increase the initial development levels for office uses set forth in the Plan, based on the criteria outlined in the Plan as well as the pace of actual redevelopment.	Staff has established monitoring parameters for Tysons and reports on them in these Progress Reports. Review and updates to the Plan's monitoring recommendations are part of the Plan Amendment adopted in March 2017.
#8	The Board directs staff to commence the planning and operational analysis necessary to implement the higher priority transportation facilities listed in the Plan table titled "Transportation Infrastructure, Programs, and Services, As They Relate to the Level of Development in Tysons."	Staff continues to implement a number of transportation related projects listed in the referenced Plan table. Funding from Tysons Funding Plan revenues sources have been allocated to several projects to date, including: <ul style="list-style-type: none"> - Route 123 Widening (Route 7 to I-495) - Route 123 Widening (Old Courthouse Road to Route 7) - Route 7 Widening (Route 123 to I-495) - Tysons/Old Meadow - Route 7 Widening (I-495 to I-66) - Route 7 Widening (Jarret Valley to Reston Ave) - Route 7 Widening (Reston Avenue to Dulles Toll Road; project fully funded) - Jones Branch Connector (project complete) - Greensboro Ramp to Dulles Toll Road
#9	The Board directs staff to begin planning for long-term mass transit projects in and around the area, to include investigating a new north-south transit corridor that serves Tysons, and to accelerate all planning and efforts for the extension of mass transit on I-66.	The Countywide Transit Network Study was completed in 2016. It identified the type of transit systems needed to accommodate desired economic growth throughout the county over the next several decades. Recommendations were not specific to Tysons but included a LRT/BRT connection along Gallows Road from Merrifield to Tysons, BRT along Route 7, and Express Bus service on I-495 from the Franconia-Springfield Metrorail Station to Tysons and from Bethesda to Tysons.

	Follow-On Motion as adopted by BOS June 22, 2010	2019 Status Update
#10	The Board directs staff to work with representatives of communities adjacent to Tysons to formulate policies and procedures for addressing traffic congestion, including measurable strategies to be included as part of the overall plan monitoring.	The Neighborhood Traffic Study analyzed 30 intersections outside of Tysons to determine the impact of the adopted Tysons Comprehensive Plan on these intersections. Phase I (19 intersections), was completed in 2010 and Phase II (an additional 11 intersections) was completed in 2018. The study provides recommendations to mitigate the impacts of future Tysons development on each of the intersections. Four intersections have been advanced and are being evaluated as a corridor; a public meeting is scheduled for Fall 2019. Next steps for the remaining intersections will be determined in late 2019.
#11	The Board directs staff to issue an RFP for the circulator study and bring the results of that study to a future Board transportation committee meeting for discussion. In the circulator study and other future studies, such as the one on Enhanced Public Transportation Corridors, the Board directs staff to include consideration of dedicated transit lanes on Route 7 and other roads in and around Tysons and tie into the mass transit and HOV coming off the HOT lanes on 495.	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 Plan Amendment adopted in March 2017. The full text of the study can be found at: https://www.fairfaxcounty.gov/tysons/tysons-circulator-study
#12	The Board applauds the work already begun on operational analysis of the grid of streets and directs staff to continue with this effort, particularly in the vicinity of the intersection of Greensboro Drive and Spring Hill Road.	The Consolidated Transportation Impact Analyses (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 led to refined operations on a specific grid of streets within each district and between adjacent districts.
#13	The Board directs staff to continue the work already begun on the Tysons Metrorail Station Access Management Study (TMSAMS) under the guidance of the Stakeholder Advisory Group, and directs the TMSAMS to engage the public in identifying and prioritizing projects that provide multi-modal access to the four new Metrorail Stations in Tysons Corner.	The TMSAMS recommendations and project list were approved by the Board on May 22, 2012. In May 2013, the Board approved a project agreement with VDOT 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. Additional information on TMSAMS, including project status, is available at: https://www.fairfaxcounty.gov/transportation/study/tysons-metrorail
#14	The Board directs staff to explore options for providing commuter parking at Metrorail station(s) in Tysons Corner on an interim basis until Tysons development reaches a level where such commuter parking is not practical or desirable.	On June 30, 2013, the Board entered into an interim 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. In April 2019, 383 spaces were filled on an average weekday, up from 553 in April 2018; the lot is also open on weekends. In 2018, an RFI was distributed in an effort to form agreements with property owners interested in providing ineterim parking for Metrorail; no interest has been received to date.
#15	The Board directs staff to bring to the Board an official map of those streets associated with the first rezoning to the Planned Tysons Corner Urban Center (PTC) district. The official map should be adopted concurrently with the rezoning or as soon as possible subsequent to the rezoning and should include existing streets and future street alignments that have been conceptually engineered. The Board further directs staff to bring forward amendments to the official map associated with subsequent rezonings when such are required to address the alignments of new or modified streets that have been conceptually engineered.	No official map is proposed. The Conceptual Grid of Streets map contained within the Comprehensive Plan was updated as part of the Plan Amendment adopted in March 2017. A map of streets that have been delivered and streets that have been proffered but not yet built is included in the Transportation chapter of this report.

	Follow-On Motion as adopted by BOS June 22, 2010	2019 Status Update
#16	The Board directs staff to bring to the Board for adoption an official map of public facilities concurrently with the first rezoning to the Planned Tysons Corner Urban Center (PTC) district. The official map should include the locations of existing and planned public facilities, including parks and athletic fields, that have been identified within the district or 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.	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 Plan Amendment adopted in March 2017. See “Parks Initiatives” section, at the end of this Appendix, for additional information about the Tysons Park System Concept Plan.
#17	The Board directs staff to bring back to the Board an evaluation of two possible changes to the Policy Plan, one of which would modify the County’s workforce housing policy to encourage monetary contributions to affordable and workforce housing from future non-residential development; and, the other would modify the Transit Oriented Development policy to incorporate specific conditions related to walking distance from station entrances rather than station platforms.	On March 29, 2011, these two items were referred by the Board to the Planning Commission. 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.
#18	The Board directs staff to prepare, in coordination with appropriate stakeholders, the urban design guidelines manual that expands upon, and provides additional detail on the urban design elements contained in the Plan.	The Tysons Urban Design Guidelines were endorsed by the Board on January 21, 2012. Updates to the Comprehensive Plan for consistency with the Guidelines were part of a Plan Amendment adopted in March 2017 and updated version of the Guidelines was endorsed by the Board on March 14, 2017.
#19	The Board directs staff to assess the need for dedicated staffing and staff resource requirements for development applications, plan monitoring and other activities necessary to implement the Plan for Tysons and return to the Board with its recommendation.	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 Implementation” section that follows.
#20	The Board directs staff to be flexible when reviewing projects that include minor deviations from a strict interpretation of the Plan if such projects exhibit excellence in architecture and urban design; contribute significantly to the urban nature of Tysons; meet transportation and public facility guidelines; and, on balance, meet the objectives of the Plan.	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.

On-going Implementation

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 the review of developments, and by directing County agencies to allocate staff and resources to this effort. This section provides information on on-going initiatives and 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.
- Development of an interdepartmental Steering Committee to provide a regular point of contact with senior staff. The Steering Committee allows issues to be quickly reviewed at the senior staff level when Tysons-wide or County-wide policy may be impacted or when such decisions are needed on site specific zoning applications.
- Creation of "Tysons Coordinator" positions in DPD and LDS, as well as one full-time and one part-time Tysons plan reviewer in LDS. 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 DPD and FCPA) review and comment on submitted site plans. This allows for 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 Core Team 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 chapters of this Progress Report, the following amendments, letters to industry, formalized processes and similar items implemented prior to Fall 2019 are listed below. More detailed information may be found in previous Progress Reports.

- VDOT Level of Service (LOS) Waivers: The developers, the County and VDOT have collectively developed a process to address LOS waivers 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.

-
- 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.
 - Underground Stormwater Management in Residential and Mixed-use Projects: The Board adopted a PFM amendment on June 3, 2015, that eliminated the need for a Board waiver for most underground stormwater detention facilities within the County.
 - Electric Utility Vaults: Working together, County staff, VDOT, developers and Dominion Virginia Power (DVP) identified mutually acceptable recommendations for locating electrical vaults housing transformers. The preferred locations are 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.
 - On April 4, 2017, the Board of Supervisors adopted revisions to the Comprehensive Plan’s Workforce Dwelling Unit recommendations for high-rise condominium developments in the Tysons Urban Center as follows:
 - If an applicant provides all of the for-sale workforce housing units onsite, the percentage of WDUs should be reduced from 20% to 14%.
 - If the units are provided as new construction for-sale units in another property offsite in Tysons, 16% WDUs should be provided.
 - If rental workforce housing units are provided onsite or offsite in Tysons in lieu of the for-sale units, 20% WDU rental units should be provided.
 - In March 2015, Land Development Services (LDS) published a standard operating procedure (SOP) for phased occupancy of high-rise buildings throughout the County, on conjunction with the Fire Marshal’s Office, the Building Official and the Director of Site Development and Inspection Division (SDID). Since its publication, the phasing option made available by this policy has been utilized by the office building at 1775 Tysons Boulevard, Nouvelle, Highgate, and the new Capital One headquarters building. Since Fall 2018, The Lumen at Tysons Central, The Boro Blocks A and B, and the Appian office relocation in Valo Park have been approved for phased occupancy. The SOP can be found here: <https://www.fairfaxcounty.gov/landdevelopment/sites/landdevelopment/files/Assets/documents/sop-phased-high-rise.pdf>
 - A new parking website locates all parking information in one place, including information on Tysons processes. This website may be found at: <https://www.fairfaxcounty.gov/landdevelopment/street-parking>
 - Fairfax County staff has worked with applicants on a predictable compliance path for rainwater harvesting designs. In early 2018, the Canadian Standards Association (CSA) in conjunction with the International Code Council (ICC) produced a national standard, CSA B805-18/ICC 805-2018, that could be used to assist in the design for rainwater harvesting systems. This standard has been accepted by reference in

the 2021 International Plumbing Code for non-potable water system use. It provides prescriptive and performance requirements and includes provisions for multiple collection surfaces and various end uses.

- For larger commercial and multifamily buildings that may have problems complying with minimum rainwater provisions in the Virginia Plumbing Code, designers may submit a request to utilize this alternative method with their proposed rainwater harvesting system. If designing to the CSA B805-18/ICC 805-2018 standard, the designer must clearly show how the proposed system complies with the requirements of the chosen compliance path defined in the standard.

Parks Initiatives

The Tysons Park System Concept Plan (Concept Plan), endorsed by the Park Authority Board in October 2014, was created subsequent to adoption of the Comprehensive Plan to further guide the development of the Tysons park system. The Concept Plan 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 Tysons Park System Concept Plan is available at: <https://www.fairfaxcounty.gov/parks/sites/parks/files/assets/documents/plandev/tysons-park-system-concept-plan-final.pdf>

Transportation Initiatives

On October 16, 2012, following the public comment, the Board endorsed the Planning Commission's plan to fund the transportation infrastructure in Tysons and directed staff to implement it. 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: https://www.fairfaxcounty.gov/tysons/sites/tysons/files/assets/documents/pdf/final_board_fomotions.pdf

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. Rates are reviewed and updated annually with all other County transportation fund rates. Information on the current rates is found in the Transportation chapter of this report.

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; 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. Rates are reviewed and updated annually with all other County transportation fund rates. Information on the current rates is found in the Transportation chapter of this report.

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 chapter 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.” To date, funding for transportation improvements has come from a variety of sources including: Revenue Sharing (RS), local commercial and industrial proffer revenues, federal Regional Surface Transportation Program (RSTP) funds, state funds approved by the Commonwealth Transportation Board, and the Northern Virginia Transportation Authority (NVTA). More information on the funding process and sources is available in the Transportation Chapter of this report.

In December 2017, the Board of Supervisors officially endorsed lighting for shared-use trails that lead to Metrorail stations, such as the Vesper Trail and Ashgrove Trail. This includes the design and implementation of these lighting fixtures.

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



Appendix

B

DEVELOPMENT WITHIN TYSONS

Photo on previous page courtesy of the Tysons Partnership

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 in 2010 through July 2019. Major cases are those that include a land use change to implement the Tysons Plan. Case sheets for each application (approved, pending and deferred) are provided, organized by District.

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 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 construction and building deliveries. 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 or proposed development is progressing by showing (1) development approved or proposed pursuant to a Conceptual Development Plan (CDP); (2) development approved or proposed pursuant to a Final Development Plan (FDP); and, (3) development that has been approved by Site Plan but is not under construction.

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 chapter of this report.

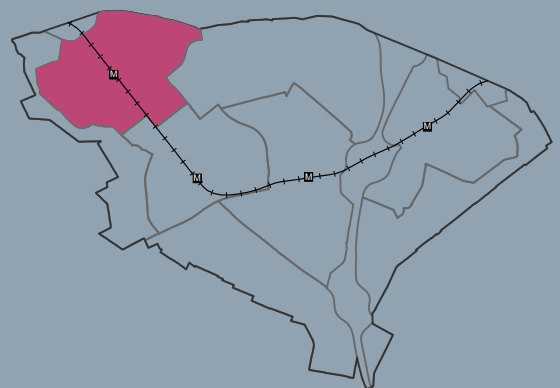
As pending applications move through the review process, they may change significantly from what is reported herein. Changes may include modifications to the land use mix, intensity levels, application area, and/or site layout. As such, all of the information related to pending applications is subject 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.

More of the information on the individual applications 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. 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.

TYSONS WEST DISTRICT



- 1 - Spring Hill Station
- 2 - Dominion Square West
- 3 - Dominion Square East
- 4 - Sunburst at Spring Hill Metro
- 5 - Tysons West Promenade
- 6 - The View
- 7 - The Evolution
- 8 - Piazza at Tysons
- 9 - Spring Hill Station North
- 10 - Spring Hill Station West



TYSONS WEST DISTRICT

The table below provides aggregated data on all approved and pending applications in the Tysons West District. All development information is reported in square footage proposed for each use, except that Residential Units are also reported as the total number of units approved/proposed.

	# of Buildings	Office	Retail	Residential		Hotel	Totals ¹
				GFA	DUs		
Implemented							
	2	0	0	808,360	804	0	808,360
Under Construction							
	0	0	0	0	0	0	0
Approved by Site Plan, Not Under Construction							
	1	0	44,092	388,538	390	0	432,630
Approved by FDP							
	5	28,768	213,373	1,242,000	1,314	430,820	1,914,961
Approved by CDP							
Maximum of Employment Options	38	5,026,938	627,473	6,654,170	6,949	959,820	13,296,901
Maximum of Residential Options	39	4,151,938	602,473	8,134,870	8,783	635,820	13,553,601
Proposed by FDP							
	4	1,413,501	68,927	240,942	375	29,104	2,020,474
Proposed by CDP							
Maximum of Employment Options	19	3,286,501	278,230	5,502,703	4,843	574,104	9,614,538
Maximum of Residential Options	19	3,286,501	278,230	5,502,703	4,843	574,104	9,614,538
Total Proposed or Approved by CDP							
Maximum of Employment Options	57	8,313,439	905,703	12,156,873	11,792	1,506,924	22,911,439
Maximum of Residential Options	57	7,438,439	880,703	13,637,573	13,625	1,182,924	23,468,139

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

Spring Hill Station

Zoning Applications

RZ 2010-PR-014.....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

Population Estimate

Maximum Employment (Option 1, Overall Site)

	Residents	Employees
Estimated Current	1,608	1,451
Estimated Proposed	6,545	7,606

Maximum Residential (Option 2, Overall Site)

	Residents	Employees
Estimated Current	1,608	1,451
Estimated Proposed	8,153	5,881

Development Case Highlights

- 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.
- 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.
- 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.
- Block D1 is now included in the application for The View as part of a PCA. This building will be removed from the Spring Hill Station case RZ 2010-PR-014D upon approval of The View.

Current Development Activity

			Residential			
	Office	Retail	GFA	DUs	Hotel	Total
Under Construction						
	0	0	0	0	0	0
Delivered						
Adaire (Building D2A)	0	0	399,915	400	0	399,915
Ascent (Building F1)	0	0	408,445	404	0	408,445

Approved Land Use Summary

RZ 2010-PR-014A

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
Approved by Site Plan, Not Under Construction								
	0	0	0	0	0	0	0	
Approved by FDP								
	1	0	0	430,000	478	0	430,000	
Approved by CDP								
	1	0	0	430,000	478	0	430,000	6.33

RZ 2010-PR-014B

	# of Buildings	Office	Retail ¹	Residential		Hotel	Totals	FAR
				GFA	DUs			
Approved by Site Plan, Not Under Construction								
	0	0	0	0	0	0	0	
Approved by FDP								
	2	0	10,000	842,000	914	0	852,000	
Approved by CDP								
Option 1	5	0	18,100	1,720,000	1,912	0	1,763,100	7.35
Option 2	5	1,688,170	18,100	1,576,500	1,912	0	1,738,100 ²	7.25

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

RZ 2010-PR-014D

	# of Buildings	Office	Retail ¹	Residential		Hotel	Totals	FAR
				GFA	DUs			
Approved by Site Plan, Not Under Construction								
	0	0	0	0	0	0	0	
Approved by FDP								
	1	0	10,000	412,000	436	0	422,000	
Approved by CDP								
Option 1	7	1,272,000	83,000	1,242,000	1,350	189,000	2,786,000	6.44
Option 2	7	837,000	83,000	1,861,000	2,035	0	2,781,000	6.43

RZ 2010-PR-014E

	# of Buildings	Office	Retail ¹	Residential		Hotel	Totals	FAR
				GFA	DUs			
Approved by Site Plan, Not Under Construction								
	0	0	0	0	0	0	0	
Approved by FDP								
	0	0	0	0	0	0	0	
Approved by CDP ¹								
Option 1	5	851,170	23,000	0	0	135,000	1,009,170	3.07
Option 2	5	851,170	7,000	225,000	234	0	1,083,170	3.29

1 Includes the two existing Greensboro Corporate Center buildings to remain on the property

The View

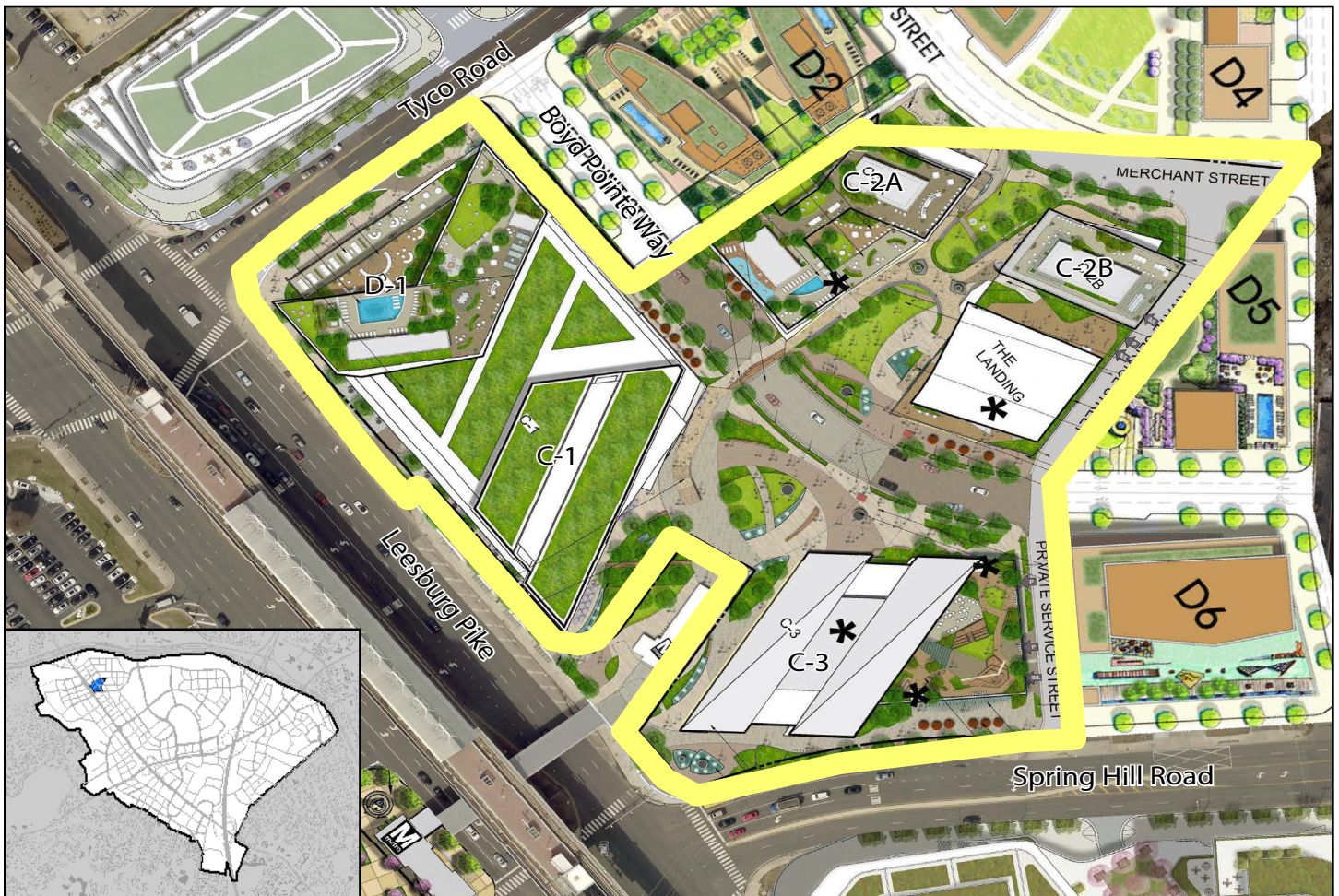
Zoning Applications

RZ 2017-PR-010.....under review
 FDP 2017-PR-010.....under review

Site Area

6.83 acres

Development Overview



*Image depicted is from CDP - Illustrative Plan, dated August 2, 2019

Population Estimate

	Residents	Employees
Estimated Current	0	357
Estimated Proposed	1,505	5,159

Development Case Highlights

- Property is currently developed with car dealerships and service areas, as well as one low-rise office building, all of which will be removed
- Application proposes six buildings, including building D-1 from the Spring Hill Station application RZ 2010-PR-014D
- Application includes a performing arts center, art walk along Route 7, public plaza space, and a sky terrace at the top of Building C-3

Current Development Activity

	Office	Retail	Residential		Hotel	Total
			GFA	DUs		
Under Construction						
	0	0	0	0	0	0
Delivered						
	0	0	0	0	0	0

Proposed Land Use Summary

RZ/FDP 2017-PR-010

	Number of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
Approved by Site Plan, Not Under Construction								
	N/A	0	0	0	0	0	0	
Proposed by FDP								
	4	1,143,501	68,927	240,942	125	297,104	2,094,692	
Proposed by CDP								
	6	1,413,501	102,230	1,138,255	860	297,104	2,980,308	7.59

Dominion Square West (CARS)

Zoning Applications

RZ 2011-HM-012.....approved 2/14/2017
 FDP 2011-HM-012.....approved 2/14/2017
 PCA/CDPA 2011-HM-012.....under review

Site Area

7.63 acres

Development Overview



*Image depicted is from CDP - Illustrative Plan, dated November 6, 2017

Population Estimate

	Residents	Employees
Estimated Current	0	161
Estimated Proposed	2,625	3,000

Development Case Highlights

- Proposal will redevelop the area, which is currently developed with several automobile dealerships (none of which will remain), with six structures, including a mix of office, retail, and residential uses.
- Buildings will range in height from 85 to 400 feet, with the larger structures closer to the Spring Hill Metrorail station.
- Site will include two elevated sky parks (one private and one public) and a Metro Plaza extension, serving a high volume of pedestrian activity associated with the Metrorail station.
- Major transportation improvements proposed include:
 - Extension of Boone Boulevard
 - Improvements to Spring Hill Road
 - Left turn lane on Route 7
 - Monetary contributions to Route 7 improvements and Spring Hill Road/International Drive/Jones Branch Drive intersection improvements
 - Pedestrian accessibility to the Spring Hill Metrorail station
- PCA/CDPA 2011-HM-012 is a proposed amendment to increase the height of Buildings C-5 and C-6 from 95' to 110' and change the layout to accommodate existing development

Current Development Activity

	Office	Retail	Residential		Hotel	Total
			GFA	DUs		
Under Construction						
	0	0	0	0	0	0
Delivered						
	0	0	0	0	0	0

Approved Land Use Summary

RZ 2011-HM-012

	# of Buildings	Office	Retail ¹	Residential		Hotel	Totals	FAR
				GFA	DUs			
Approved by Site Plan, Not Under Construction								
	0	0	0	0	0	0	0	
Approved by FDP								
	0	0	0	0	0	0	0	
Approved by CDP								
Base	6	840,000	70,000	880,000	850	0	1,790,000	5.34
Option 1	6	840,000	90,000	1,500,000	1,500	0	2,430,000	7.25
Option 2	6	840,000	90,000	1,500,000	1,500	0	2,160,000	6.44

¹ Includes car dealerships for existing uses

Dominion Square East (CARS)

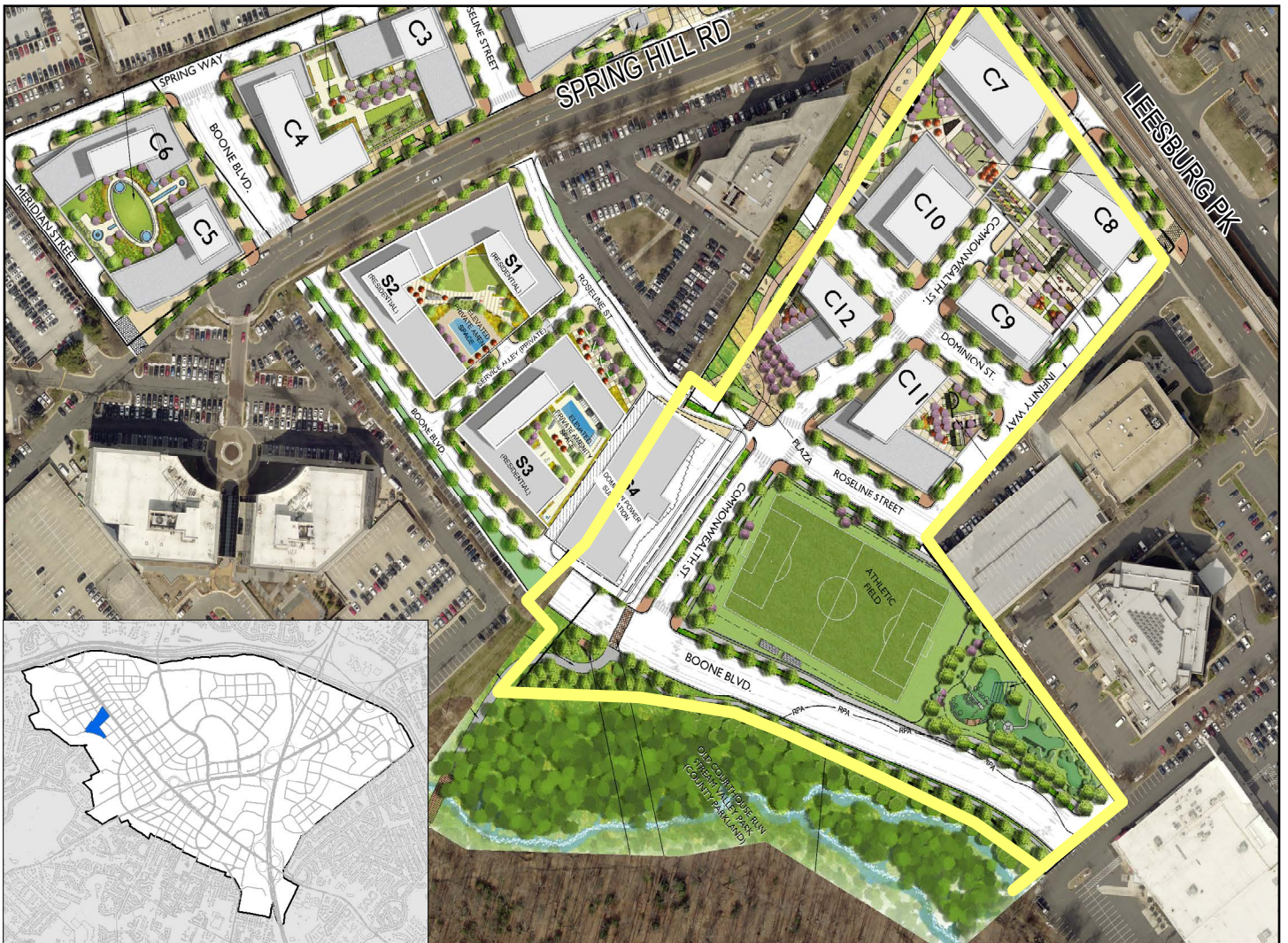
Zoning Applications

RZ 2011-HM-013.....approved 9/26/2017
 SE 2014-HM-034.....indefinitely deferred
 FDP 2011-HM-013.....approved 9/13/2018

Site Area

12.28 acres

Development Overview



*Image depicted is from CDP - Illustrative Plan, dated August 25, 2017

Population Estimate

	Residents	Employees
Estimated Current	0	161
Estimated Proposed	2,875	4,480

Development Case Highlights

- Proposal will redevelop the area, which is currently developed with several automobile dealerships (none of which will remain), with six structures, including a mix of office, retail, residential, and hotel uses.
- Buildings will range in height from 140 to 350 feet, with the larger structures closer to the Spring Hill Metrorail station.
- Site will include an athletic field and several rooftop park spaces.
- Site includes dedicating land to accommodate a new Dominion Power electrical substation under the FDP, located in the southern portion of the site, which would also be partially on the Board-owned parcel and on the Sunburst (RZ 2011-HM-027) property.
- Major transportation improvements proposed include:
 - Extension of Boone Boulevard
 - Roseline Street and Dominion Street grid connections
 - Monetary contributions toward the Tysons-wide and Tysons Grid of Streets transportation funds
 - 10-foot wide trail on the adjacent Board-owned parcel which will link the Old Courthouse Spring Branch Stream Valley Park to the Spring Hill Metrorail station

Current Development Activity

	Office	Retail	Residential		Hotel	Total
			GFA	DUs		
Under Construction						
	0	0	0	0	0	0
Delivered						
	0	0	0	0	0	0

Approved Land Use Summary

RZ 2011-HM-013

	# of Buildings	Office	Retail ¹	Residential		Hotel	Totals	FAR
				GFA	DUs			
Approved by Site Plan, Not Under Construction								
	0	0	0	0	0	0	0	
Approved by FDP								
	0	0	0	0	0	0	0	
Approved by CDP								
	6	1,215,000	125,000	500,000	500	205,000	2,045,000	3.92

¹ Includes car dealerships for existing uses

Sunburst at Spring Hill Metro

Zoning Applications

RZ 2011-HM-027.....approved 9/26/2017
 FDP 2011-HM-027.....under review

Site Area

4.39 acres

Development Overview



*Image depicted is from CDP - Illustrative Plan (Option A Full Build-Out), dated August 25, 2017

Population Estimate

Maximum Employment Option (Option B)

	Residents	Employees
Estimated Current	0	74
Estimated Proposed	1,470	1,531

Maximum Residential Option (Option A)

	Residents	Employees
Estimated Current	0	74
Estimated Proposed	2,371	64

Development Case Highlights

- Proposal will redevelop the area, which is currently developed with a two-story motel and restaurant, with four structures.
- Option A includes residential, retail, and public facility uses, and Option B includes residential, retail, office and public facility uses.
- Buildings will range in height from 245 to 280 feet.
- Site includes dedicating land to accommodate a new Dominion Power electrical substation under the FDP, located in the southern portion of the site, which would also be partially on the Board-owned parcel and on the Dominion Square East (RZ 2011-HM-013) property.
- Major transportation improvements proposed include:
 - Realignment of Boone Boulevard
 - Monetary contributions toward the Tysons-wide and Tysons Grid of Streets transportation funds

Current Development Activity

	Office	Retail	Residential		Hotel	Total
			GFA	DUs		
Under Construction						
	0	0	0	0	0	0
Delivered						
	0	0	0	0	0	0

Approved Land Use Summary

RZ 2011-HM-027

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
Under Construction								
	0	0	0	0	0	0	0	
Approved by Site Plan, Not Under Construction								
	0	0	0	0	0	0	0	
Approved by FDP								
	0	0	0	0	0	0	0	
Approved by CDP								
Option A	4 ¹	0	29,000	1,324,370	1,355	0	1,362,378 ²	7.13
Option B	4 ¹	440,000	29,000	832,170	840	0	1,301,178 ²	6.81

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

2 Includes public facility square footage

Tysons West

Zoning Applications

RZ 2011-HM-032.....approved 9/24/2013
 FDP 2011-HM-032.....approved 7/31/2013

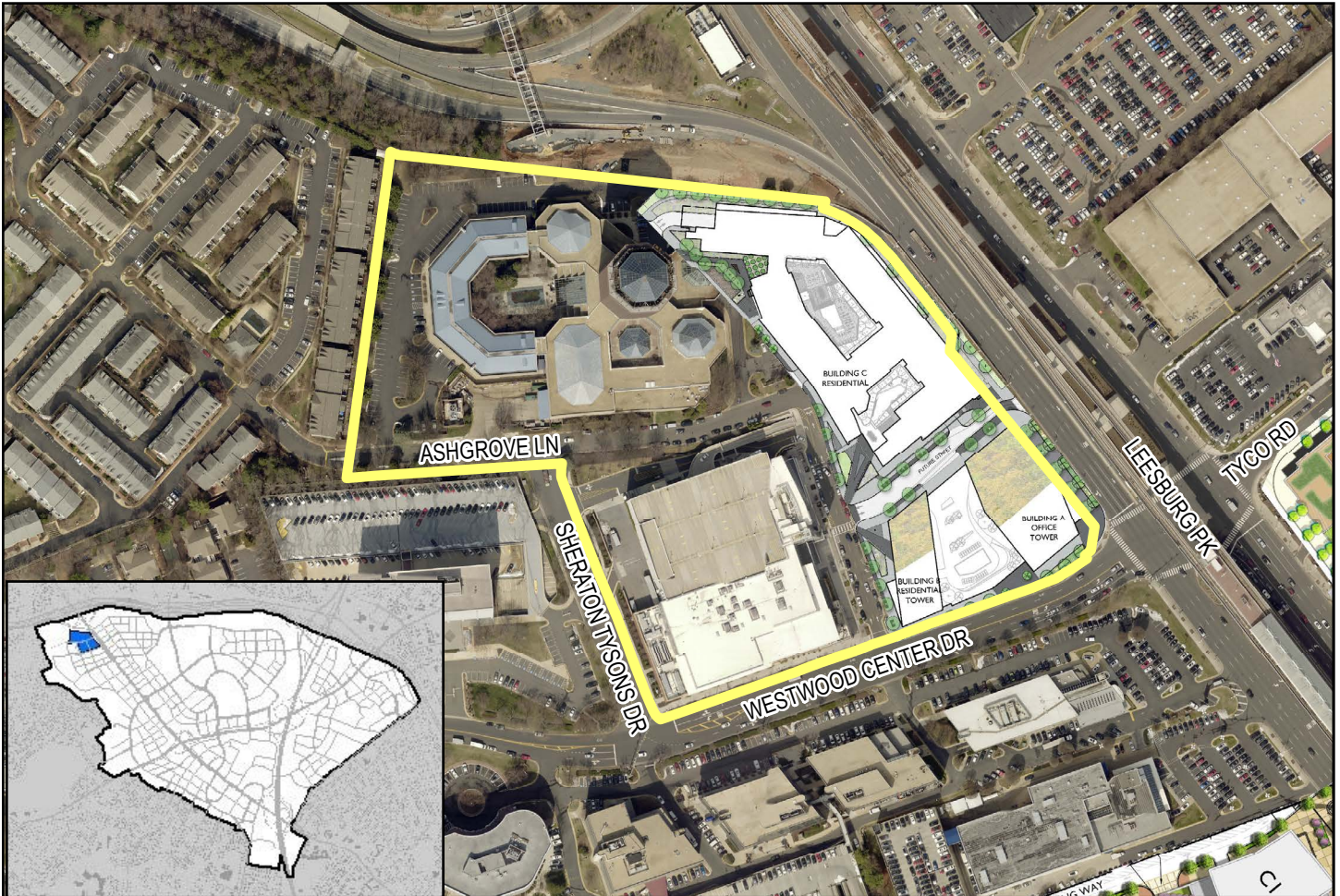
Site Plans

6279-SP-003.....approved 10/23/15 (Building C)
 6279-SP-005.....approved 5/29/2018

Site Area

16.02 acres

Development Overview



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

Population Estimate

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

Development Case Highlights

- 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
- Redevelopment will add a mix of uses that integrate with the existing uses, including three new buildings with residential, office and ground-floor retail uses
- Buildings will range in height from 78 to 225 feet
- Major transportation improvements include:
 - Accommodation of a potential ramp from the Dulles Toll Road
 - Contributions to the Tysons-wide and Tysons Grid of Streets funds
- Development will include nine at-grade public parks, a monetary contribution for an athletic field, and a monetary contribution to the FCPA for local improvements, and a monetary contribution to fund a Fairfax County Master Plan for the Arts
- Applicant provided approximately 3,500 square feet within Building A or B for up to 50 years to serve as a public art agency or another public/community use
- Site Plan 6279-SP-005 was approved, allowing for the interim development of four pop-up retail structures on the site

Current Development Activity

	Office	Retail	Residential		Hotel	Total
			GFA	DUs		
Under Construction						
	0	0	0	0	0	0
Delivered						
	0	0	0	0	0	0

Approved Land Use Summary

RZ 2011-HM-032

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
Approved by Site Plan, Not Under Construction								
	1	0	44,092	388,538	390	0	432,630	
Approved by FDP								
	3 ¹	28,768	203,373	400,000	400	430,820	1,062,961	
Approved by CDP³								
	5	408,768	253,373	700,000	669	430,820	1,796,461 ²	2.75

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 table

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

3 Includes two buildings that will remain: the existing hotel/conference center (Building E) and a retail building (Building D)

The Evolution

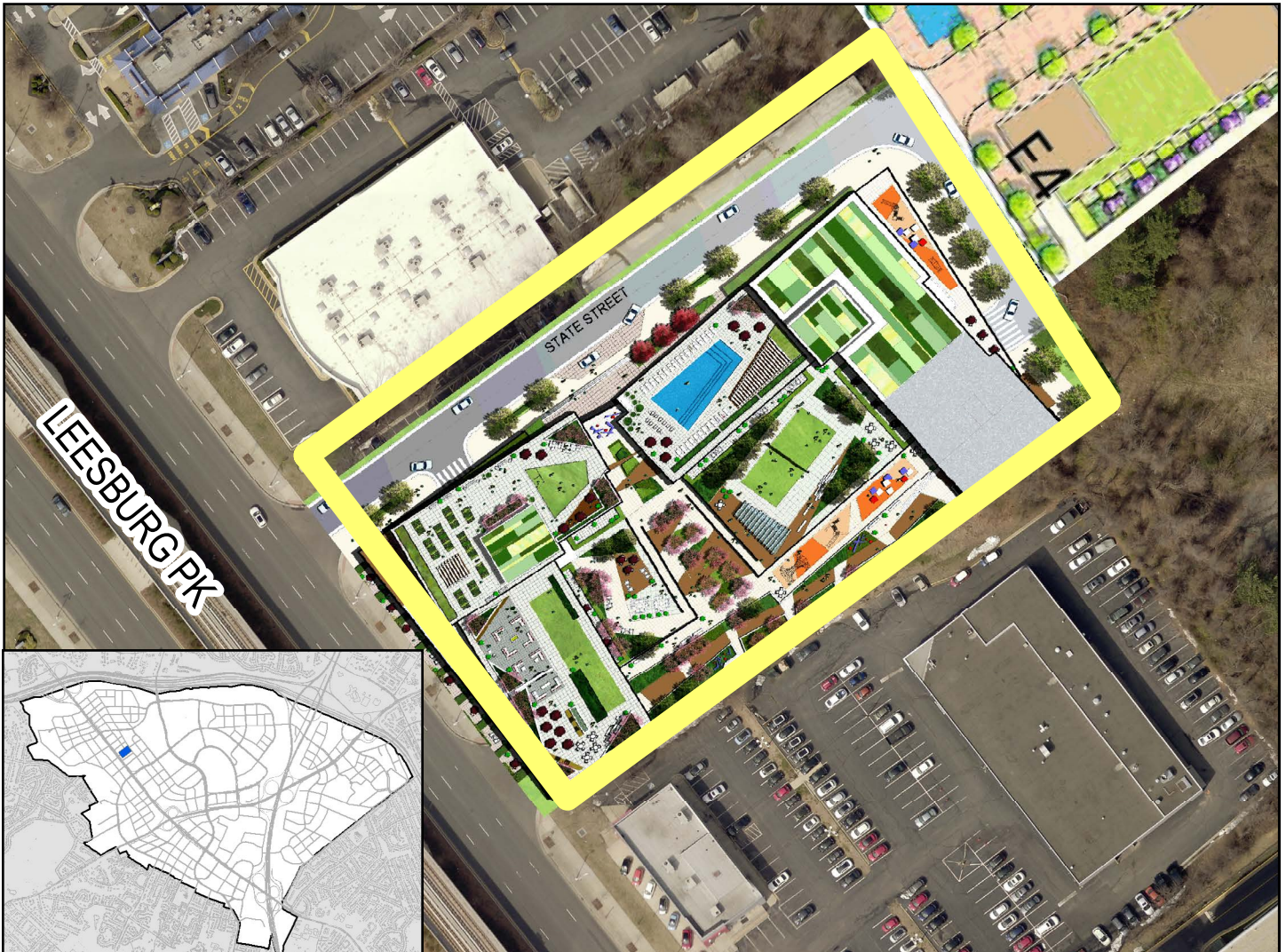
Zoning Applications

RZ 2017-PR-021.....under review

Site Area

2.99 acres

Development Overview



*Image depicted is from CDP - Illustrative Plan, dated July 5, 2017

Population Estimate

	Residents	Employees
Estimated Current	0	523
Estimated Proposed	2,450	0

Development Case Highlights

- Subject site is currently developed with a seven-story commercial building
- Application proposes a building that would accommodate 1,400 Workforce Dwelling Units (WDUs)

Current Development Activity

	Office	Retail	Residential		Hotel	Total
			GFA	DUs		
Under Construction						
	0	0	0	0	0	0
Delivered						
	0	0	0	0	0	0

Proposed Land Use Summary

RZ 2017-PR-021

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR	
				GFA	DUs				
Existing									
To Be Removed	1	156,884	0	0	0	0	156,884		
To Remain	0	0	0	0	0	0	0		
Approved by Site Plan, Not Under Construction									
	0	0	0	0	0	0	0		
Proposed by FDP									
	0	0	0	0	0	0	0		
Proposed by CDP									
	1	0	0	1,624,448	1,400	0	1,624,448		

The Piazza at Tysons

Zoning Applications

RZ 2019-PR-004.....under review

Site Area

5.24 acres

Development Overview



*Image depicted is from CDP - Illustrative Plan, dated March 1, 2019

Population Estimate

	Residents	Employees
Estimated Current	0	286
Estimated Proposed	1,969	2,638

Development Case Highlights

- Subject site is currently developed with a gas station and furniture store, both to be removed upon redevelopment.
- Application proposes three buildings with a mix of office, retail, hotel, residential, and civic use. The civic use proposed in this application is a community library.
- The central focal point of the application is an at-grade public “piazza,” or open space, in the center of the development.

Current Development Activity

	Office	Retail	Residential		Hotel	Total
			GFA	DUs		
Under Construction						
	0	0	0	0	0	0
Delivered						
	0	0	0	0	0	0

Proposed Land Use Summary

RZ 2019-PR-004

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
Existing								
To Be Removed	2	0	128,440	0	0	0	187,538	
To Remain	0	0	0	0	0	0	0	
Approved by Site Plan, Not Under Construction								
	0	0	0	0	0	0	0	
Proposed by FDP								
	0	0	0	0	0	0	0	
Proposed by CDP								
	0	675,000	91,000	930,000	1,125	250,000	1,946,000	8.5

North Spring Hill Station

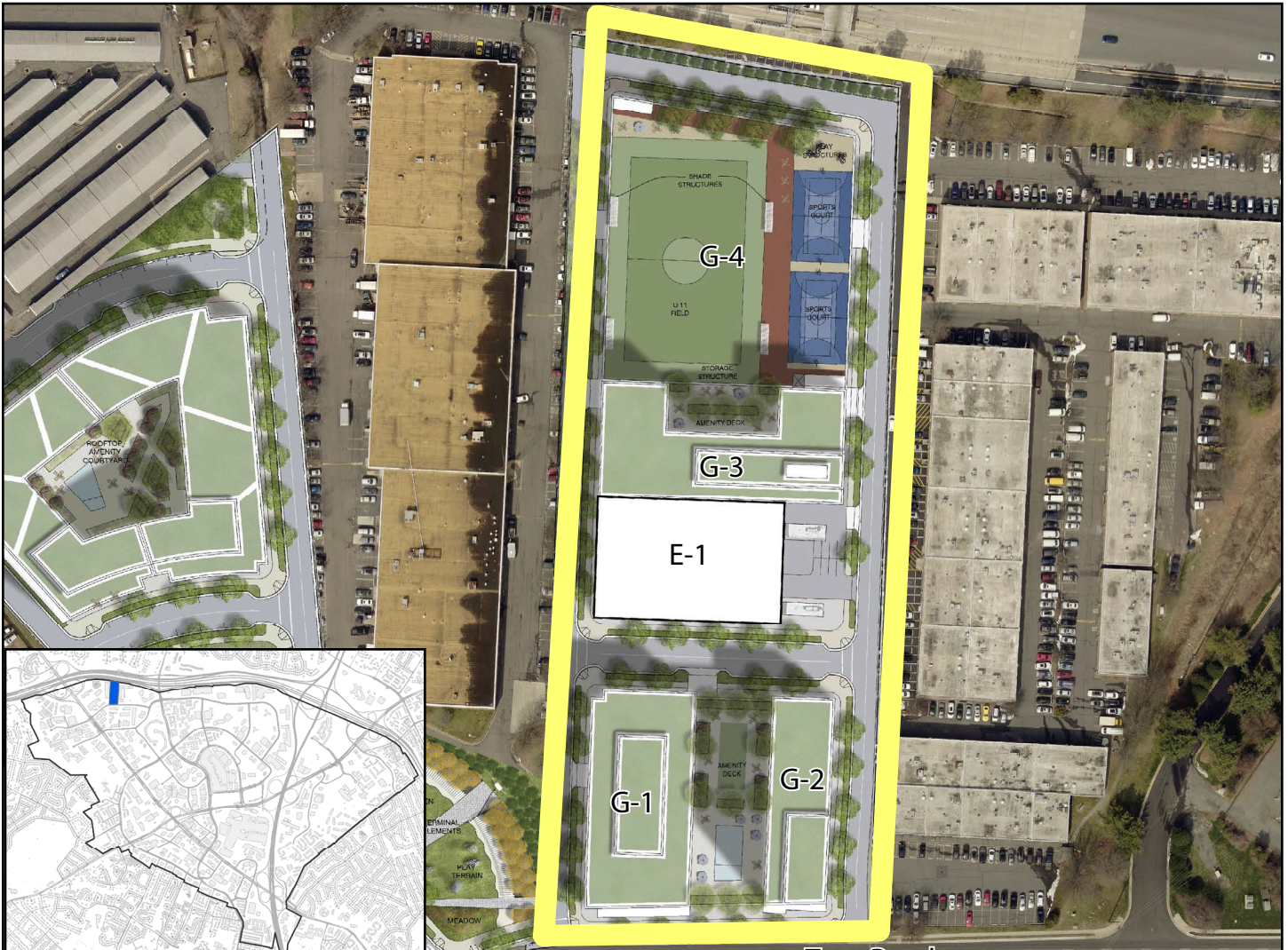
Zoning Applications

RZ 2018-PR-021.....under review

Site Area

7.08 acres

Development Overview



*Image depicted is from CDP - Illustrative Plan, dated July 12, 2019

Population Estimate

	Residents	Employees
Estimated Current	0	0
Estimated Proposed	1,313	1,608

Development Case Highlights

- Subject site is currently developed with two buildings, one of which is a telecommunications facility that will remain in place with redevelopment.
- Proposed application includes four new buildings (one existing and one to remain) with a mix of office, retail, residential, automobile sales and automotive service.
- A park will be located on top of Building G-4 and will include a U-11 soccer field, two additional sports courts, and public amenity areas.
- Transportation improvements include:
 - Contributions to the Tysons-wide and Tysons Grid of Streets funds
 - New grid streets

Current Development Activity

	Office	Retail	Residential		Hotel	Total
			GFA	DUs		
Under Construction						
	0	0	0	0	0	0
Delivered						
	0	0	0	0	0	0

Proposed Land Use Summary

RZ 2018-PR-021

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR	
				GFA	DUs				
Existing									
To Be Removed	1	0	0	0	0	0	147,930	4.05	
To Remain	1	0	0	0	0	0	24,000		
Approved by Site Plan, Not Under Construction									
	0	0	0	0	0	0	0		
Proposed by FDP									
	0	0	0	0	0	0	0		
Proposed by CDP									
	5	400,000	40,000	745,000	750	250,000	1,249,000		

West Spring Hill Station

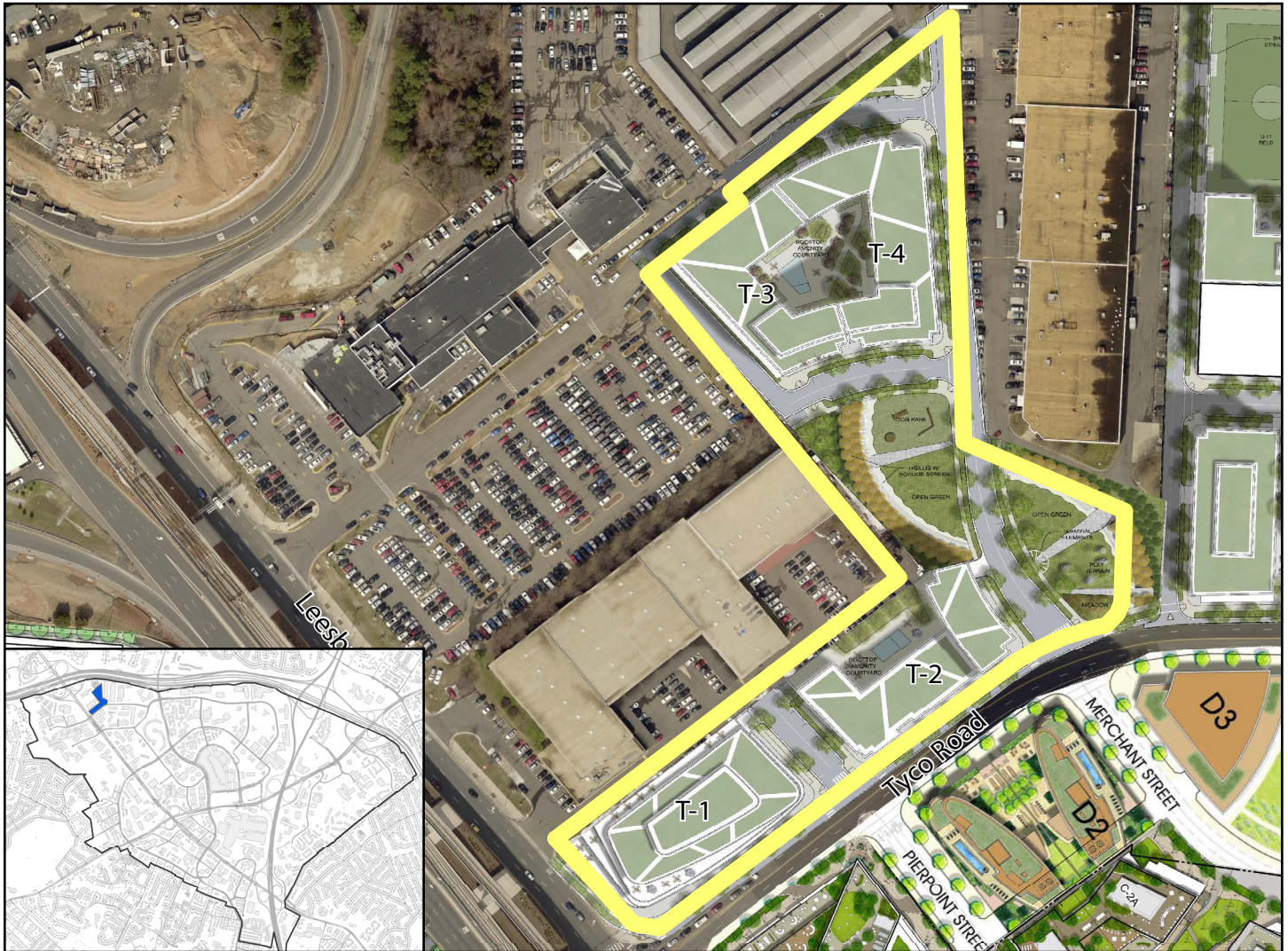
Zoning Applications

RZ 2018-PR-022.....under review

Site Area

7.32 acres

Development Overview



*Image depicted is from CDP - Illustrative Plan, dated July 12, 2019

Population Estimate

	Residents	Employees
Estimated Current	0	0
Estimated Proposed	1,861	2,760

Development Case Highlights

- Subject site is currently developed with three buildings, including automobile sales and servicing.
- Proposal includes the removal of the three existing buildings and the construction of four new buildings with a mix of office, residential, retail, and automobile sales.
- The redevelopment proposal includes two park spaces.
- Transportation improvements include:
 - Accommodation of a ramp to the Dulles Toll Road
 - Contributions to the Tysons-wide and Tysons Grid of Streets funds
 - New grid streets

Current Development Activity

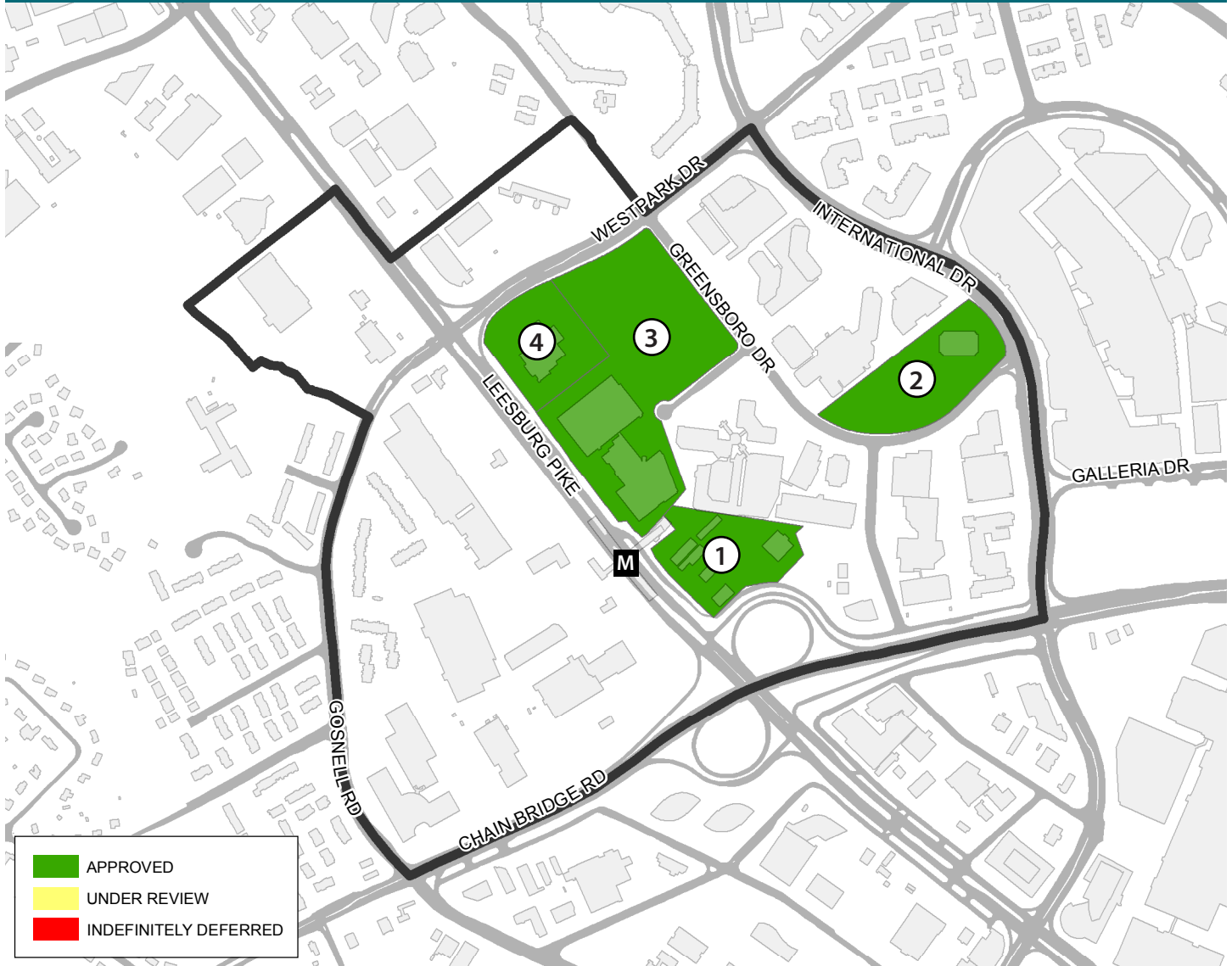
	Office	Retail	Residential		Hotel	Total
			GFA	DUs		
Under Construction						
	0	0	0	0	0	0
Delivered						
	0	0	0	0	0	0

Proposed Land Use Summary

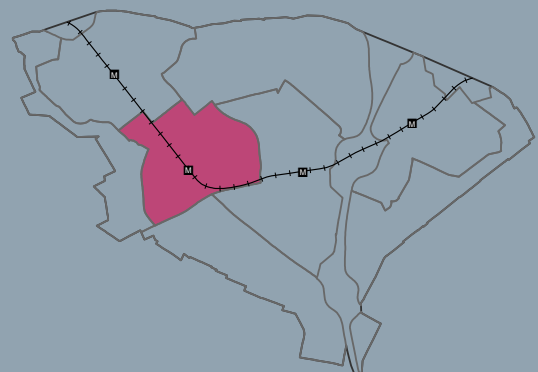
RZ 2018-PR-022

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR	
				GFA	DUs				
Existing									
To Be Removed	3	0	0	0	0	0	300,363	4.73	
To Remain	0	0	0	0	0	0	0		
Approved by Site Plan, Not Under Construction									
	0	0	0	0	0	0	0		
Proposed by FDP									
	0	0	0	0	0	0	0		
Proposed by CDP									
	4	798,000	45,000	1,065,000	1,063	0	1,508,000		

TYSONS CENTRAL 7 DISTRICT



- 1 - Tysons Central
- 2 - Greensboro Park Place
- 3 - The Boro
- 4 - Westpark Plaza



TYSONS CENTRAL 7 DISTRICT

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

	# of Buildings	Office	Retail	Residential		Hotel	Totals ¹
				GFA	DUs		
Implemented							
	3	429,223	167,185	393,702	398	0	990,110
Under Construction							
	4	81,996	160,074	861,516	710	0	1,103,586
Approved by Site Plan, Not Under Construction							
	0	0	0	0	0	0	0
Approved by FDP							
	18	2233414	423,999	2,568,438	2,379	0	5,240,851 ²
Approved by CDP							
Maximum of Employment Options	28	3,469,184	669,499	5,132,438	4,740	795,000	8,567,011 ³
Maximum of Residential Options	28	3,158,184	669,499	5,725,438	5,364	955,000	8,789,011 ³
Proposed by FDP							
	0	0	0	0	0	0	0
Proposed by CDP							
Maximum of Employment Options	0	0	0	0	0	0	0
Maximum of Residential Options	0	0	0	0	0	0	0
Total Proposed or Approved by CDP							
Maximum of Employment Options	28	3,469,184	674,799	5,132,438	4,740	955,000	8,567,011 ³
Maximum of Residential Options	28	3,158,184	674,799	5,725,438	5,634	955,000	8,789,011 ³

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 49,000 sq.ft. of public facility uses

Tysons Central

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
 PCA/CDPA 2011-PR-005...approved 5/2/2017
 (Building A)
 FDP 2011-PR-005-2.....approved 4/19/2017
 (Building A)
 RZ/FDP 2015-PR-017.....approved 5/2/2017
 (Building A)

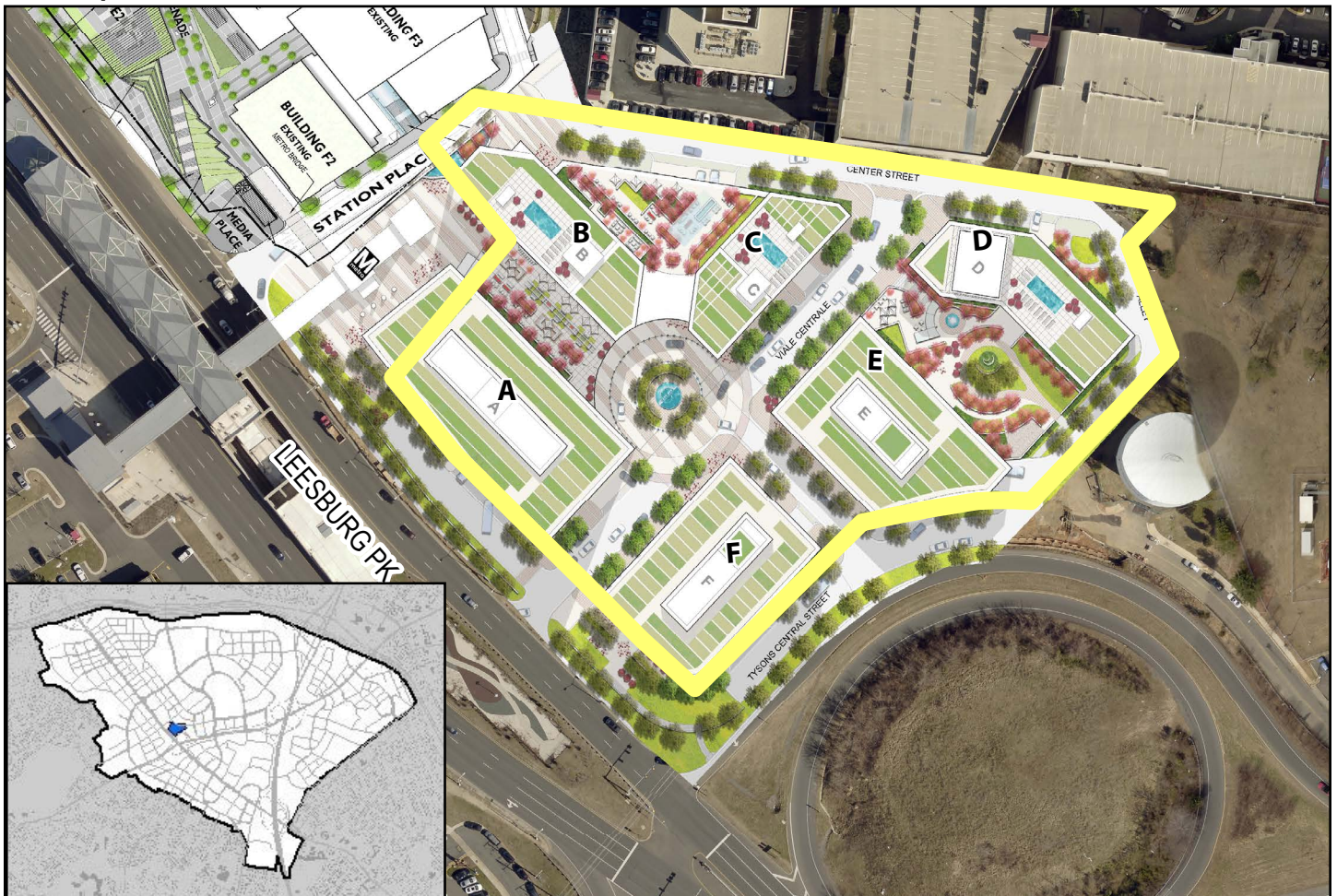
Site Plans

1682-SP-001.....approved 5/4/16 (Building F)
 1682-SP-002.....under review (Building A)
 25084-MSP-001.....approved 9/23/2014 (Interim
 Pop-up Retail)

Site Area

5.79 acres

Development Overview



*Image depicted is from CDPA - Illustrative Site Plan, dated November 12, 2015

Population Estimate

Maximum Employment Option (Option 1)

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

Maximum Residential Option (Option 2)

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

Development Case Highlights

- Approved rezoning seeks to redevelop site from low-density retail and commercial to high-density, transit-oriented development with a mix of office, hotel, residential, and retail uses
- Six buildings proposed with heights ranging from 75 to 400 feet
 - Major transportation improvements include:
 - Construction of Station Place
 - Extension of Central Street from Station Place to Pinnacle Drive
- Monetary contributions to the Tysons-wide and Tysons Grid of Streets funds
- Plan includes a mix of at-grade plazas and sky parks, including creation of a public plaza at the Greensboro Metro station, space for a university use or other public/community use for 50 years without rent
- PCA 2011-PR-005 and RZ/FDP 2015-PR-017 were submitted to modify certain aspects of Building A, including expanding the footprint of the building, increase office uses, decrease retail uses, and modify the sky park
- Site Plan 1682-SP-002 is currently under review for Building A

Current Development Activity

	Office	Retail	Residential		Hotel	Total
			GFA	DUs		
Under Construction						
	0	0	0	0	0	0
Delivered						
	0	0	0	0	0	0

Approved Land Use Summary

RZ 2015-PR-017

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
Approved by Site Plan, Not Under Construction								
	0	0	0	0	0	0	0	
Approved by FDP								
	2	365,000	52,000	394,000	414	0	811,000	
Approved by CDP								
Option 1- Office	6	631,000	173,000	848,000	885	155,000	1,821,500 ¹	7.17
Option 1 - Hotel	6	560,000	173,000	848,000	885	347,000	1,942,500 ¹	7.64
Option 2	6	320,000	173,000	1,441,000	1,509	155,000	2,043,500 ¹	8.04

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

Greensboro Park Place

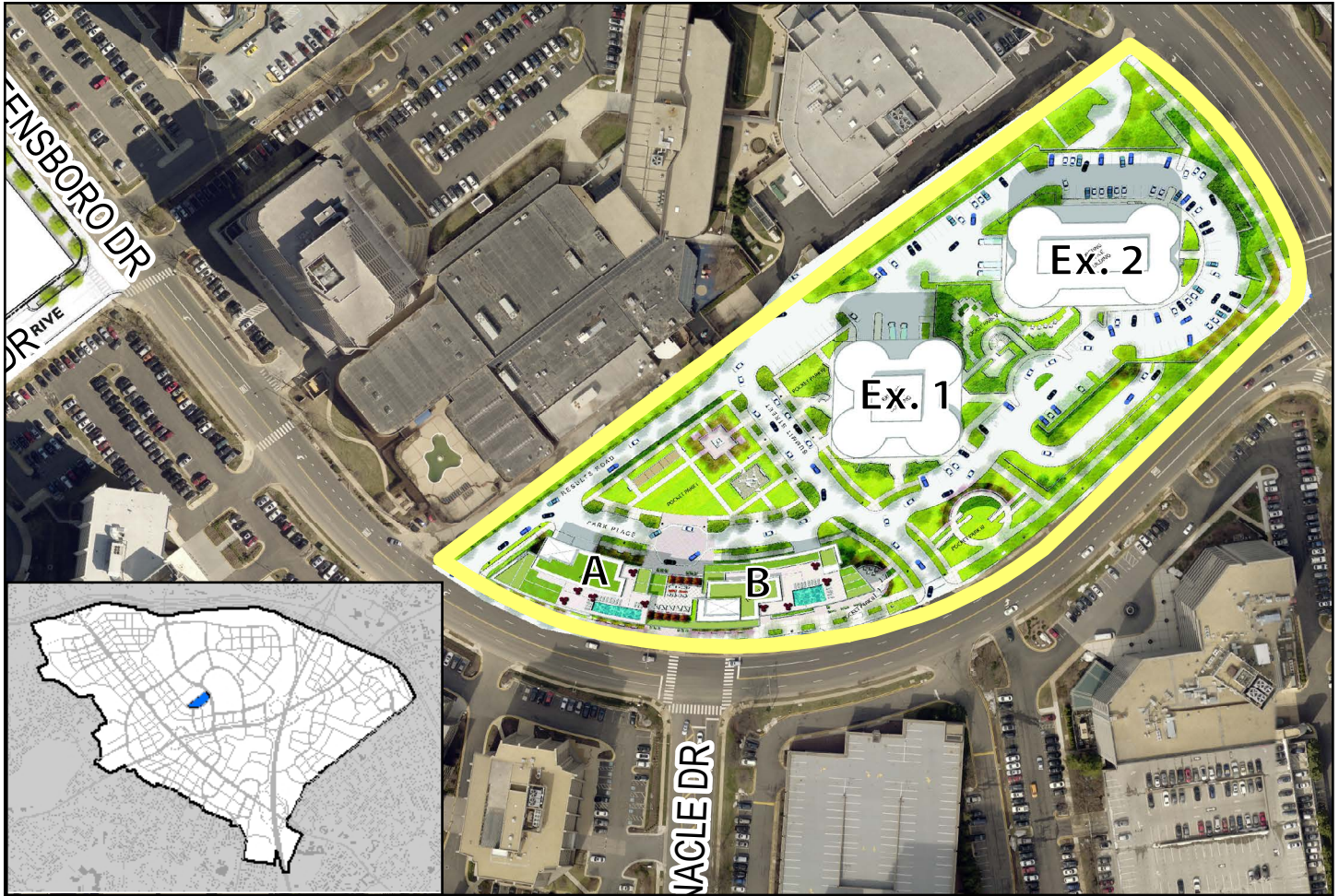
Zoning Applications

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

Site Area

6.98 acres

Development Overview



*Image depicted is from CDPA - Illustrative Plan - Ultimate, dated May 20, 2013

Population Estimate

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

Development Case Highlights

- Subject site is currently developed with two office buildings and surface parking
- Redevelopment will include two residential towers with ground-floor retail with maximum heights of 275 feet and 235 feet
- Towers will be built on the existing surface parking lot and existing buildings will be improved
- Transportation improvements include monetary contributions to the Tysons-wide and Tysons Grid of Streets funds and pedestrian connections to/from existing buildings
- The application includes a monetary contribution to an athletic field, several at-grade parks, and 3,000 square feet of indoor space in Tower B for use by the County for 50 years

Current Development Activity

	Office	Retail	Residential		Hotel	Total
			GFA	DUs		
Under Construction						
	0	0	0	0	0	0
Delivered						
	0	0	0	0	0	0

Approved Land Use Summary

RZ 2012-PR-002

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
Approved by Site Plan, Not Under Construction								
	0	0	0	0	0	0	0	
Approved by FDP								
	4	504,574	1,999	479,438	520	0	989,011 ¹	
Approved by CDP²								
	4	504,574	1,999	479,438	520	0	989,011 ¹	3.25

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

2 Includes two existing office buildings to remain

The Boro

Zoning Applications

RZ 2010-PR-022.....approved 1/12/2016
 FDP 2010-PR-022.....approved 10/7/2015
 (Blocks A & B)
 FDP 2010-PR-022-02.....approved 12/3/2015
 (Blocks C & F)
 PCA 2010-PR-022.....approved 10/18/2017
 PCA 2010-PR-022-02.....approved 6/19/2018
 CDPA 2010-PR-022.....approved 6/19/2018
 FDPA 2010-PR-022-02-01....approved 6/19/2018

SE 2017-PR-029.....approved 6/19/2018

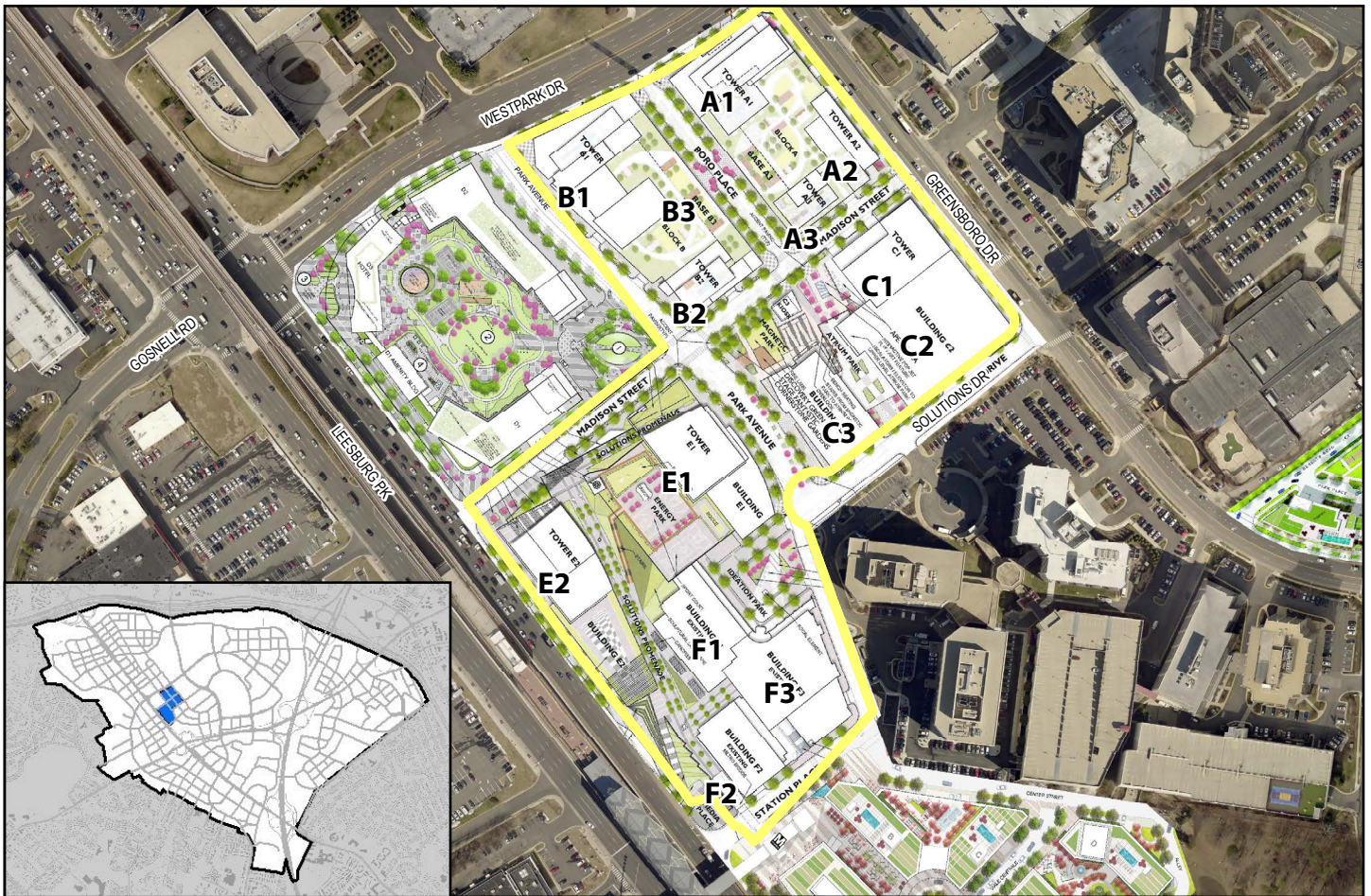
Site Plans

0826-SP-009.....approved (Block A & Building B3)
 0826-SP-010.....approved (Buildings C2 & C3)

Site Area

18.11 acres

Development Overview



*Image depicted is from CDP - Overall Illustrative, dated August 28, 2015

Population Estimate

	Residents	Employees
Estimated Current	0	1,986
Estimated Proposed	3,561	8,082

Development Case Highlights

- Three existing office buildings on the property will remain, and 12 additional buildings are approved that would include a mix of office, hotel, residential and supporting retail (including a movie theater and grocery stores)
- Building heights, aside from the park kiosk, will range from 50 to 400 feet
- Major transportation improvements include:
 - Several grid streets, including Park Avenue, a collector parallel to Greensboro Drive and Leesburg Pike
 - Tysons Circulator accommodations along Westpark Drive
 - Monetary contributions to the Tysons-wide fund, Tysons Grid of Street fund, and improvements on Route 7
- Seven on-site public parks, including four pocket parks and a promenade traversing Blocks E and F, and an off-site athletic field
- 19,000 square feet of space to accommodate a new library within Building E1 or E2

Current Development Activity

	Office	Retail	Residential		Hotel	Total
			GFA	DUs		
Under Construction						
Building A1	0	0	462,381	390	0	462,381
Building A2	0	0	237,423	170	0	237,423
Building A3 + Retail	0	97,804	161,712	150	0	259,516
Building B3 + B Retail	81,996	62,270	0	0	0	144,266
Delivered						
Building C2	0	135,569	0	0	0	135,569
Building C3	429,223	17,285	0	0	0	446,508

Approved Land Use Summary

RZ 2010-PR-022

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
Approved by Site Plan, Not Under Construction								
	0	0	0	0	0	0	0	
Approved by FDP								
	11	1,363,840	356,500	1,080,000	835	0	2,812,340	
Approved by CDP²								
	15	2,333,610	470,000	2,500,000	2,035	640,000	4,267,000 ³	5.33

1 Revised GFA for existing office uses to remain based on more accurate DTA data

2 Includes three existing office buildings to remain

3 The overall proposed maximum sq.ft. for the application area is less than the sum of the proposed land uses, and includes 17,000 sq.ft. of public uses

Westpark Plaza

Zoning Applications

RZ 2013-PR-009.....approved 11/18/2014
 FDP 2013-PR-009.....approved 10/23/2014

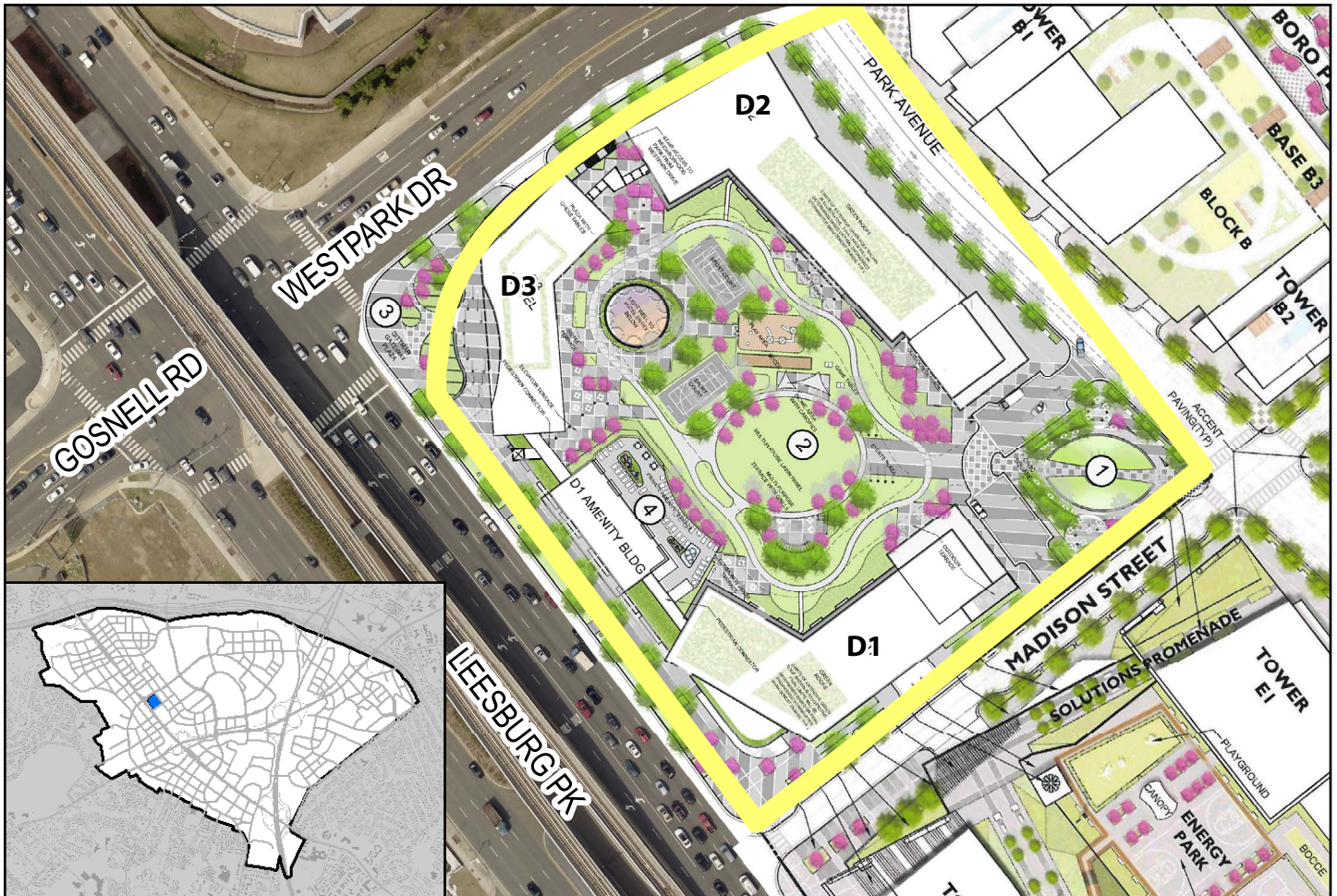
Site Plans

0826-SP-008-1 under review (Building D1)

Site Area

5.37 acres

Development Overview



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

Population Estimate

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

Development Case Highlights

- Site is currently developed with a nine-story office building and surface parking
- Approved redevelopment includes two new residential towers, a hotel, and retail
- Buildings heights would range from 140 to 270 feet
- Site will include a large park in the center of the development with an amphitheater, small sports field, bocce courts, play area and sports courts
- Major transportation improvements include:
 - Park Avenue, a new grid street running parallel to Greensboro Drive and Leesburg Pike
 - Tysons Circulator accommodations along Westpark Drive
 - Monetary contributions to the Tysons-wide and Tysons Grid of Streets funds
- Site Plan 0826-SP-008 for Building D1 is currently under review

Current Development Activity

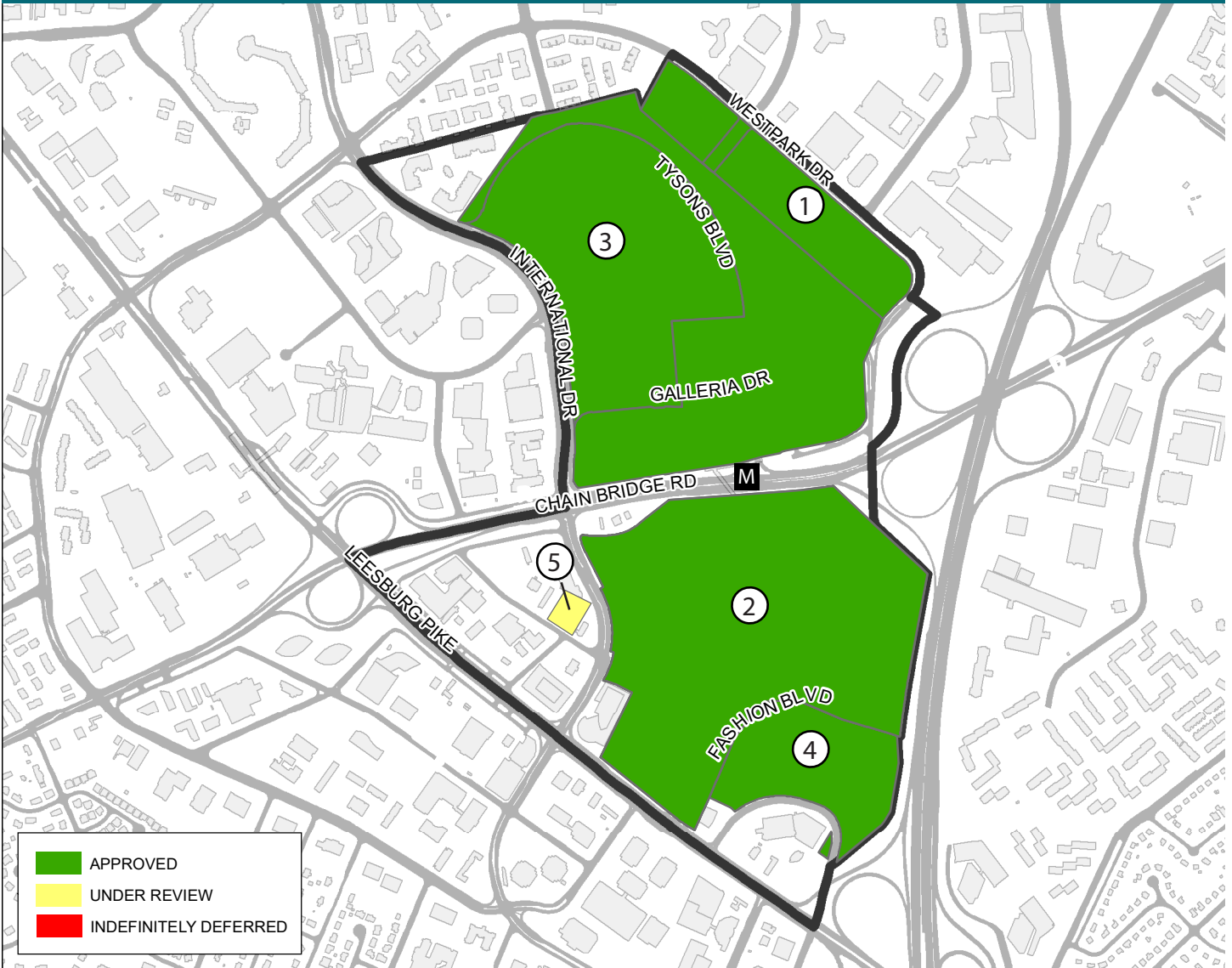
	Office	Retail	Residential		Hotel	Total
			GFA	DUs		
Under Construction						
	0	0	0	0	0	0
Delivered						
	0	0	0	0	0	0

Approved Land Use Summary

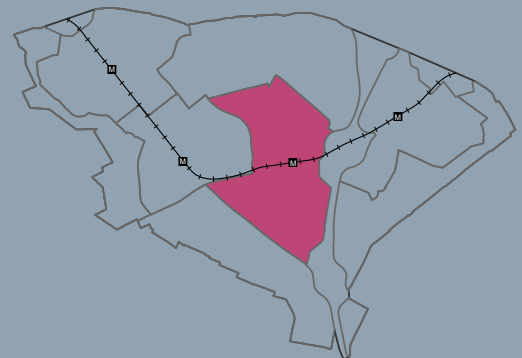
RZ 2013-PR-009

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
Approved by Site Plan, Not Under Construction								
	0	0	0	0	0	0	0	
Approved by FDP								
	1	0	13,500	615,000	610	0	628,500	
Approved by CDP								
	3	0	24,500	1,305,000	1,300	160,000	1,489,500	6.37

TYSONS CENTRAL 123 DISTRICT



- 1 - Arbor Row
- 2 - Tysons Corner Center
- 3 - Tysons II
- 4 - Towers Crescent
- 5 - JRs at Tysons



TYSONS CENTRAL 123 DISTRICT

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

	# of Buildings	Office	Retail	Residential		Hotel	Totals ¹
				GFA	DUs		
Implemented							
	6	997,589	45,250	1,009,075	890	262,913	2,314,827
Under Construction							
	1	0	5,222	197,572	102	0	202,794
Approved by Site Plan, Not Under Construction							
	1	198,740	198,740	1,260	0	0	200,000
Approved by FDP							
	41	7,125,097	3,809,531	4,821,861	4,313	2,474,144	18,230,633 ³
Approved by CDP							
Maximum of Employment Options	42	7,388,247	3,861,611	5,493,204	4,946	596,303	17,393,181 ³
Maximum of Residential Options	42	7,388,247	3,861,611	5,493,204	4,346	596,303	17,393,181 ³
Proposed by FDP							
	0	0	0				0
Proposed by CDP							
Maximum of Employment Options	1	0	3,917	282,083	244		286,000
Maximum of Residential Options	1	0	3,917	282,083	244		286,000
Total Proposed or Approved by CDP							
Maximum of Employment Options	43	7,388,247	3,865,528	5,775,287	5,190	596,303	17,679,181
Maximum of Residential Options	43	7,388,247	3,865,528	5,775,287	5,190	596,303	17,679,181

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 17,000 sq. ft. conference center associated with hotel use

3 Includes 25,000 sq.ft. conference center associated with hotel use

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.....approved 4/5/2016
 FDP 2011-PR-023-4.....approved 3/16/2016
 PCA/CDPA 2011-PR-023-02.....approved 6/25/19
 FDP 2011-PR-023-05.....approved 6/12/19

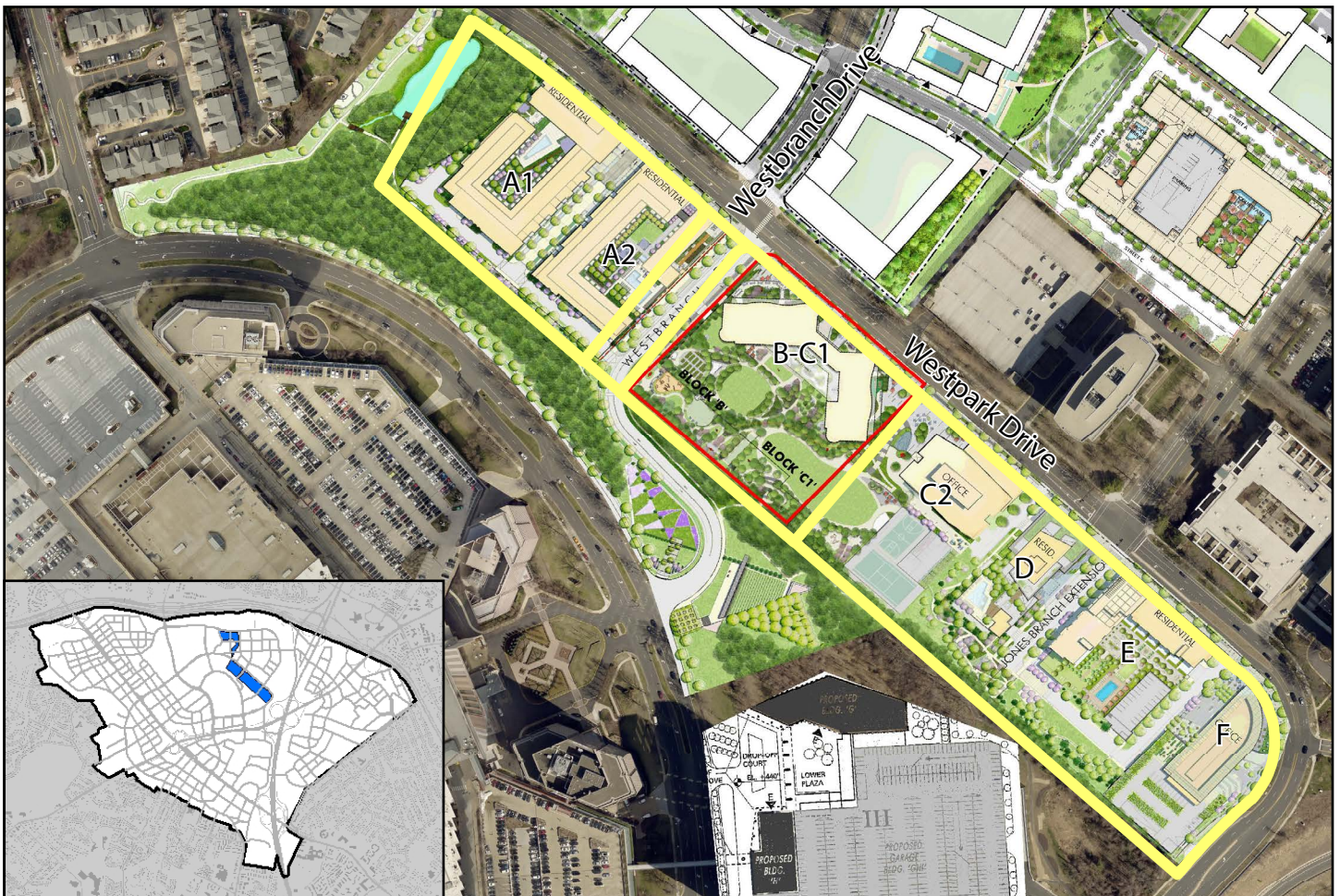
Site Plans

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)
 25530-SP-005.....approved 7/30/2018 (Building D)

Site Area

19.40 acres

Development Overview



*Image depicted is from PCA/CDPA - Illustrative Landscape Plan, dated May 14, 2019

Population Estimate

	Residents	Employees
Estimated Current	922	3,350
Estimated Proposed	2,300	1,650

Development Case Highlights

- Site will redevelop as a mixed-use development with office, hotel, residential and retail uses in up to eight buildings
- Building heights will range from 120 to 300 feet
- Transportation improvements include bike lanes and on-street parking on Westpark Drive and Westbranch Drive, as well as monetary contributions to the Tysons-wide and Tysons Grid of Streets funds
- Redevelopment will include a large urban plaza to create a focal point within the neighborhood and serve as an extension of a previously proffered park to the southwest
- An eight-acre offsite parcel along Jones Branch Drive was dedicated to Fairfax County for athletic fields and an elementary school, developed in 2015 to include a full-size rectangle field, a youth-sized interim field, on-site parking, seating areas and a small gazebo
- Applicant completed \$500,000 worth of stream restoration work in the Arbor Row Stream Valley in 2015
- PCA/CDPA 2011-PR-023-02 and FDP 2011-PR-023-005, approved in June 2019, changed Buildings B and C-1 from office to a development that will include independent living, assisted living, memory support services, and community space

Current Development Activity

	Office	Retail	Residential		Hotel	Total
			GFA	DUs		
Under Construction						
Building D	0	5,222	197,572	102	0	202,974
Delivered						
Nouvelle (Building E)	0	7,000	509,800	461	0	516,800

Proposed Land Use Summary

PCA/CDPA 2011-PR-023-02

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
Approved by Site Plan, Not Under Construction								
	1	198,740	23,184	0	0	0	200,000	
Proposed by FDP¹								
	0	0	0	0	0	0	0	
Approved by FDP								
	5	197,844	23,184	1,443,366	1,314	0	1,664,394	
Approved by CDP								
	7	460,994	50,942	2,021,809 ¹	1,914	0	2,610,451 ²	3.09

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

2 Includes medical care and community space uses

Tysons II

Zoning Applications

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

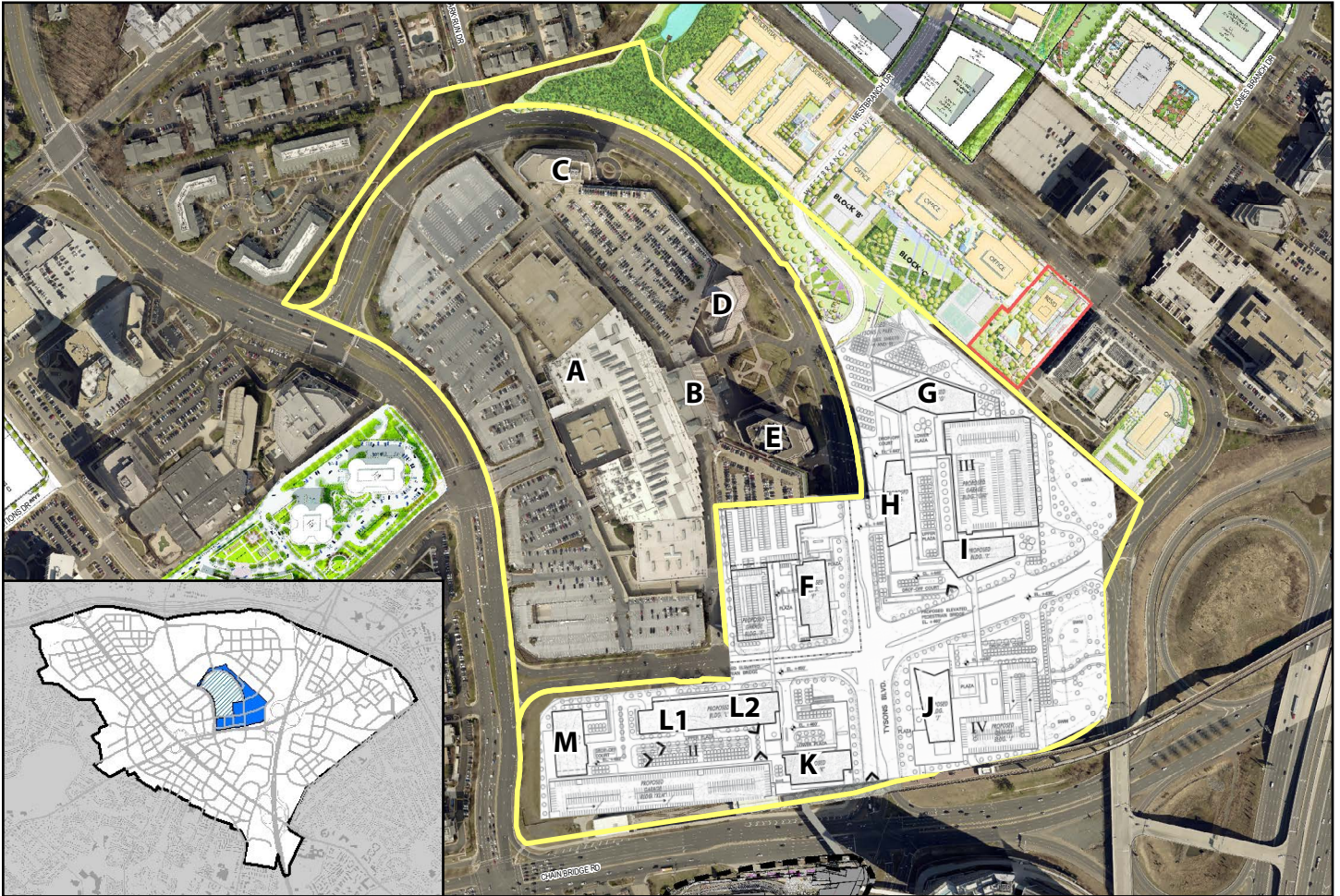
Site Plans

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)

Development Overview



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

Population Estimate

	Residents	Employees
Estimated Current	0	9,257
Estimated Proposed	945	18,307

Development Case Highlights

- Site is developed with the Tysons Galleria regional mall and several hotel and office buildings
- Approved plan permits the development of eight office, hotel and residential buildings in the vacant lots and surrounding the mall
- Development application includes the dedication of a park to the FCPA, annual contribution toward maintenance of park, and commitment to provide art within the plaza areas
- Transportation improvements include:
 - Monetary contributions to the Tysons Corner Road Fund (or improvements in-kind)
 - Dedication of land for the Metrorail station
 - Pedestrian connections to the Metrorail station and surrounding properties

Current Development Activity

	Office	Retail	Residential		Hotel	Total
			GFA	DUs		
Under Construction						
	0	0	0	0	0	0
Delivered						
1775 Tysons Blvd (Building H)	455,583	0	0	0	0	455,583

Approved Land Use Summary

PCA 84-D-049-5

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
Approved by Site Plan, Not Under Construction								
	0	0	0	0	0	0	0	
Approved by FDP								
	14	4,748,507 ²	998,555	772,154	540	350,390 ²	6,819,606	
Approved by CDP¹								
	14	4,748,507 ²	998,555	772,154	540	350,390 ²	6,819,606	1.47

1 Includes remaining buildings from original zoning (RZ 84-D-049)

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

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.....approved 10/6/2015
 CDPA/FDPA 2004-PR-044.....approved 10/6/2015

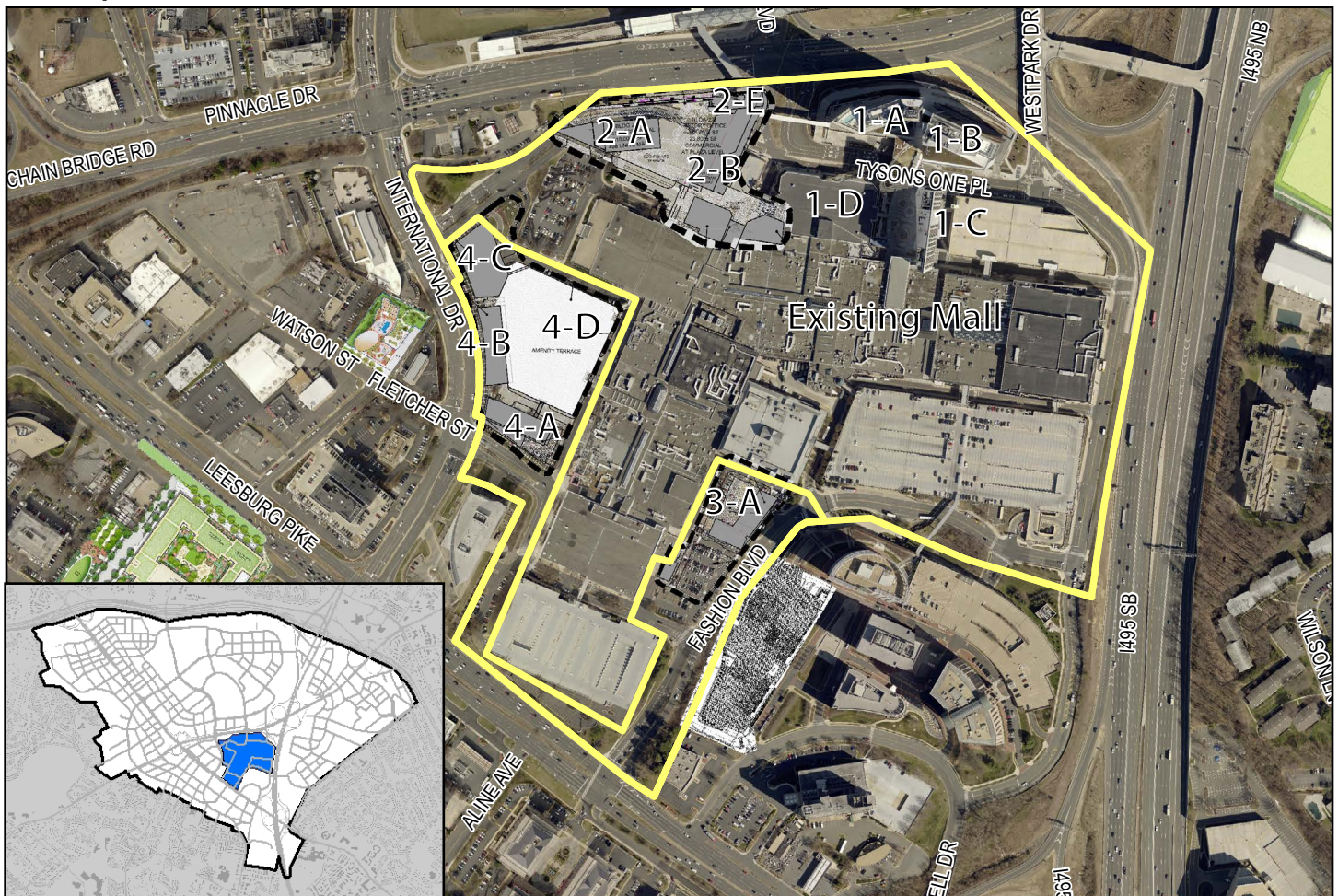
Site Plans

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 CDPA/FDPA - Overall & Phase Use Plan, dated June 5, 2015

Population Estimate

	Residents	Employees
Estimated Current	858	7,415
Estimated Proposed	2,753	10,379

Development Case Highlights

- Development added office, residential, and hotel uses with supporting retail to the area around the Tysons Corner Center mall, to be constructed in four phases
- Transportation improvements include:
 - Parking reductions and management
 - Accommodation of pedestrian bridges to surrounding developments off-site
 - Accommodation of bus transit plaza areas
 - Monetary contribution to the Tysons Transportation fund
- Application commits to provide 1,700 square feet of community space, numerous on-site public and semi-public park spaces, and a monetary contribution to support off-site recreational opportunities. An elevated, outdoor plaza was opened in 2014 and connects existing retail, Phase I buildings and the Tysons Corner Metrorail station

Current Development Activity

	Office	Retail	Residential		Hotel	Total
			GFA	DUs		
Under Construction						
	0	0	0	0	0	0
Delivered						
Tysons Tower (Building 1-B)	536,228	17,132	0	0	0	553,360
Vita (Building 1-A)	0	13,118	499,275	429	0	512,393
Hyatt Regency (Building 1-C)	0	8,000	0	0	262,913	270,913
Building 1-D	5,778	0	0	0	0	5,778

Approved Land Use Summary

PCA 2004-PR-044-02

	# of Buildings	Office	Retail	Residential		Hotel	Totals ³	FAR
				GFA	DUs			
Approved by Site Plan, Not Under Construction								
	0	0	0	0	0	0	0	
Approved by FDP¹								
	14	1,241,088	2,721,446	1,779,660	1,573	245,913	6,015,217 ²	
Approved by CDP¹								
	14	1,241,088	2,721,446	1,779,660	1,573	245,913	6,015,217 ²	1.76

1 Approved application totals reflect approved per rezoning and subsequent interpretations, as well as including the existing mall

2 Includes 25,000 sq. ft. of conference center associated with hotel use

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

Towers Crescent

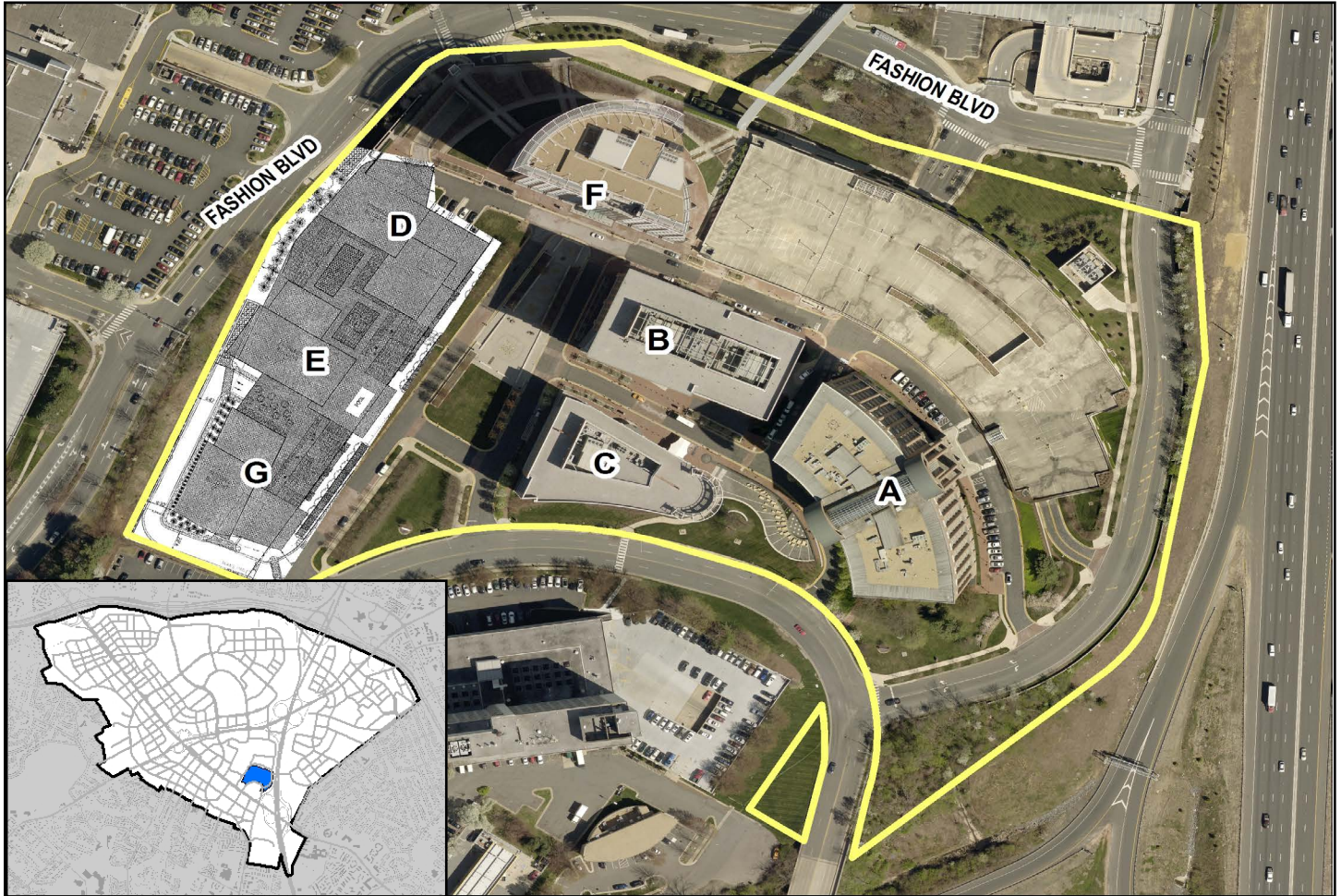
Zoning Applications

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

Population Estimate

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

Development Case Highlights

- Property is developed with four office buildings, which will remain, and approved for three new residential towers, connected via a shared podium that could include ground-floor retail
- Transportation improvements include a monetary contribution to the Tysons Transportation fund and participation in construction of several pedestrian bridges

Current Development Activity

	Office	Retail	Residential		Hotel	Total
			GFA	DUs		
Under Construction						
	0	0	0	0	0	0
Delivered						
	0	0	0	0	0	0

Approved Land Use Summary

RZ 2006-PR-028

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
Approved by Site Plan, Not Under Construction								
	0	0	0	0	0	0	0	
Approved by FDP¹								
	7 ²	937,658	90,668	919,581	919	0	1,947,907	
Approved by CDP¹								
	7 ²	937,658	90,668	919,581	919	0	1,947,907	2.48

1 Includes four existing office buildings to remain

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

JR's at Tysons

Zoning Applications

RZ 2018-PR-010.....under review

Site Area

1.10 acres

Development Overview



*Image depicted is from CDP - Open Space Plan, dated April 17, 2018

Population Estimate

	Residents	Employees
Estimated Current	0	18
Estimated Proposed	462	9

Development Case Highlights

- Property is developed with a restaurant that will be replaced with a residential building that will have up to 244 units and ground-floor retail
- Proposal includes public plazas and open space

Current Development Activity

	Office	Retail	Residential		Hotel	Total
			GFA	DUs		
Under Construction						
	0	0	0	0	0	0
Delivered						
	0	0	0	0	0	0

Proposed Land Use Summary

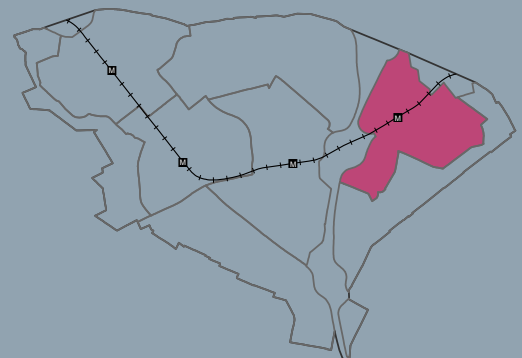
RZ 2018-PR-010

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
Approved by Site Plan, Not Under Construction								
	0	0	0	0	0	0	0	
Proposed by FDP								
	0	0	0	0	0	0	0	
Proposed by CDP								
	1	0	3,917	282,083	244	0	286,000	5.96

TYSONS EAST DISTRICT



- 1 - Capital One
- 2 - Scotts Run South
- 3 - Scotts Run North
- 4 - The Commons
- 5 - The Highland District
- 6 - MITRE
- 7 - One Tysons East/1690 Old Meadow Road



TYSONS EAST DISTRICT

The table below provides aggregated data on all approved and pending applications in the Tysons East District. All development information is reported in square footage proposed for each use, except that Residential Units are also reported as the total number of units approved/proposed.

	# of Buildings	Office	Retail	Residential		Hotel	Totals ¹
				GFA	DUs		
Implemented							
	5	1,269,410	17,708	475,694	425	0	2,100,812
Under Construction							
	5	899,980	162,056	196,250	140	211,600	1,679,586
Approved by Site Plan, Not Under Construction							
	0	0	0	0	0	0	0
Approved by FDP							
	25	3,812,281	311,763	2,934,694	2,716	802,178	7,640,827
Approved by CDP							
Maximum of Employment Options	57	9,684,390	482,149	8,640,530	7,875	1,112,574	19,704,643
Maximum of Residential Options	57	9,693,390	477,149	8,892,530	7,815	883,574	19,731,643
Proposed by FDP							
	1	270,161	120,000	0	0	0	282,161
Proposed by CDP							
Maximum of Employment Options	1	270,161	120,000	0	0	0	282,161
Maximum of Residential Options	1	270,161	120,000	0	0	0	282,161
Total Proposed or Approved by CDP							
Maximum of Employment Options	58	10,183,551	602,149	8,640,530	7,875	1,112,574	19,986,804
Maximum of Residential Options	58	9,963,551	597,149	8,892,530	7,815	883,574	20,013,804

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

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
 PCA/CDPA 2010-PR-021-02..approved 6/29/2017
 FDPA 2010-PR-021-02.....approved 7/11/2017

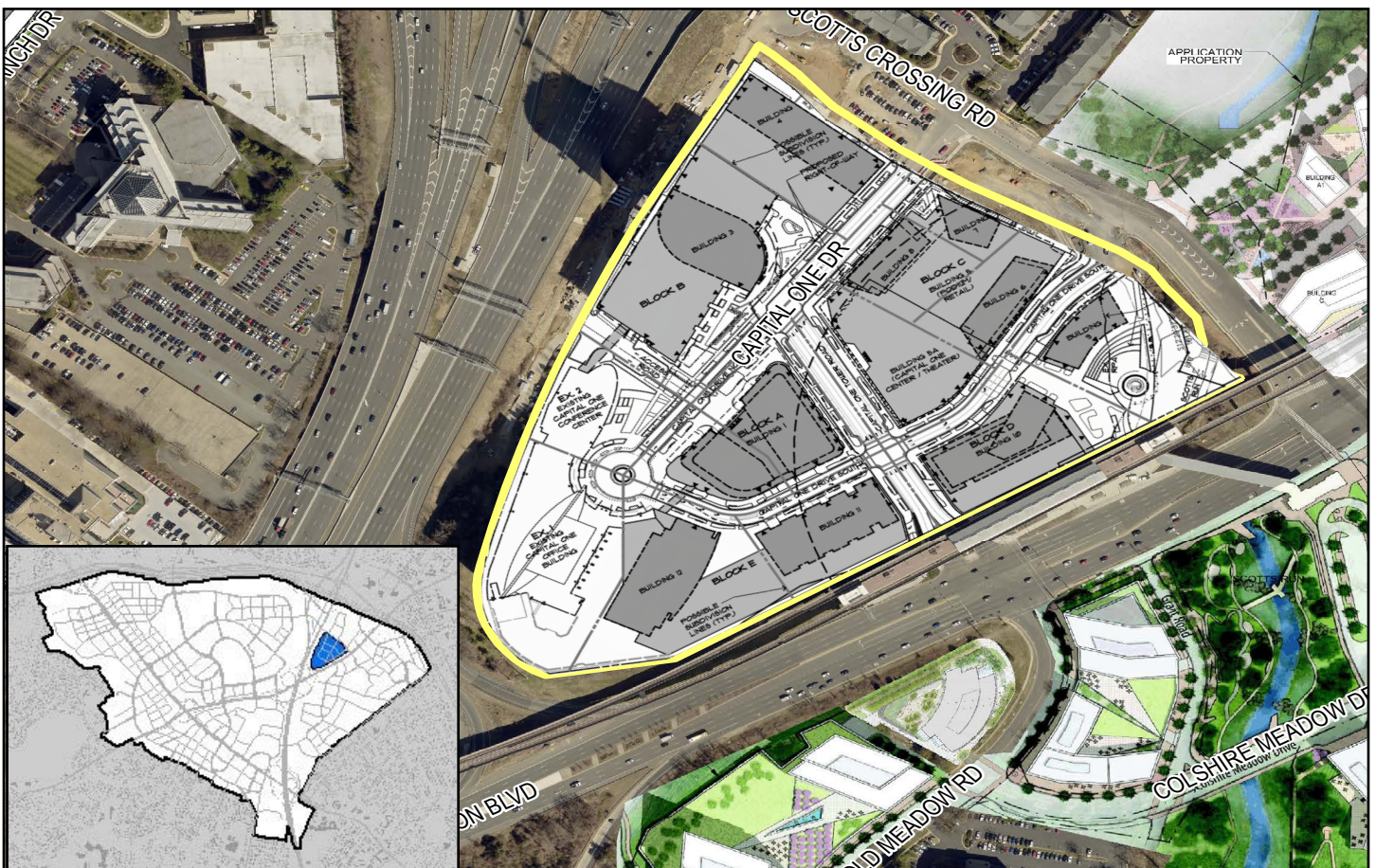
Site Plans

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)
 6835-SP-007.....approved 4/4/2018 (Block C)
 6835-SP-008.....approved 9/28/2018(Block A)

Site Area

26.22 acres

Development Overview



*Image depicted is from PCA/CDPA, dated March 31, 2017

Population Estimate

	Residents	Employees
Estimated Current	0	1,685
Estimated Proposed	2,186	11,680

Development Case Highlights

- Site is currently developed with the Capital One office campus, including an office building, conference center and freestanding garage
- Development is approved for retaining the existing office building and conference center, and to add 12 new buildings with office, hotel, retail, and residential uses
- Buildings will range in height from 60 to 470 feet
- Major transportation improvements include:
 - Dedication of right-of-way for the Jones Branch Connector
 - Contributions to implement the Superstreet concept along Route 123
 - Monetary contributions to the Tysons-wide and Tysons Grid of Streets funds

Current Development Activity

	Office	Retail	Residential		Hotel	Total
			GFA	DUs		
Under Construction						
Building 5 (Retail)	0	100,000	0	0	0	100,000
Building 5a (Theater)	0	0	0	0	0	105,800
Building 6	0	0	0	0	295,500	295,500
Block A	899,980	62,056	0	0	0	962,036
Delivered						
Building 3	929,410	17,708	0	0	0	947,118

Approved Land Use Summary

PCA 2010-PR-021-02

	# of Buildings	Office	Retail	Residential		Hotel	Totals ¹	FAR
				GFA	DUs			
Approved by Site Plan, Not Under Construction								
	0	0	0	0	0	0	0	
Approved by FDP²								
	11	2,259,529	200,708	922,000	845	665,374	3,832,611 ³	3.01
Approved by CDP²								
	15	3,187,719	252,629	1,322,000	1,230	665,374	5,512,722 ³	4.1

¹ Reflects proposed sq. ft., rather than maximum shown

² Includes two existing office buildings to remain (existing headquarters building and conference center)

³ Includes 125,000 sq. ft. 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
 PCA 92-P-001-10.....approved 4/9/2013
 FDP 2011-PR-011-3.....approved 11/19/2015
 FDP 2011-PR-011-4.....approved 1/26/2017
 PCA 2011-PR-011-2.....approved 5/1/2018
 FDP 2011-PR-011-05.....approved 7/12/2018

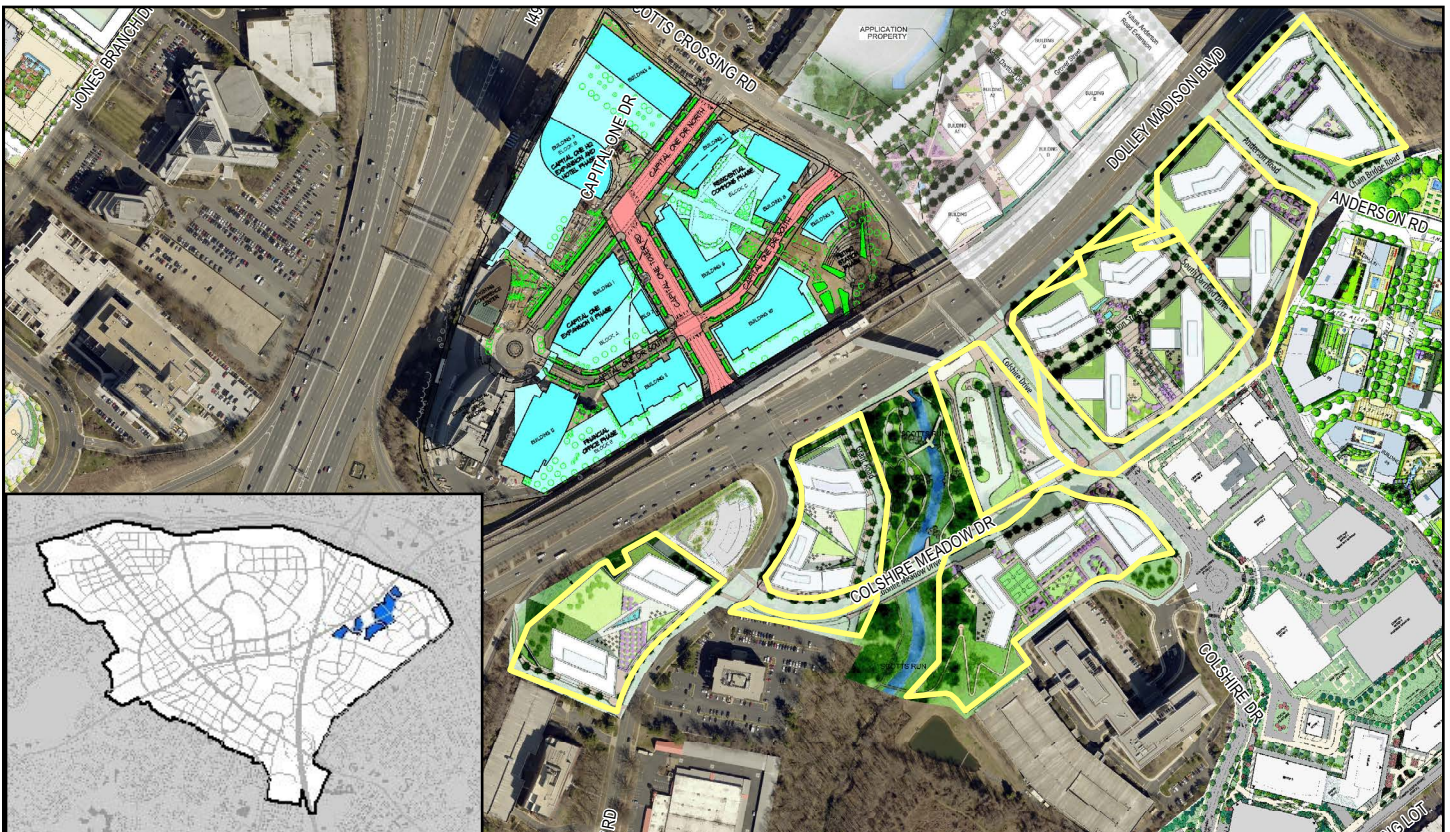
Site Plans

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)
 8293-SP-001.....under review (Block K/Archer Hotel)

Site Area

27.57 acres (010: 6.93 acres, 011: 20.64)

Development Overview



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

Population Estimate

	Residents	Employees
Estimated Current	0	2,001
Estimated Proposed	4,039	12,941

Development Case Highlights

- Site will be redeveloped to a higher density, transit-oriented, mixed-use development to include office, hotel, residential and retail uses in 17 buildings
- Buildings will range in height from 75 to 400 feet tall, the tallest being closest to the McLean Metrorail Station
- Major transportation improvements include:
 - Extension of Colshire Meadow Drive from its terminus with Colshire Drive to Anderson Road
 - Straightening a section of Colshire Drive
 - Design plans and funds for the “Superstreet” improvements to Route 123
 - Monetary contributions to the Tysons-wide and Tysons Grid of Street funds
- Several on-site parks are proposed, both at-grade and on top of structures, as well as the enhancement and restoration of portions of the Scotts Run Stream Valley Park
- Development will include the construction of the Tysons East Fire Station and an athletic field off of Old Meadow Road

Current Development Activity

	Office	Retail	Residential		Hotel	Total
			GFA	DUs		
Under Construction						
	0	0	0	0	0	0
Delivered						
Haden (Garfield A)	0	0	227,352	203	0	227,352
Haden (Garfield B)	0	0	248,342	222	0	248,342

Approved Land Use Summary

RZ 2011-PR-010/011

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
Approved by Site Plan, Not Under Construction								
	0	0	0	0	0	0	0	
Proposed by FDP								
	0	0	0	0	0	0	0	
Approved by FDP²								
	6	213,000	99,055	989,694	900	136,804	1,438,464	
Approved by CDP³								
	16	3,398,210	143,520	2,597,130	1,917	218,200	6,357,060	5.00

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

2 Does not include 2 Interim retail buildings approved in FDP 2011-PR-001-4, totaling 6,900 sq. ft.

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

Scotts Run Station North

Zoning Applications

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

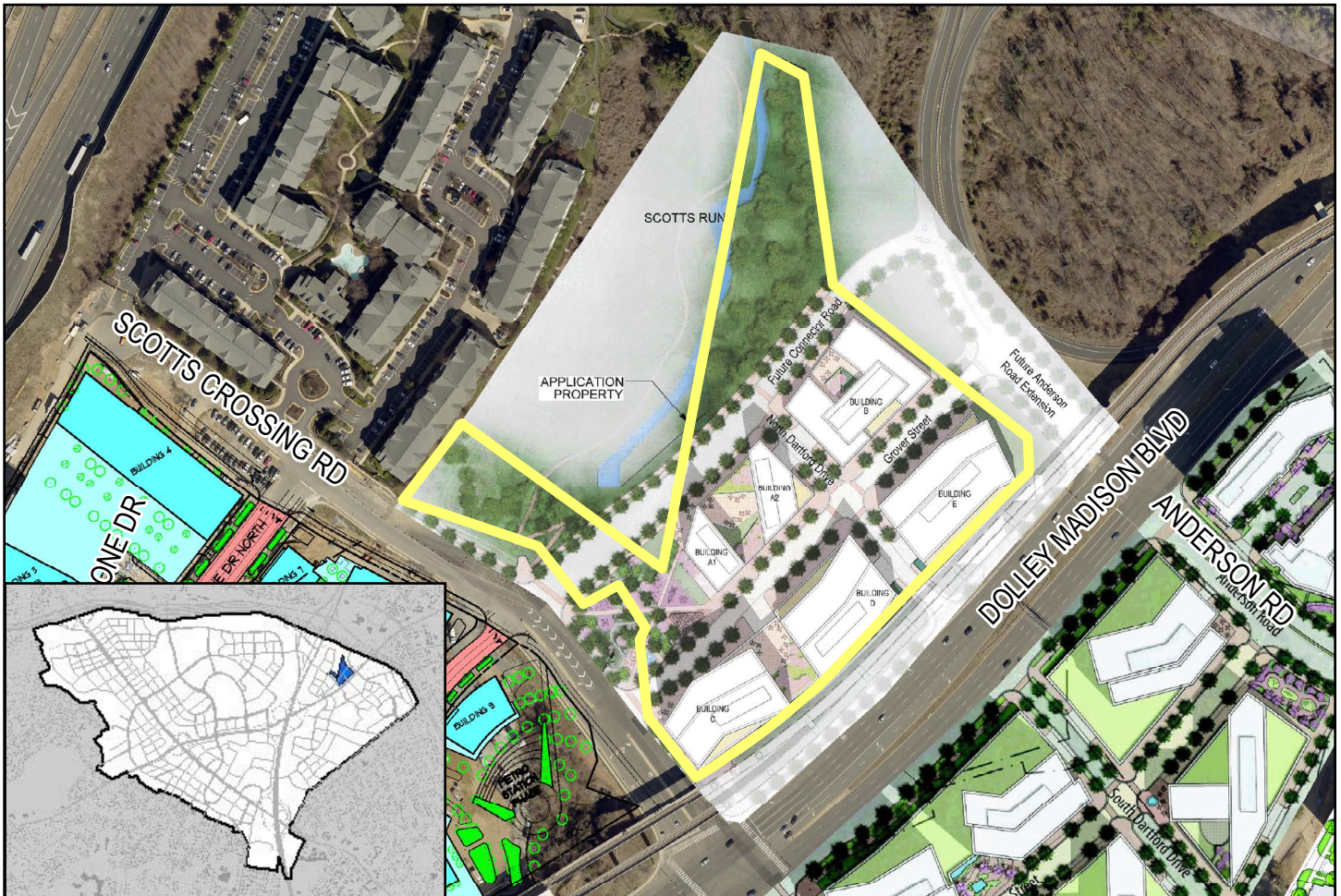
Site Plans

7788-MSP-00...approved 6/27/2013 (Interim Parking Lot)

Site Area

9.40 acres

Development Overview



*Image depicted is from CDP Illustrative Plan, dated April 3, 2015

Population Estimate

Maximum Employment Option (Base Option)

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

Maximum Residential Option (Option A/B)

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

Development Case Highlights

- Site is currently developed with a surface parking lot for Metrorail commuters
- Redevelopment will include a high-density, transit-oriented, mixed-use development including residential and office uses with ground floor retail within six buildings
- Building heights will 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 will include a mixture of small plazas along the internal boulevard and Frances Park

Current Development Activity

	Office	Retail	Residential		Hotel	Total
			GFA	DUs		
Under Construction						
	0	0	0	0	0	0
Delivered						
	0	0	0	0	0	0

Approved Land Use Summary

RZ 2011-PR-009

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
Approved by Site Plan, Not Under Construction								
	0	0	0	0	0	0	0	
Approved by FDP								
	0	0	0	0	0	0	0	
Approved by CDP								
Base Option	5	954,000	49,000	497,000	467	0	1,500,000	2.96
Hotel Option	5	725,000	49,000	497,000	467	229,000	1,500,000	2.96
A/B Option	5	954,000	49,000	497,000	497	0	1,500,000	2.96

The Commons

Zoning Applications

RZ 2011-PR-017.....approved 6/4/2013
 FDP 2011-PR-017.....approved 5/9/2013
 FDPA 2011-PR-017.....approved 12/7/2017

Site Plans

3797-SP-002.....approved 1/20/2016 (The Kingston - Building 1)

Site Area

20.96 acres

Development Overview



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

Population Estimate

	Residents	Employees
Estimated Current	576	0
Estimated Proposed	4,499	0

Development Case Highlights

- Site was previously developed with 13 low-rise garden apartment buildings known as The Commons
- Redevelopment will include seven high-rise residential buildings ranging in height from 75 to 240 feet
- Major transportation improvements include:
 - Extension of Colshire Meadow Drive to Anderson Road
 - Improvements to the Old Chain Bridge Road/Anderson Road/Colshire Meadow Drive intersection
 - Funds for the “Superstreet” improvements along Route 123
 - Monetary contributions to the Tysons-wide and Tysons Grid of Street funds
- On-site parks will include pocket parks, rooftop recreational amenities, and two major parks (Anderson Park and Goodman Field)

Current Development Activity

	Office	Retail	Residential		Hotel	Total
			GFA	DUs		
Under Construction						
	0	0	0	0	0	0
Delivered						
The Kingston (Building 1)	0	0	338,000	319	0	338,000

Approved Land Use Summary

RZ 2011-PR-017

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
Approved by Site Plan, Not Under Construction								
	0	0	0	0		0	0	
Approved by FDP								
	1	0	0	338,000	331	0	338,000	
Approved by CDP								
	7	0	0 ¹	2,622,400 ¹	2,571	0	2,622,400	2.87

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

MITRE

Zoning Applications

FDP 2011-PR-11-2.....approved 4/3/2013
 RZ 2010-PR-023.....approved 2/20/2018
 FDP 2010-PR-023.....approved 2/20/2018
 PCA 2011-PR-011.....approved 2/20/2018
 SE 2010-PR-034.....approved 2/20/2018

Site Plans

3538-SP-003.....approved 3/19/2013 (MITRE 4)
 1702-SP-010-1.....under review (MITRE 5)

Site Area

22.5 acres

Development Overview



*Image depicted is from CDP - Overall Landscape Plan, dated January 22, 2018

Population Estimate

	Residents	Employees
Estimated Current	0	1,482
Estimated Proposed	0	5,679

Development Case Highlights

- Redevelopment to an existing office campus will include retaining three existing office buildings and two freestanding garages, removing and reconstructing one office building, and adding five new office buildings and one freestanding parking garage
- Transportation improvements include:
 - New grid streets (MITRE Plaza West, MITRE Plaza East, Commons South Street, and portions of Lincoln Street and Dartford Drive)
 - Monetary contributions to the Tysons-wide and Tysons Grid of Streets funds
 - Monetary contribution to the implementation of the “Superstreet” concept on Route 123
 - Monetary contribution to the Route 7 and Magarity Road interchange
- On-site parks are located throughout the development, and a monetary contribution toward an athletic field

Current Development Activity

			Residential			
	Office	Retail	GFA	DUs	Hotel	Total
Under Construction						
	0	0	0	0	0	0
Delivered						
MITRE 4	340,000	0	0	0	0	340,000

Approved Land Use Summary

RZ 2010-PR-023

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
Approved by Site Plan, Not Under Construction								
	0	0	0	0	0	0	0	
Approved by FDP¹								
	4	1,339,752	0	0	0	0	1,339,752	
Approved by CDP²								
	8	2,153,461	0	0	0	0	2,153,461 ³	2.19

1 Includes implemented MITRE 4 and existing MITRE 1, 2, and 3

2 Includes implemented MITRE 4 and existing MITRE 2 and 3

3 Total includes 3,000 sq. ft. utility/mechanical buildings

The Highland District

Zoning Applications

RZ 2014-PR-021.....approved 7/12/16
 FDP 2014-PR-021.....approved 6/29/16
 FDP 2014-PR-021-02.....approved 6/29/16
 PCA 92-P-001-12.....approved 7/12/16

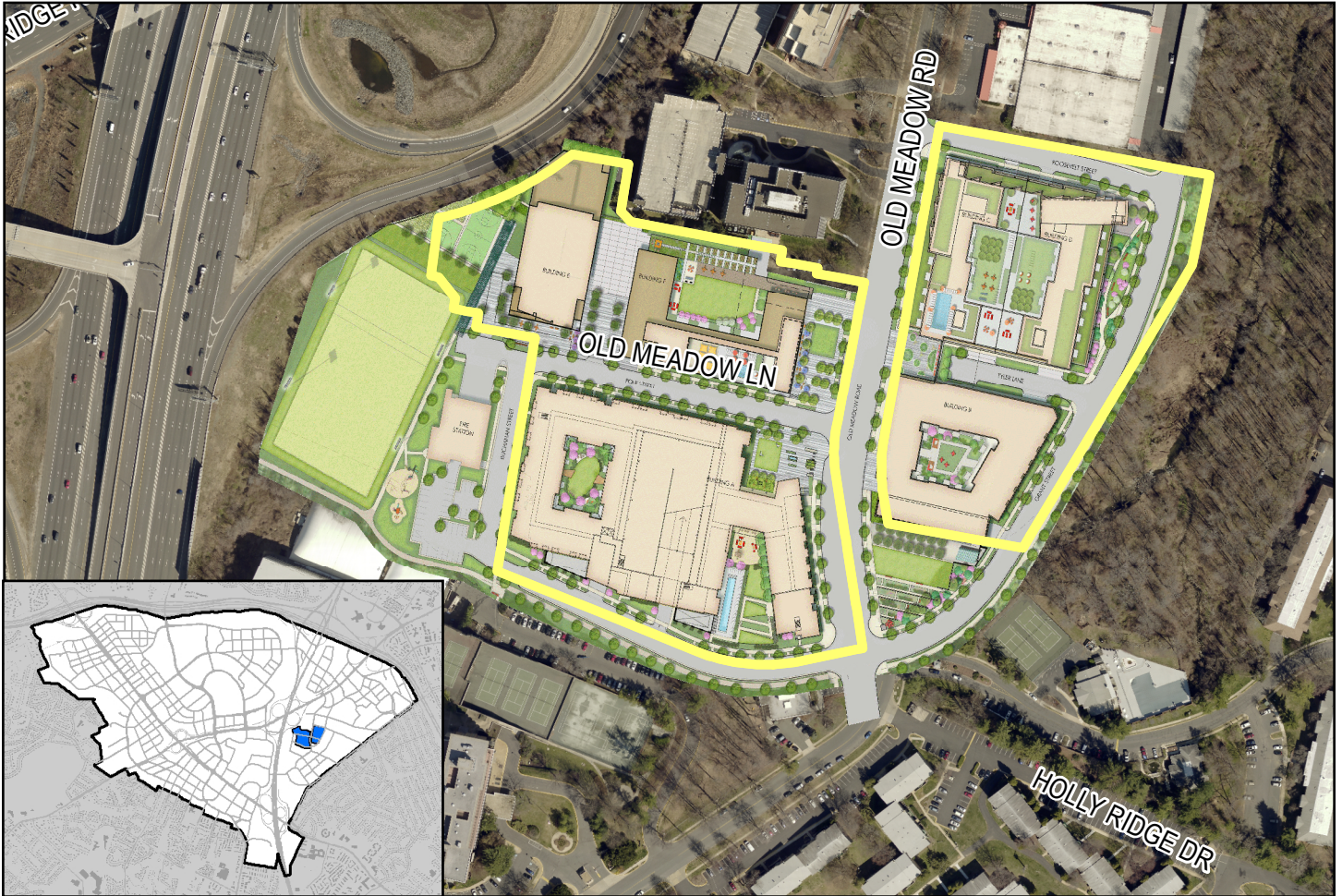
Site Plans

7788-SP-004.....approved 4/2/2019 (Building B)
 7788-SP-005.....under review (Building A)

Site Area

16.74 acres

Development Overview



*Image depicted is from CDP - Overall Landscape Plan, dated June 6, 2016

Population Estimate

	Residents	Employees
Estimated Current	0	1,121
Estimated Proposed	2,958	816

Development Case Highlights

- Site will redevelop current five low-rise office buildings with five or six new residential buildings and supporting retail
- Building heights will range from 105 to 240 feet
- Major transportation improvements include Old Meadow Road improvements and additional local grid connections
- A total of eight on- and off-site public parks are proposed across the development, as well as an expansion of the adjacent athletic field to a full-size field

Current Development Activity

			Residential			
	Office	Retail	GFA	DUs	Hotel	Total
Under Construction						
	1	0	196,250	140	0	196,250
Delivered						
	0	0	0	0	0	0

Approved Land Use Summary

RZ 2014-PR-021

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
Approved by Site Plan, Not Under Construction								
	0	0	0	0	0	0	0	
Approved by FDP								
	2	0	12,000	685,000	640	0	692,000	
Approved by CDP								
Option 1	6	220,000	37,000	1,602,000	1,690	0	1,859,000	2.55
Option 2	6	0	32,000	1,854,000	1,600	0	1,886,000	2.59

1690 Old Meadow Road

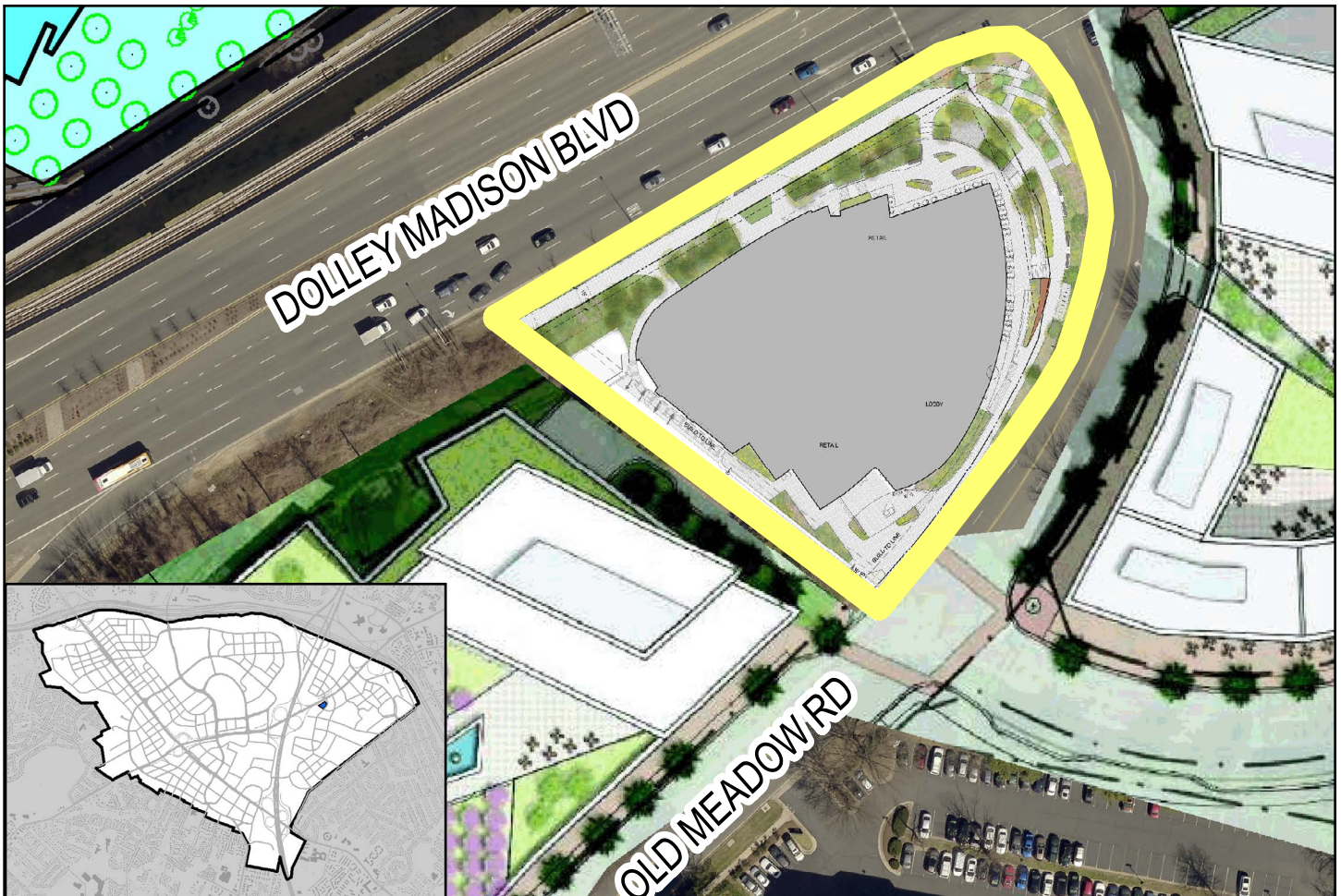
Zoning Applications

RZ/FDP 2015-PR-014.....indefinitely deferred
SE 2015-PR-029.....indefinitely deferred

Site Area

1.29 acres

Development Overview



*Image depicted is from CDP , Landscape Site Plan - Phase Two, dated February 7, 2018

Population Estimate

	Residents	Employees
Estimated Current	0	43
Estimated Proposed	0	928

Development Case Highlights

- Site is currently developed with a two-story brick structure, and proposed redevelopment includes a single office tower with ground-floor retail
- Proposed building height is 225 feet

Current Development Activity

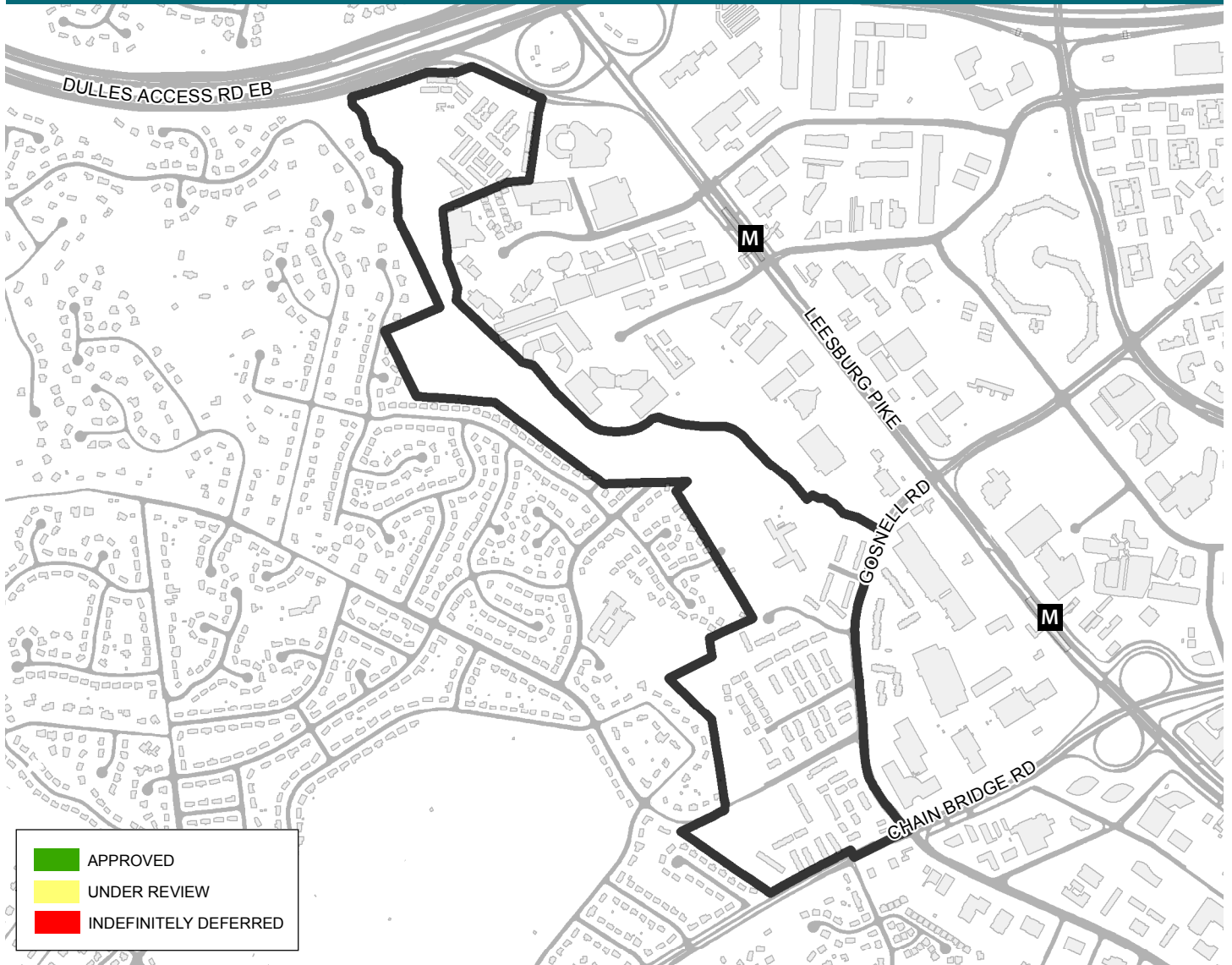
	Office	Retail	Residential		Hotel	Total
	Office	Retail	GFA	DUs	Hotel	Total
Under Construction						
	0	0	0	0	0	0
Delivered						
	0	0	0	0	0	0

Proposed Land Use Summary

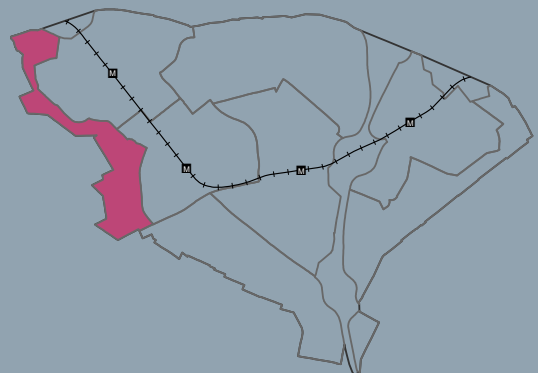
RZ 2014-PR-014

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
Approved by Site Plan, Not Under Construction								
	0	0	0	0	0	0	0	
Proposed by FDP								
	1	270,161	12,000	0	0	0	282,161	
Proposed by CDP								
	1	270,161	12,000	0	0	0	282,161	4.81

WEST SIDE DISTRICT



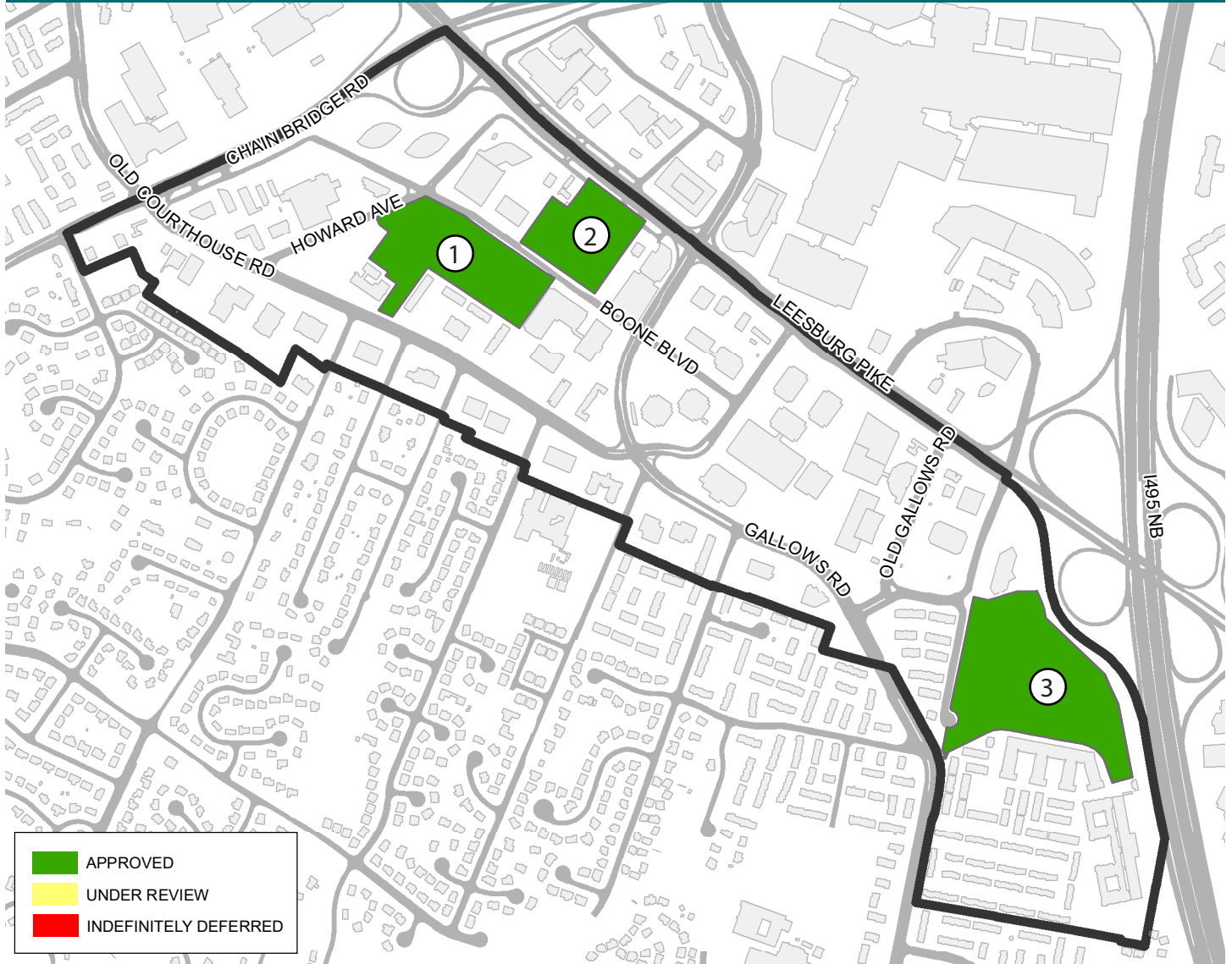
No Major Projects



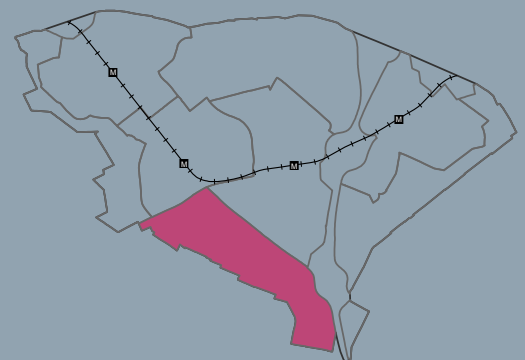
WEST SIDE DISTRICT

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

OLD COURTHOUSE DISTRICT



- 1 - Boone Boulevard
- 2 - International Place
- 3 - Tysons Technology Center



OLD COURTHOUSE DISTRICT

The table below provides aggregated data on all approved and pending applications in the Old Courthouse District. 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
				GFA	DUs		
Implemented							
	0	0	0	0	0	0	0
Under Construction							
	0	0	0	0	0	0	0
Approved by Site Plan, Not Under Construction							
	0	0	0	0	0	0	0
Approved by FDP							
	4	408,568	0	375,000	385	107,115	869,683
Approved by CDP							
	6	691,324	0	375,000	375	107,115	1,152,439

Boone Boulevard

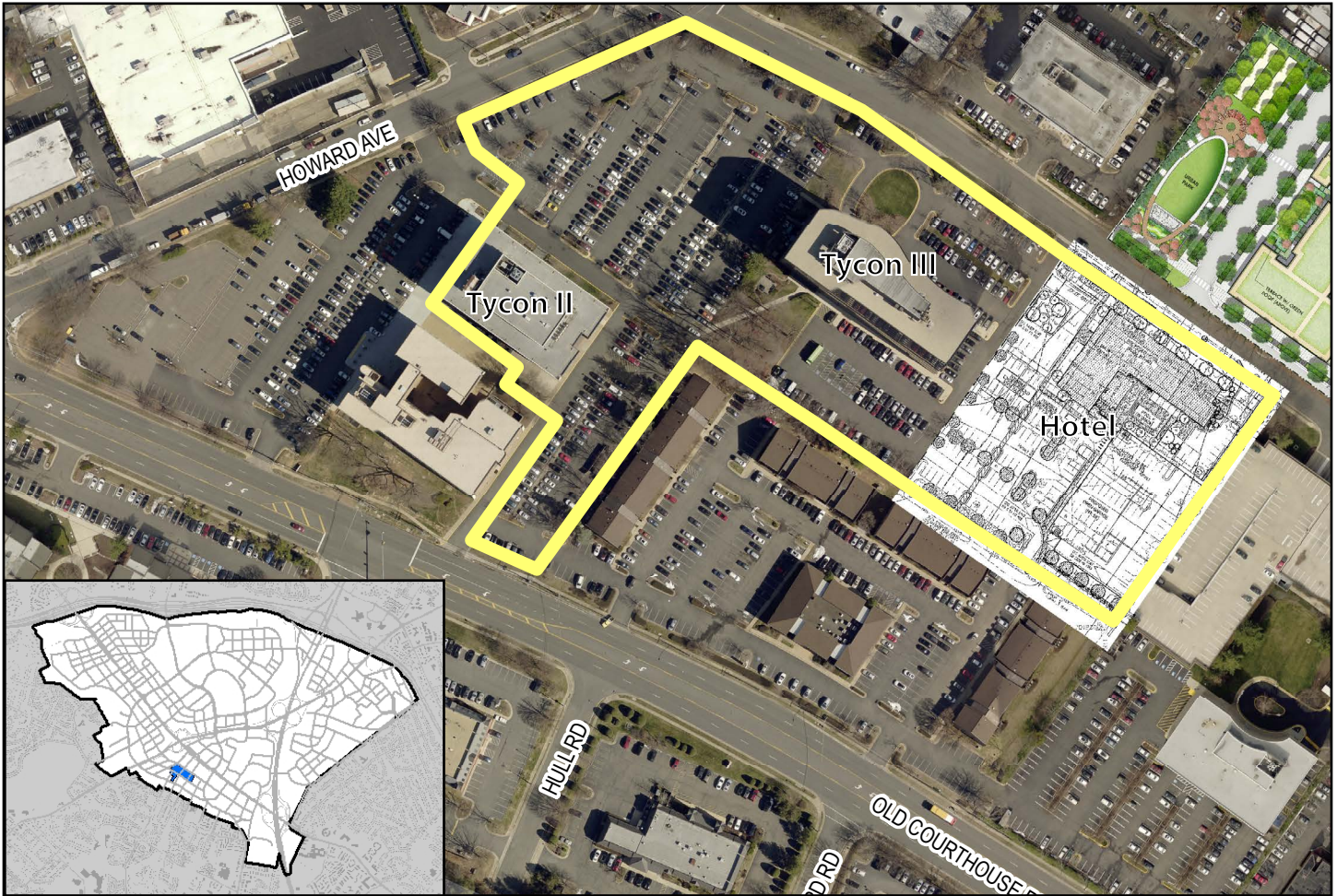
Zoning Applications

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

Population Estimate

	Residents	Employees
Estimated Current	0	1,087
Estimated Proposed	0	1,011

Development Case Highlights

- Site is currently developed with two office buildings and surface parking lot
- Redevelopment will include construction of a hotel within the existing surface parking lot

Current Development Activity

			Residential			
	Office	Retail	GFA	DUs	Hotel	Total
Under Construction						
	0	0	0	0	0	0
Delivered						
	0	0	0	0	0	0

Approved Land Use Summary

PCA C-597-04

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
Approved by Site Plan, Not Under Construction								
	0	0	0	0	0	0	0	
Approved by FDP¹								
	3	279,568	0	0	0	107,115	386,683	
Approved by CDP¹								
	3	279,568	0	0	0	107,115	386,683	1.0

¹ For this analysis, a General Development Plan (GDP) is most similar to a combined CDP/FDP, and has been treated as such. Includes two existing office buildings to remain.

International Place at Tysons

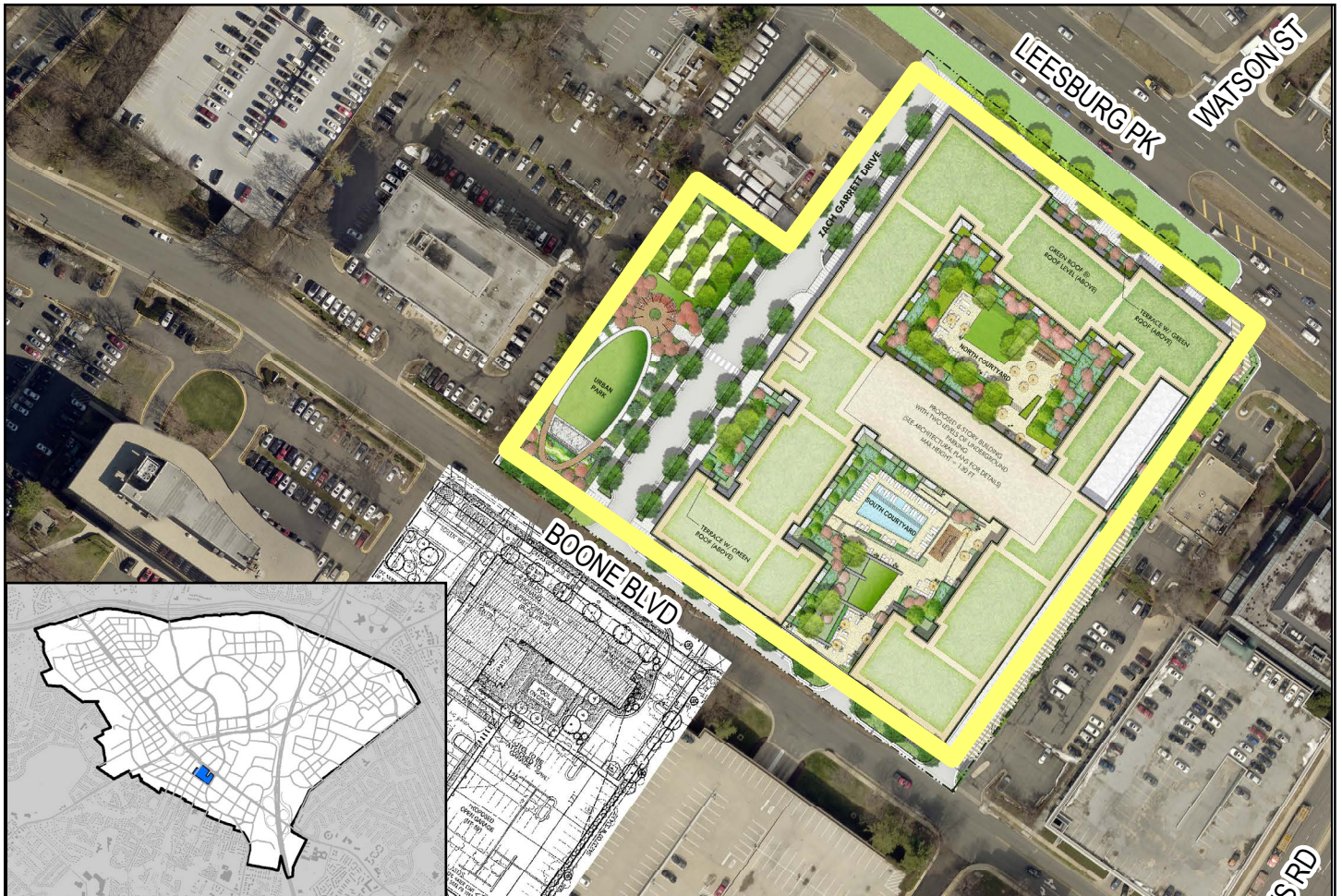
Zoning Applications

RZ 2015-PR-006.....approved 7/25/2017
 FDP 2015-PR-006.....approved 7/25/2017

Site Area

5.4 acres

Development Overview



*Image depicted is from CDP/FDP - Illustrative Plan & Urban Character, dated July 6, 2016

Population Estimate

	Residents	Employees
Estimated Current	0	79
Estimated Proposed	674	430

Development Case Highlights

- Site will redevelop from an auto dealership and service building to a mixed-use residential building with ground-floor retail
- Two urban parks for public use are included in the plan, as well as inner courtyards for private resident use
- Major transportation improvements include the construction of the grid street Zach Garrett Drive, which will connect Boone Boulevard to Route 7, and improvements to the Route 7/Gallows Road intersections for pedestrians

Current Development Activity

	Office	Retail	Residential		Hotel	Total
			GFA	DUs		
Under Construction						
	0	0	0	0	0	0
Delivered						
	0	0	0	0	0	0

Approved Land Use Summary

RZ/FDP 2015-PR-006

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
Approved by Site Plan, Not Under Construction								
	0	0	0	0	0	0	0	
Approved by FDP								
	1	129,000 ¹	375,000	359,808	385	0	483,000 ²	
Approved by CDP								
	1	129,000 ¹	375,000	359,808	385	0	483,000 ²	2.05

¹ This number reflects a maximum for non-residential uses, which could include non-residential uses other than office.

² The proffered maximum square footage

Tyson's Technology Center

Zoning Applications

SE 2015-PR-021.....approved 5/17/2016
 PCA 75-7-004-03.....approved 5/17/2016
 RZ 2014-PR-017.....withdrawn
 FDP 2014-PR-014.....withdrawn

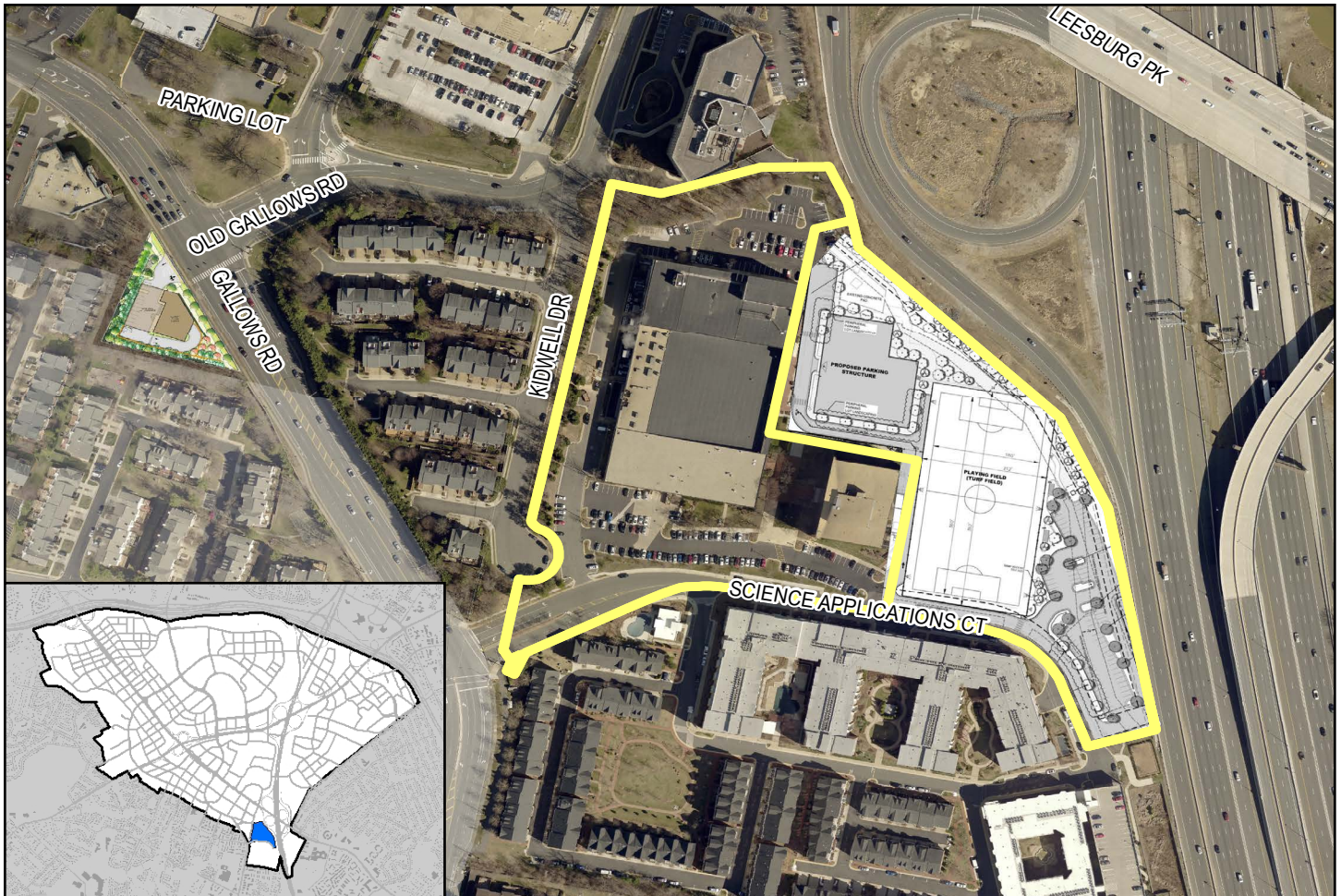
Site Plans

2481-SP-009.....approved 2/28/2018

Site Area

14.40 acres

Development Overview



*Image depicted is from SE/PCA - Landscape Plan, dated October 19, 2015

Population Estimate

	Residents	Employees
Estimated Current	0	943
Estimated Proposed	0	943

Development Case Highlights

- Site is currently developed with two office buildings and large surface parking areas
- Approved application permit the addition of an athletic field on the eastern side of the site, along with a parking garage to replace the existing parking being displaced by the field
- Applicant had previously submitted an application to redevelop the whole site, but withdrew the application in 2015

Current Development Activity

	Office	Retail	Residential		Hotel	Total
			GFA	DUs		
Under Construction						
	0	0	0	0	0	0
Delivered						
	0	0	0	0	0	0

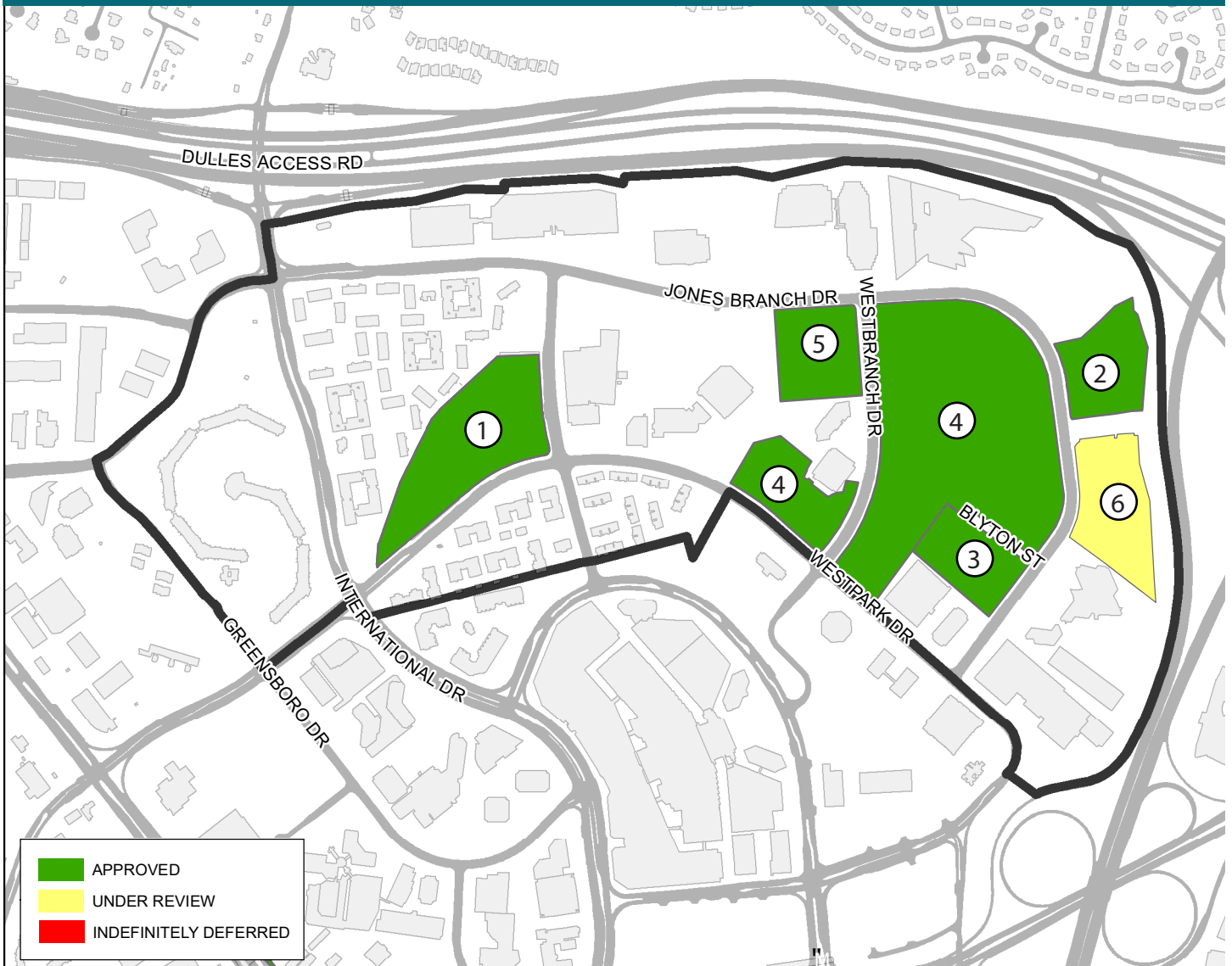
Approved Land Use Summary

PCA 75-7-004-03

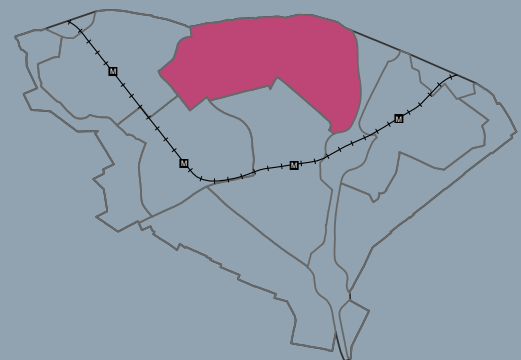
	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR	
				GFA	DUs				
Under Construction									
	0	0	0	0	0	0	0	0.46	
Approved by Site Plan, Not Under Construction									
	0	0	0	0	0	0	0		
Approved by FDP¹									
	0	0	0	0	0	0	0		
Approved by CDP¹									
	2	282,756	0	0	0	0	282,756	0.46	

¹ For this analysis, a General Development Plan (GDP) is most similar to a combined CDP/FDP, and has been treated as such. Includes two existing office buildings to remain.

NORTH CENTRAL DISTRICT



- 1 - Park Crest
- 2 - Tysons Overlook
- 3 - Highgate/7915 Jones Branch Drive
- 4 - The Mile
- 5 - Hanover/1500 Westbranch
- 6 - Tysons Park Place



NORTH CENTRAL DISTRICT

The table below provides aggregated data on all approved and pending applications in the North Central District. All development information is reported in square footage proposed for each use, except that Residential Units are also reported as the total number of units approved/proposed.

	# of Buildings	Office	Retail	Residential		Hotel	Totals ¹
				GFA	DUs		
Implemented							
	1	0	2,500	441,541	395	0	444,041
Under Construction							
	0	0	0	0	0	0	0
Approved by Site Plan, Not Under Construction							
	0	0	0	0	0	0	0
Approved by FDP							
	10	1,332,077	140,510	3,262,789	2,624	148,009 ²	4,855,185 ²
Approved by CDP							
	19	1,028,362	222,610	5,608,789	5,234	340,000 ²	6,422,461 ²
Proposed by FDP							
	1	450,000	0	952,000	825	0	450,000
Proposed by CDP							
	2	761,600	0	0	0	0	761,600
Total Proposed or Approved by CDP							
	21	1,789,962	222,610	5,608,789	5,284	340,000	7,184,061 ²

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 with Option 2B hotel square footage included. See application summary for details.

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

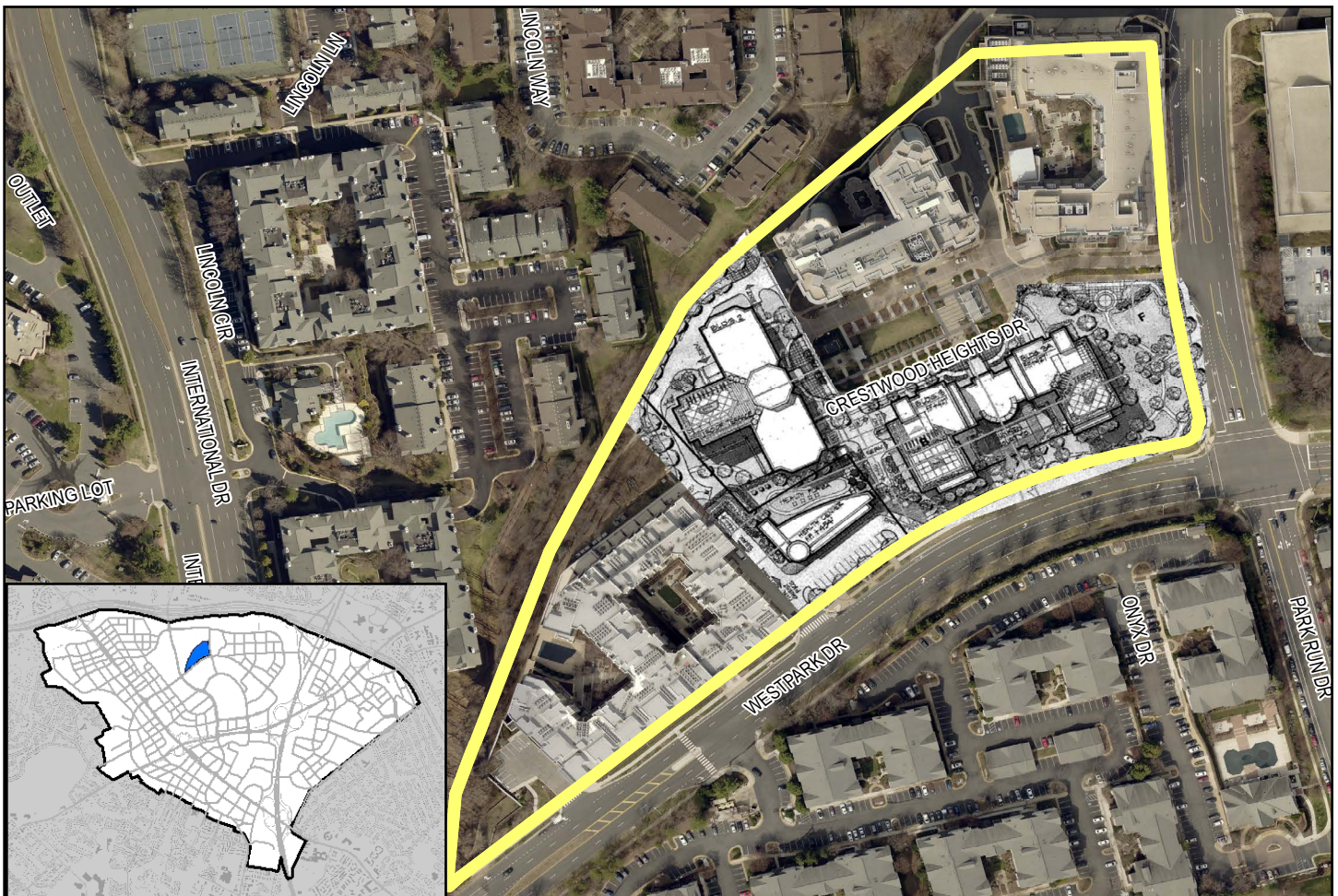
Site Plans

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

Population Estimate

	Residents	Employees
Estimated Current	2,240	148
Estimated Proposed	2,370	172

Development Case Highlights

- Current approval depicts a total of five residential buildings with ground-floor retail
- Numerous urban plazas and linear parks are integrated into the development
- Transportation improvements include contributions to construct bus shelters, a trail fund and the Tysons Transportation fund

Current Development Activity

	Office	Retail	Residential		Hotel	Total
			GFA	DUs		
Under Construction						
	0	0	0	0	0	0
Delivered						
	0	0	0	0	0	0

Approved Land Use Summary

PCA 2002-PR-016-2

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
Under Construction								
	0	0	0	0	0	0	0	
Approved by Site Plan, Not Under Construction								
	0	0	0	0	0	0	0	
Approved by FDP¹								
	5	0	77,310 ²	1,887,789	1,354	0	1,965,099 ³	
Approved by CDP¹								
	5	0	77,310 ²	1,887,789	1,354	0	1,965,099 ³	3.0

1 Includes four existing buildings

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

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

Tysons Overlook

Zoning Applications

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

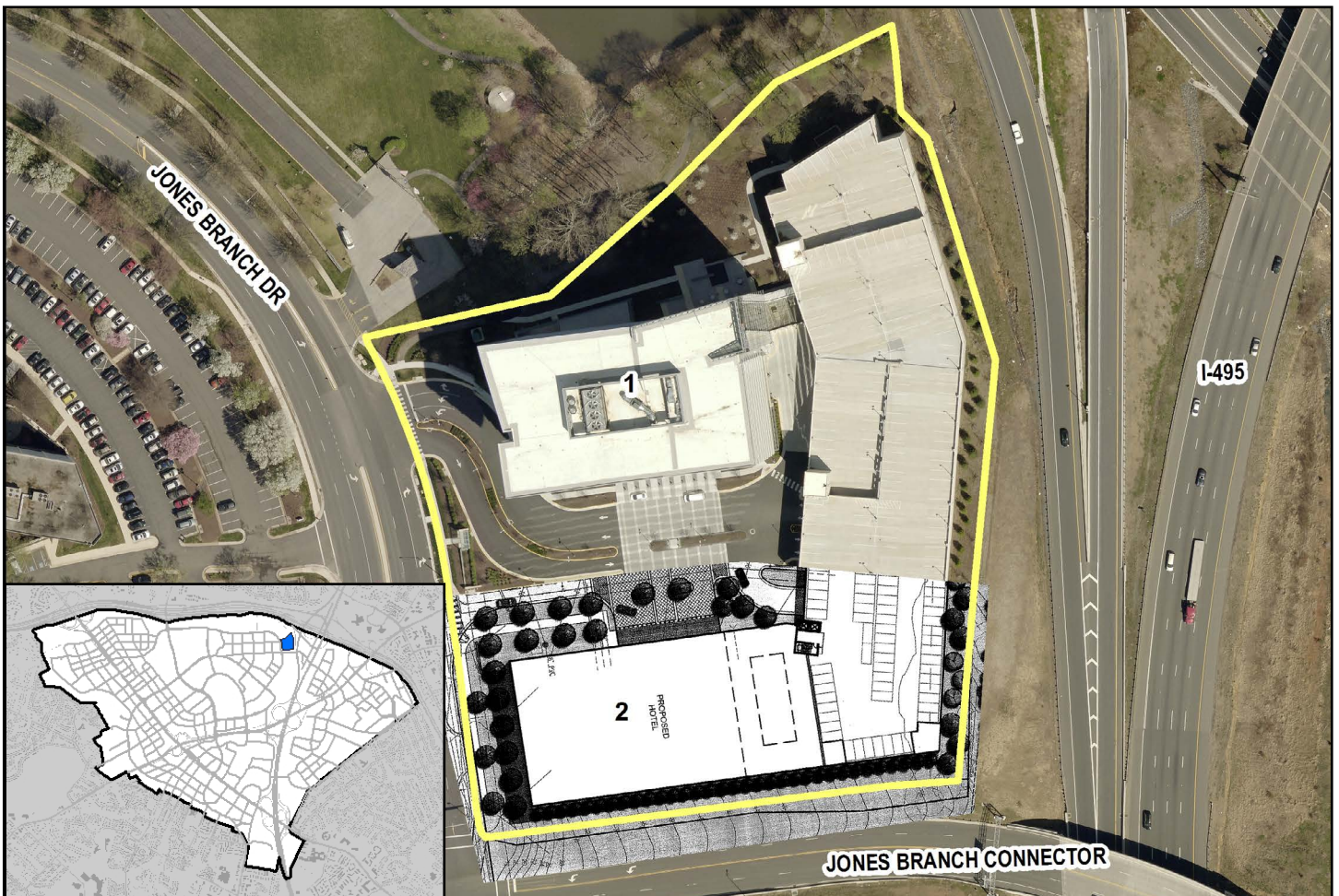
Site Plans

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

Site Area

6.09 acres

Development Overview



*Image depicted is from SEA - Overall Landscape Plan (Option B), dated May 18, 2011

Population Estimate

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

Development Case Highlights

- Site is approved for an office development within the existing C-3 zoning, with three options shown: a single office tower, two office towers, or one office tower and one hotel tower, all with ground-floor retail
- Transportation improvements include the dedication of a portion of land for the Jones Branch Connector

Current Development Activity

	Office	Retail	Residential		Hotel	Total
			GFA	DUs		
Under Construction						
	0	0	0	0	0	0
Delivered						
Building 1	284,769	0	0	0	0	284,769

Approved Land Use Summary

SEA 94-P-040

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
Approved by Site Plan, Not Under Construction								
	0	0	0	0	0	0	0	
Approved by FDP¹								
Option 1	1	493,362	10,000	0	0	0	503,362	
Option 2A	2	493,362	10,000	0	0	0	503,362	
Option 2B	2	345,353	10,000	0	0	148,009	503,362	
Approved by CDP¹								
Option 1	1	493,362	10,000	0	0	0	503,362	1.87
Option 2A	2	493,362	10,000	0	0	0	503,362	1.87
Option 2B	2	345,353	10,000	0	0	148,009	503,362	1.87

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

Highgate at The Mile (7915 Jones Branch Drive/Amherst)

Zoning Applications

RZ/FDP 2014-PR-004.....approved 12/2/2014
 PCA 2014-PR-004.....approved 7/16/2019

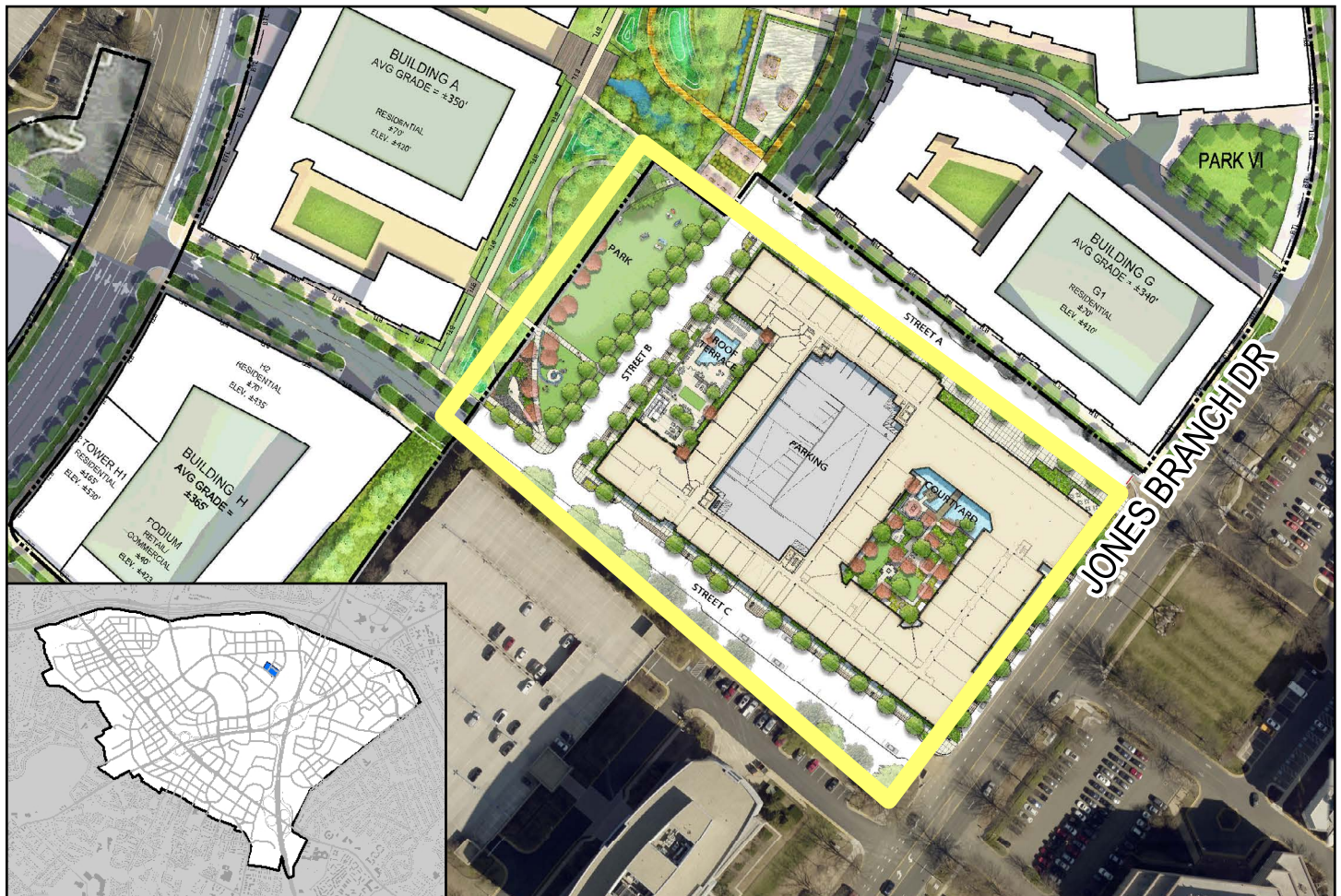
Site Plans

1211-SP-002.....approved 12/31/2015

Site Area

5.75 acres

Development Overview



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

Population Estimate

	Residents	Employees
Estimated Current	0	0
Estimated Proposed	700	27

Development Case Highlights

- Site contained a vacant office building with surface parking, and was redeveloped into a mid-rise residential building with limited ground-floor retail
- Major transportation improvements include:
 - Three new streets
 - Pedestrian connection to Westpark Drive and the Arbor Row development
 - Monetary contributions to the Tysons-wide and Tysons Grid of Streets funds
- The applicant provided a 10-year lease in a nearby office building for the Fire Marshal Office and a Board of Supervisors Community Room
- PCA 2010-PR-004 allows the constructed dog park to be relocated as part of the surrounding office park's future redevelopment (The Mile)

Current Development Activity

	Office	Retail	Residential		Hotel	Total
			GFA	DUs		
Under Construction						
	0	0	0	0	0	0
Delivered						
Highgate at The Mile	0	0	444,041	395	0	444,041 ¹

¹ Per Site Plan 1211-SP-002. Project currently has a small amount of retail being constructed on the ground floor

Approved Land Use Summary

RZ/FDP 2014-PR-004

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
Approved by Site Plan, Not Under Construction								
	0	0	0	0	0	0	0	
Approved by FDP								
	1	0	2,500	450,000	400	0	450,000	
Approved by CDP								
	1	0	12,300	450,000	400	0	450,000	1.80

The Mile

Zoning Applications

RZ 2017-PR-015.....approved 7/16/2019
 FDP 2017-PR-015.....approved 7/10/2019
 PCA 88-D-009.....approved 7/16/2019

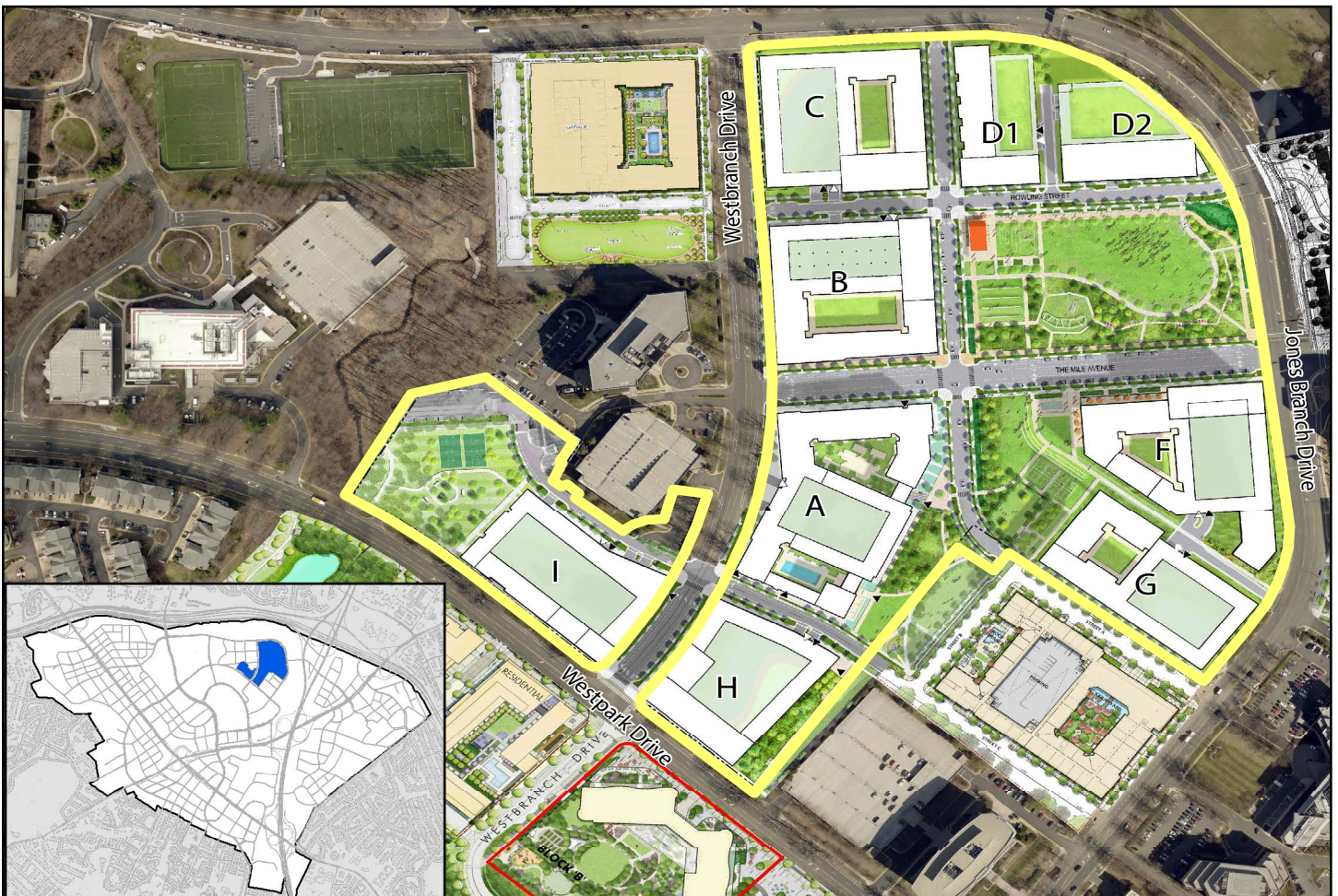
Site Plans

1211-SP-003.....under review (Building A)

Site Area

38.83 acres

Development Overview



*Image depicted is from CDP - Illustrative, dated June 28, 2019

Population Estimate

	Residents	Employees
Estimated Current	0	2,355
Estimated Proposed	5,390	2,301

Development Case Highlights

- Site is currently developed with seven office buildings that would be removed and redeveloped with low-rise residential and office buildings
- Major transportation improvements include:
 - Multiple new grid streets
 - Monetary contributions to the Tysons-wide and Tysons Grid of Streets funds
 - Trails through the development
- Site will include a publicly-accessible, five-acre signature park along Jones Branch Drive

Current Development Activity

	Office	Retail	Residential		Hotel	Total
			GFA	DUs		
Under Construction						
	0	0	0	0	0	0
Delivered						
	0	0	0	0	0	0

Approved Land Use Summary

RZ 2017-PR-015

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
Approved by Site Plan, Not Under Construction								
	0	0	0	0	0	0	0	
Approved by FDP								
	1	0	25,000	470,000	435	0	475,000 ¹	
Approved by CDP								
	9	535,000	120,000	2,819,000	3,080	340,000	3,049,000	1.8

¹ Reflects building maximum

Hanover Tysons/1500 Westbranch

Zoning Applications

RZ/FDP 2018-PR-015.....approved 3/19/2019

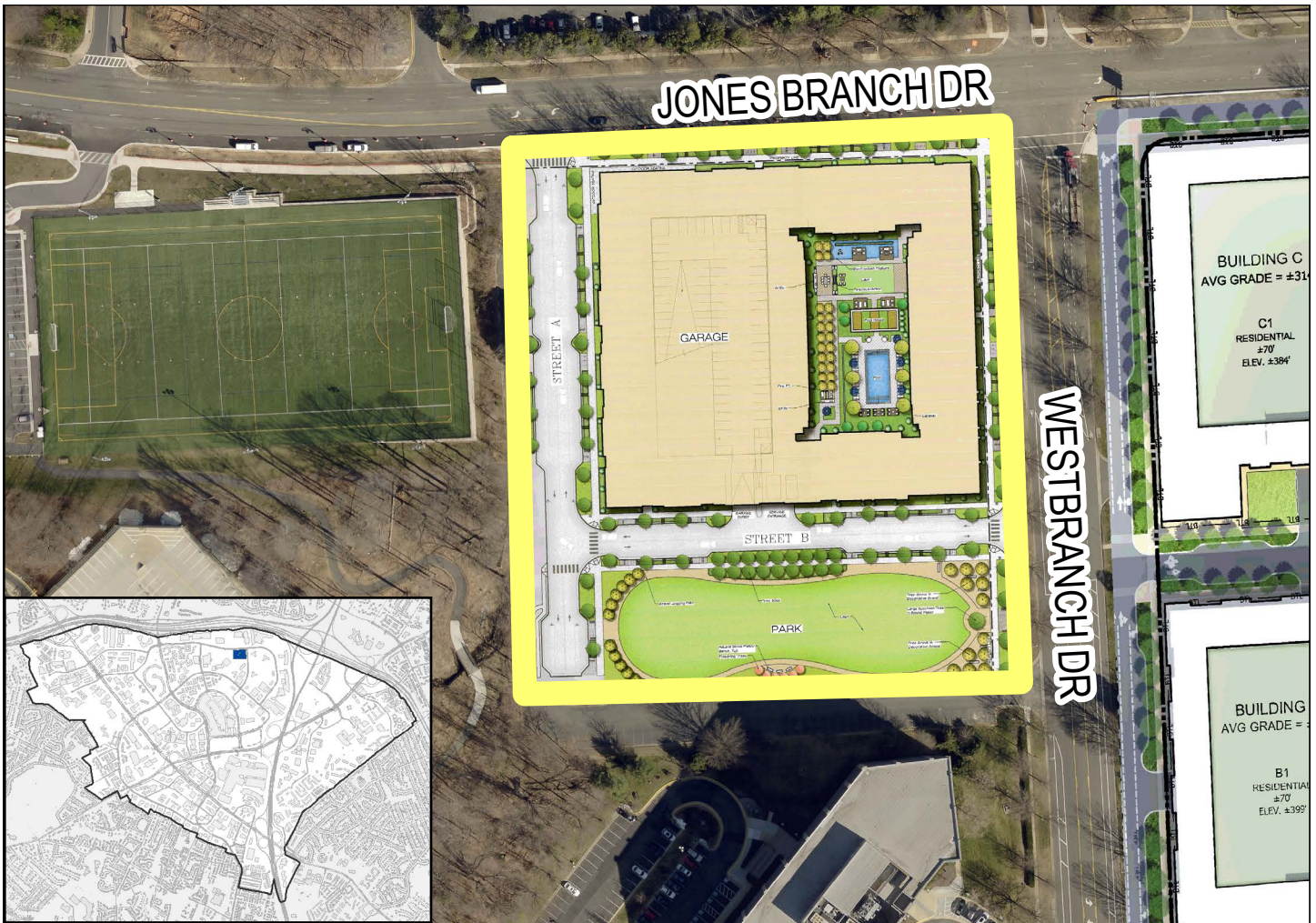
Site Plans

0312-SP-010.....under review

Site Area

5.86 acres

Development Overview



*Image depicted is from CDP/FDP, dated June 15, 2018

Population Estimate

	Residents	Employees
Estimated Current	0	452
Estimated Proposed	735	0

Development Case Highlights

- Site currently has an office building that will be removed, and site will be redeveloped with a residential building
- Major transportation improvements include:
 - Grid streets
 - Monetary contributions to the Tysons-wide and Tysons Grid of Streets funds
- A park will be provided to the south of the building

			Residential			
	Office	Retail	GFA	DUs	Hotel	Total
Under Construction						
	0	0	0	0	0	0
Delivered						
	0	0	0	0	0	0

Approved Land Use Summary

RZ/FDP 2018-PR-015

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
Approved by Site Plan, Not Under Construction								
	0	0	0	0	0	0	0	
Approved by FDP								
	1	0	5,700	455,000	400	0	455,000 ¹	
Approved by CDP								
	1	0	5,700	455,000	400	0	455,000 ¹	1.78

¹ Reflects building maximum

Tysons Park Place

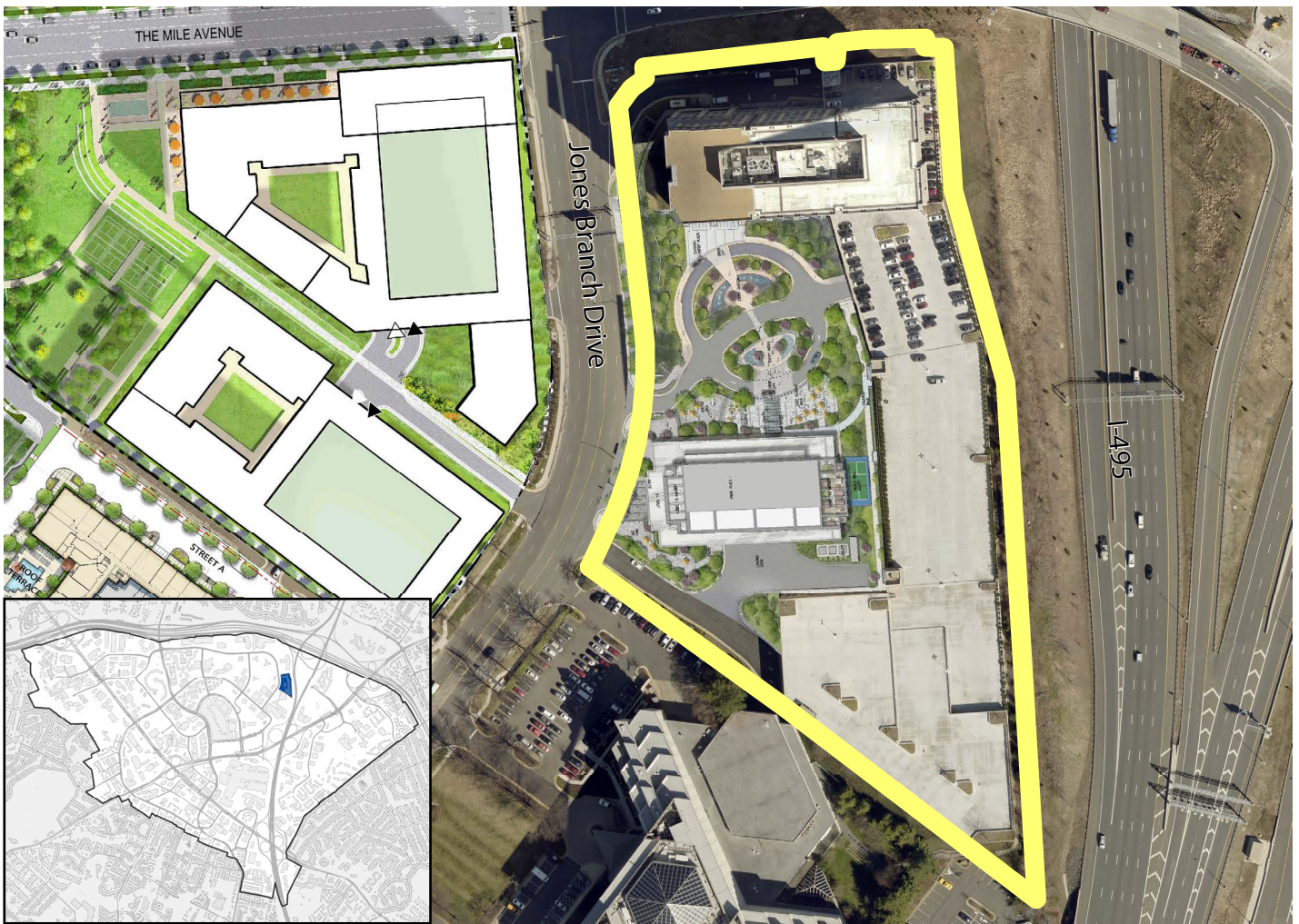
Zoning Applications

RZ/FDP 2018-PR-017.....under review

Site Area

5.86 acres

Development Overview



*Image depicted is from CDP/FDP, dated June 15, 2018

Population Estimate

	Residents	Employees
Estimated Current	0	1,039
Estimated Proposed	0	2,539

Development Case Highlights

- Site currently has two office buildings, one of which will be replaced with a new office building

			Residential			
	Office	Retail	GFA	DUs	Hotel	Total
Under Construction						
	0	0	0	0	0	0
Delivered						
	0	0	0	0	0	0

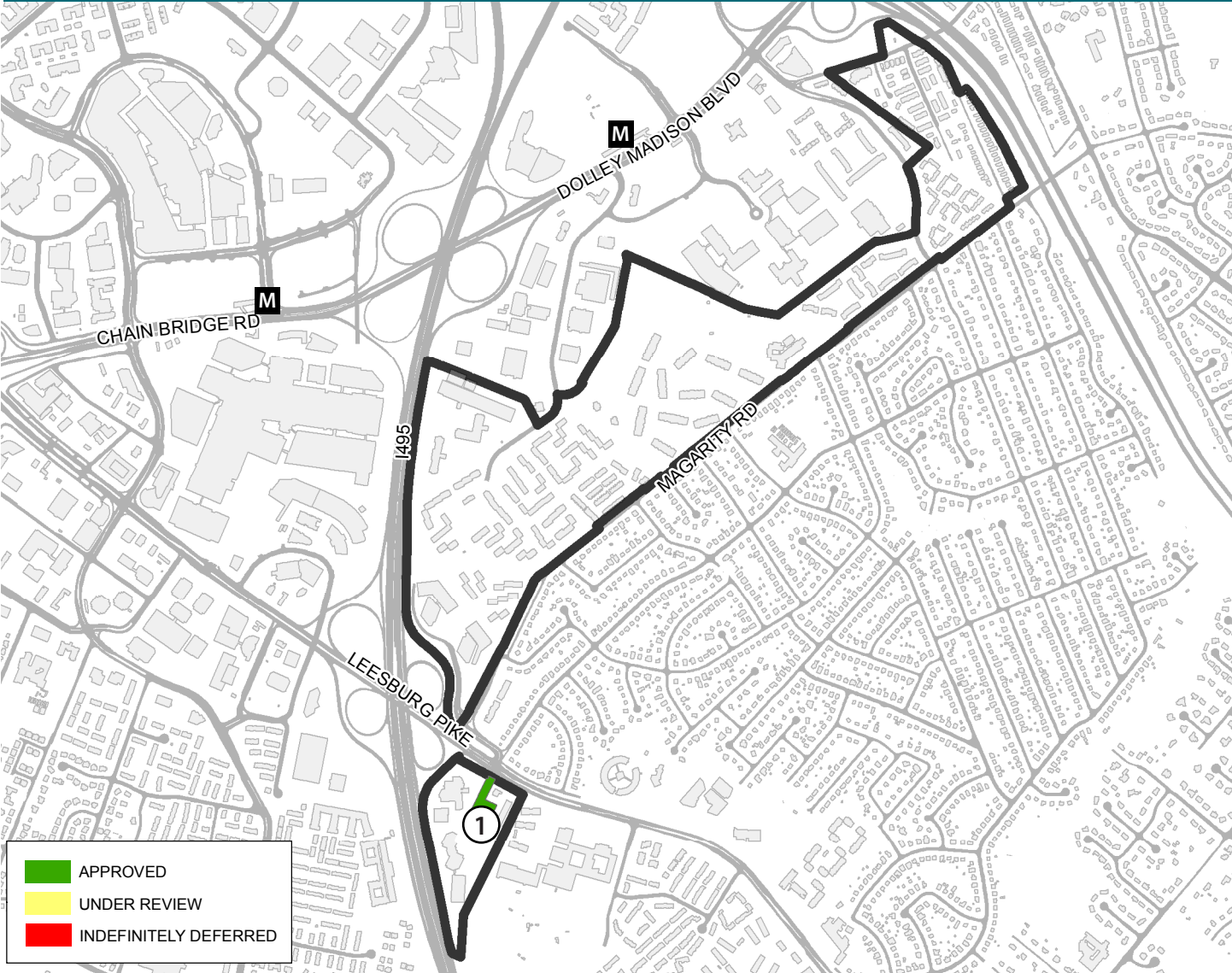
Proposed Land Use Summary

RZ 2018-PR-017

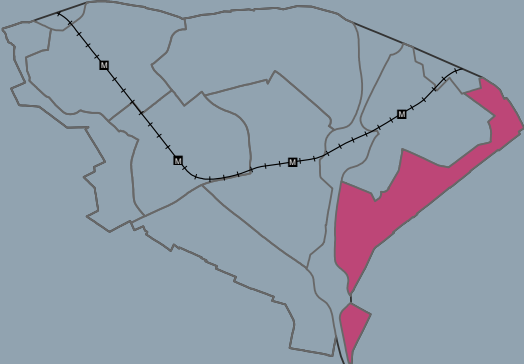
	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
Approved by Site Plan, Not Under Construction								
	0	0	0	0	0	0	0	
Proposed by FDP								
	1	450,000	0	0	0	0	450,000	
Proposed by CDP¹								
	2	761,600	0	0	0	0	761,600	2.29

¹ Includes one existing office building to remain

EAST SIDE DISTRICT



1 - Residence Inn at Tysons



EAST SIDE DISTRICT

The table below provides aggregated data on the approved zoning case in the East Side District. 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
				GFA	DUs		
Implemented							
	0	0	0	0	0	0	0
Under Construction							
	0	0	0	0	0	0	0
Approved by Site Plan, Not Under Construction							
	0	0	0	0	0	0	0
Approved by FDP							
	1	0	0	0	0	116,576	116,576
Approved by CDP							
	1	0	0	0	0	116,576	116,576
Total Proposed or Approved by CDP							
	1	0	0	0	0	116,576	116,576

Residence Inn at Tysons

Zoning Applications

RZ 2014-PR-025.....approved 4/7/2015
 SE 2014-PR-001.....approved 4/7/2015

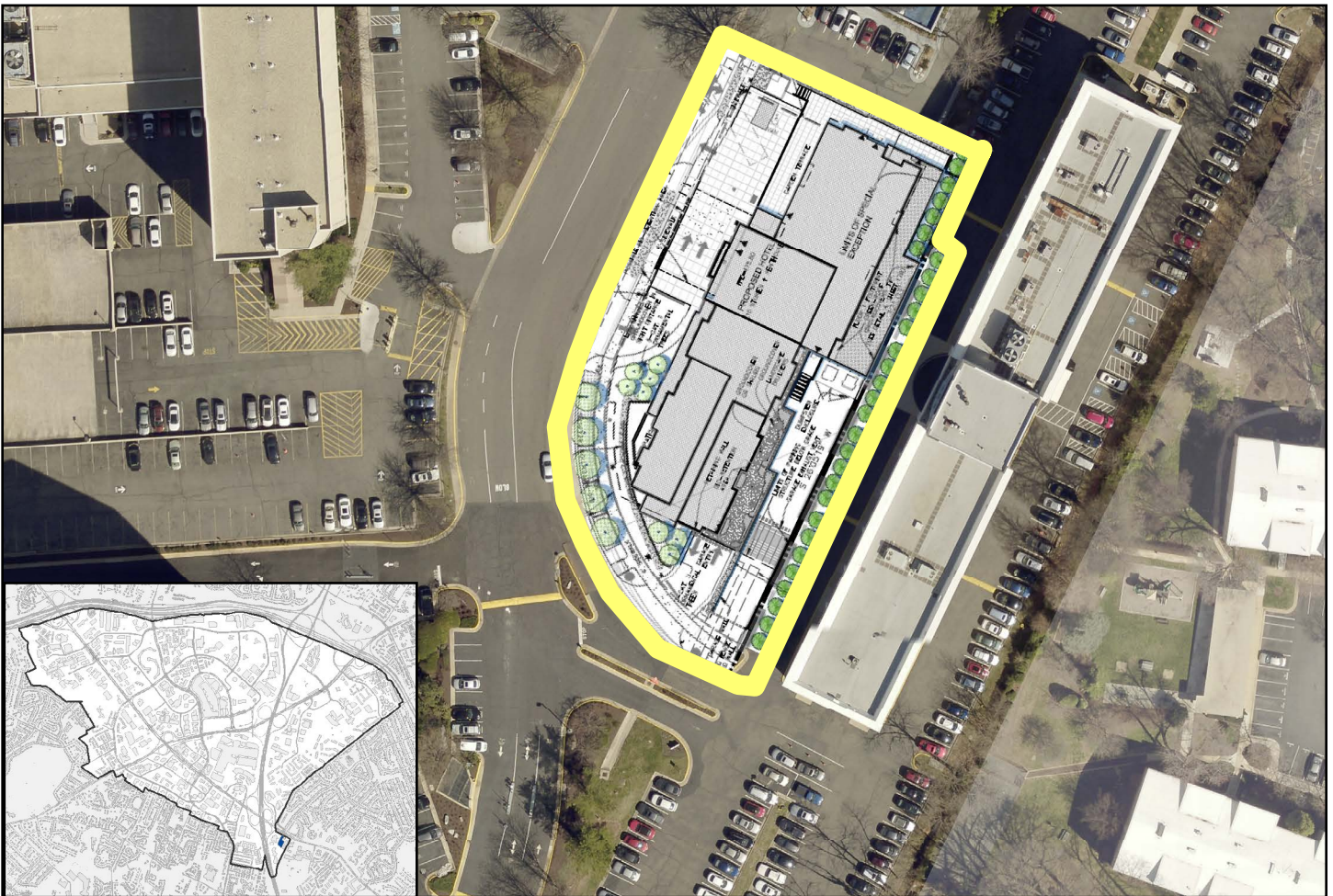
Site Plans

4717-SP-003-3.....under review

Site Area

1.62 acres

Development Overview



*Image depicted is from SE Plat, dated August 15, 2014

Population Estimate

	Residents	Employees
Estimated Current	0	0
Estimated Proposed	0	87

Development Case Highlights

- The majority of the site is zoned C-4, and RZ 2014-PR-025 was filed to rezone a small portion of the site from C-2 to C-4
- SE 2014-PR-001 establishes a 10-story hotel with 155 rooms

Current Development Activity

	Office	Retail	Residential		Hotel	Total
			GFA	DUs		
Under Construction						
	0	0	0	0	0	0
Delivered						
	0	0	0	0	0	0

Approved Land Use Summary

SE 2014-PR-001

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
Existing								
	0	0	0	0	0	0	0	
Approved by Site Plan								
	0	0	0	0	0	0	0	
Approved by FDP¹								
	1	0	0	0	0	116,576	116,576	
Approved by CDP¹								
	17	0	0	0	0	116,576	116,576	1.65

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



Appendix

C

TRANSPORTATION

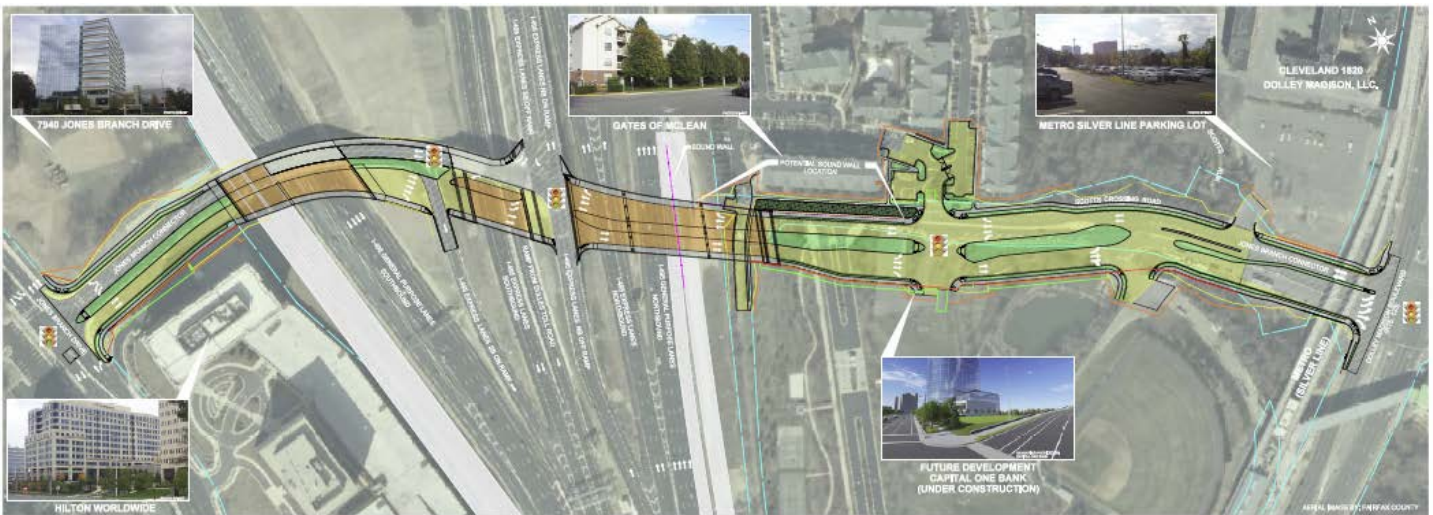
APPENDIX C - Transportation

This Appendix contains the specific data that is referenced in the Transportation chapter of this report. Unless otherwise noted, data was collected in Spring 2019.

Infrastructure Improvements

This section contains additional information on the infrastructure improvements listed in *Table T1* in the Transportation chapter of this report.

Jones Branch Connector



Conceptual design for the Jones Branch Connector

The Jones Branch Connector provides an alternative route between Tysons East (Route 123) and Tysons West (Jones Branch Drive), bypassing the I-495/Route 123 Interchange. The connection improves the operations along the adjacent road systems and includes facilities for pedestrians and bicycles, and space for a future transit Circulator system. The segment of the Jones Branch Connector between the I-495 Express Lane ramps and Jones Branch Drive will be widened as part of this project. FCDOT administered the Preliminary Engineering Design and Right-of-Way phases. VDOT is administering the Construction phase. The project is fully funded. Construction started in February 2017 and one lane in each direction was opened to traffic in late 2018, with completion of the project scheduled for late 2019.



The Jones Branch Connector, one lane open in each direction, February 2019

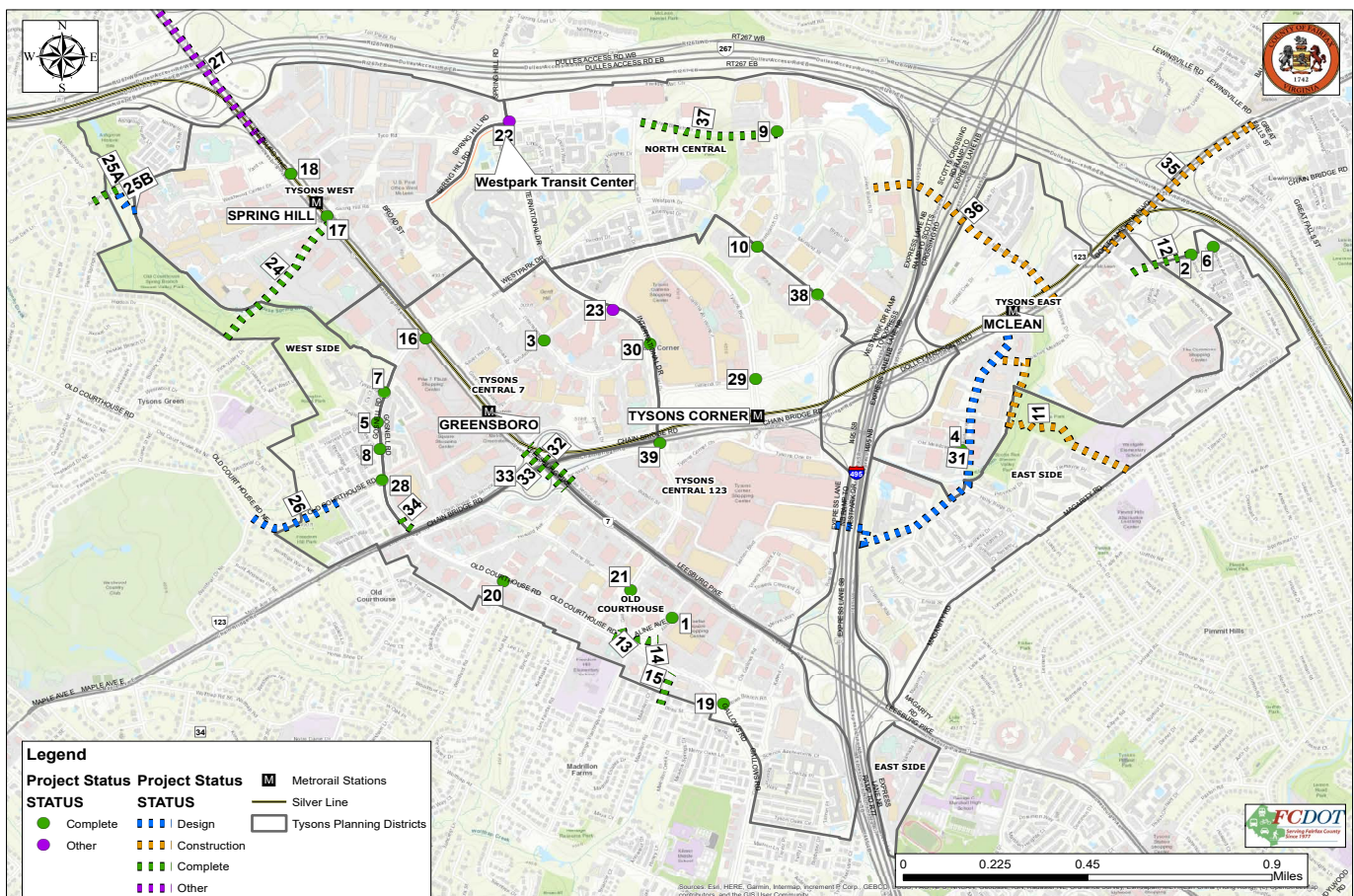
Tysons Metrorail Station Access Improvements

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 (2012). An inventory of needed and missing sidewalks, trails and bike lanes within Tysons, as well as connection central points between Tysons and adjacent communities, was compiled beginning in 2012. These facilities are a County priority and funding is being sought to advance their implementation. Additional studies to monitor pedestrian and bicycle use at selected locations will be undertaken. 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, and utility relocation and construction expenses for TMSAMS. As projects have moved through the design process, projects have moved more quickly to construction more quickly by utilizing other funding sources and transferring construction responsibilities for some projects to VDOT. This has resulted in a reduced need for RSTP and CMAQ funds for TMSAMS projects. These excess funds have been transferred to other projects, including widening the Route 7 Bridge over the Dulles Toll Road.

FCDOT staff continues to implement TMSAMS projects. *Figure C1* depicts the status of each project. As of July 2019, 31 of the 39 projects have been completed, four are under construction, three are in design, and one is on hold. Five projects have been completed since June 2018. Additional information on TMSAMS, including the status of each of the projects, is available at:

<https://www.fairfaxcounty.gov/transportation/study/tysons-metrorail>

Figure C1: Tysons Metrorail Station Access Improvement Project Status as of August 2019



Transportation Studies

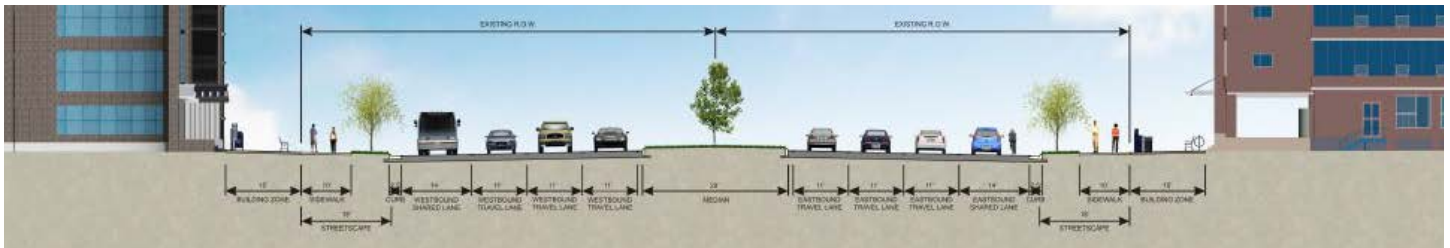
This section contains additional information on the transportation studies listed in *Table T2* in the Transportation chapter of this report.

Route 7 Bus Rapid Transit Study (In Process)

The purpose of the Route 7 BRT Study is to determine how the BRT will function within Tysons from Route 123 to the I-66 Interchange, as well as along International Drive from Route 7 to Jones Branch Drive. The study will look at the alignment of the BRT along the Route 7 corridor, select the recommended multimodal cross-section, determine whether the BRT will operate in mixed traffic or a designated lane, and identify station locations. Currently, the study is in the model calibration phase, where the testing of route alternatives will be conducted and will result in three routing alternatives for the Route 7 BRT from Spring Hill Metrorail Station to the I-66 Interchange.

Route 7 Widening Study, Route 123 to the Capital Beltway (In Process)

The Route 7 Widening Study (Route 123 to the Capital Beltway) is evaluating options to widen the critical segment of Route 7 between Route 123 and the Capital Beltway and will make recommendations for appropriate lane configurations at all intersections within the study segment. The project proposes to construct an additional lane in each direction to accommodate projected 2040 traffic demands on Route 7 and is planned to be integrated with the grid of streets and the intersection configurations recommended by the CTIAs.



Conceptual cross section for Route 7 widening

The study is being conducted in conjunction with the Route 7/123 Intersection Study, Envision Route 7 Study and the Route 7 BRT Study. FCDOT and VDOT staff are reviewing initial results from the Route 7/123 study. FCDOT will continue to evaluate the need for separate ROW for future transit in the roadway cross-section, including ROW needs for recommendations in the Envision Route 7 Study and in the County Route 7 BRT Study. Currently the study is waiting for 15 percent design from the County Route 7 BRT Study before it can proceed.

Route 7 Corridor Transit Study NVTC (In Process)

The Route 7 Corridor Transit Study is an assessment of the travel needs within the Route 7 corridor between Tysons and the City of Alexandria. This study, branded as “Envision Route 7”, is being conducted by the Northern Virginia Transportation Commission (NVTC). Phase I of the study, which was completed in 2016, 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. Key components of Phase II are ridership forecasting, conceptual cost estimates, funding and financial strategies, and alternatives evaluation.

In July 2016, the NVTC board endorsed the study's recommendations for a Bus Rapid Transit (BRT) system along Route 7. The recommended route shown in the study would run from the Spring Hill Metrorail Station in Tysons to the Mark Center in Alexandria, with a connection to the East Falls Church Metrorail Station. The preliminary design, Phase III, started in Fall 2018, with an expected completion in Fall 2019. Concurrently with Phase III, the County is in the process of studying more in depth how the BRT will function in Tysons and how Route 7 between Route 123 and the I-66 Interchange should be designed to accommodate BRT (see above study).

Route 7/123 Intersection Study (In Process)

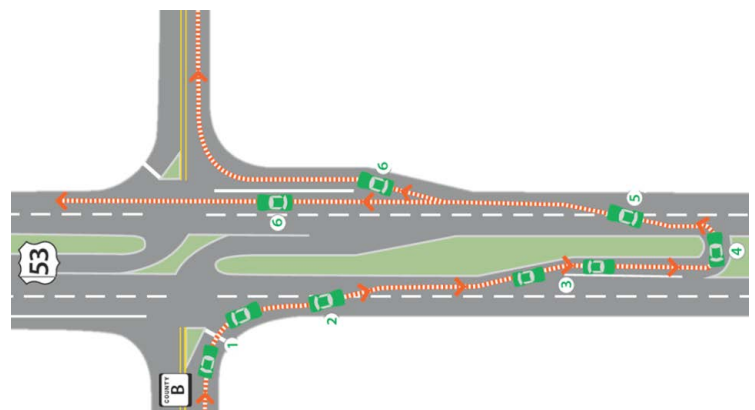
This study is evaluating options to reconfigure the intersection of Route 7 and Route 123 to accommodate 2040 future traffic demand. The alternatives under review include a Two-Quadrant intersection and a Continuous Flow intersection. Both intersection alternatives include grade separated pedestrian plaza concepts to accommodate bike and pedestrian movements.

Options will be examined with respect to their ability to accommodate projected traffic demand, as well as to facilitate the transportation needs of all modes (cars, transit, including BRT, pedestrians and bicycles) in the context of the urban character planned for Tysons. A charrette was held in Spring 2016 to receive feedback from stakeholders on four options. Two options were chosen as finalists for further design and analysis, a Two Quadrant (with or without a grade separated pedestrian plaza) and a Continuous Flow intersection (with a grade separated pedestrian plaza). Refined engineering and urban design concepts are expected to be complete in Fall 2019, and community engagement in Spring 2020.

Route 123 Modified Intersection Treatment, Inside and Outside the Beltway (In Process)

The optimum roadway configuration along Route 123 between International Drive and Anderson Road is being studied. A restricted crossing U-turn (RCUT) or "superstreet" modified intersection treatment was identified in the Consolidated Traffic Impact Analyses (CTIAs) for intersections along Route 123 between International Drive and Anderson Road.

This proposed configuration changes the way left turns and through movements are made at intersections, mainly as they pertain to the side streets. Vehicles making through or left turn movements are required to turn right onto the main roadway and then make a U-turn maneuver at the



Example of Restricted Crossing U-Turn Intersection. Source: Wisconsin Department of Transportation

The modified intersection treatment configuration is anticipated to improve progression along the main roadways in both directions. In practice, these types of modified intersections have been shown to improve travel operations and improve safety by reducing crash frequency and severity.

In order to analyze the modified intersection treatments holistically, a Route 123 Corridor Study was initiated in April 2017, which performs the following:

- Route 123 Modified Intersection Treatment (Inside the Beltway - segment between I-495 and Anderson Road): Preliminary design plans (30% level) were developed and traffic analysis for the mid-term (2020) condition have been completed. As part of the current study, the developed concept will be further refined and supplemented with the detailed traffic analyses to be performed for the long-term condition (2040).
- Route 123 Modified Intersection Treatment (Outside the Beltway - segment between International Drive and I-495): As part of the current study, the analysis for the Route 123 segment outside the Beltway will be conducted for the long-term condition (2040). A number of roadway improvement options will be identified and analyzed, leading to development of the preferred concept.
- Existing and future baseline condition analyses were completed in the Fall 2018. Development and analyses of future alternatives is anticipated to be completed in Winter 2019.

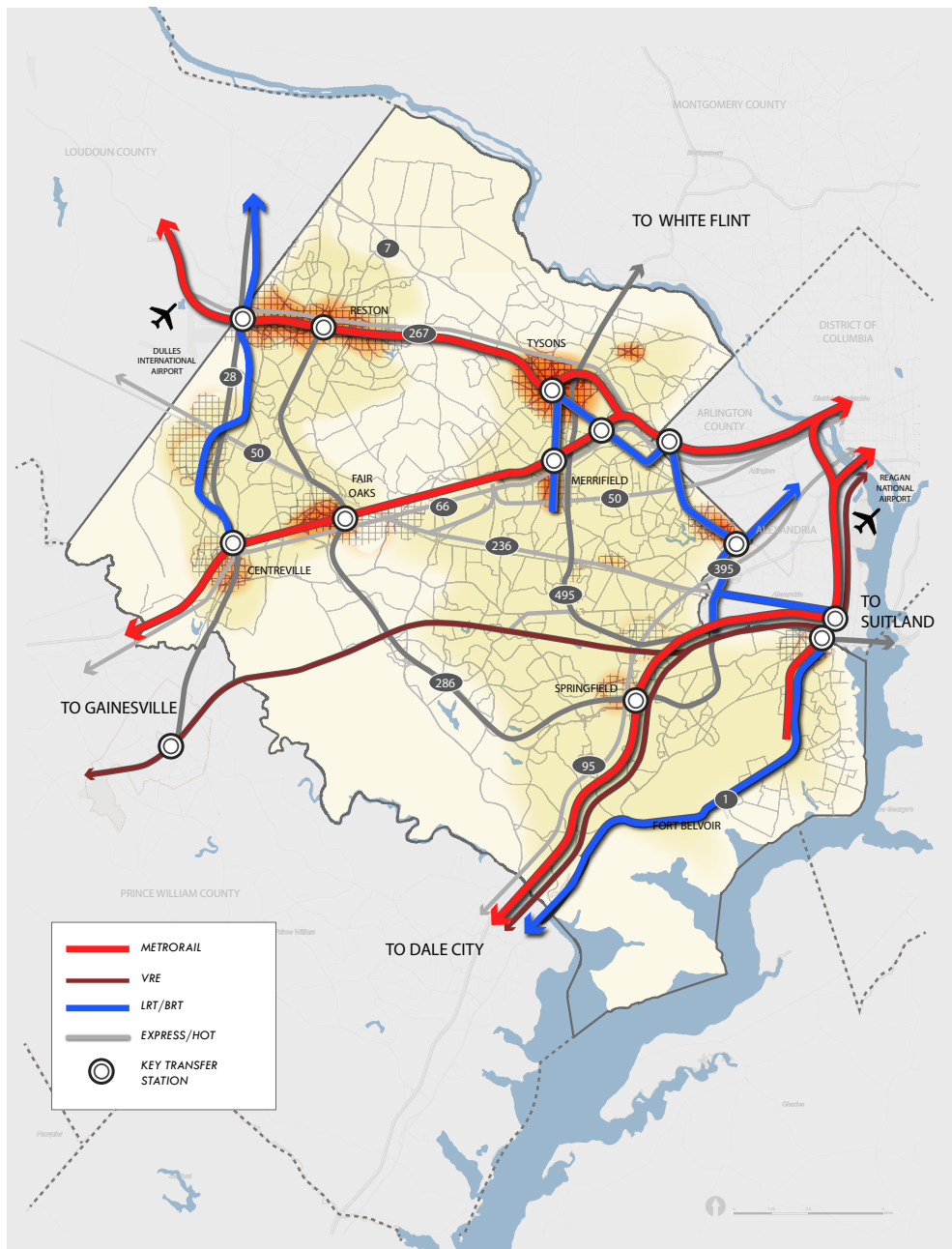
Final recommendations for both inside and outside the Beltway and development/refinement of the conceptual design plans is expected to be completed in Spring 2020.

Tysons Neighborhood Traffic Study (In Process)

The purpose of the Tysons Neighborhood Traffic Study is to analyze 2030 traffic impacts and provide potential mitigation measures for signalized and unsignalized intersections in the neighborhoods surrounding Tysons. Phase I of the study evaluated 19 intersections. Phase II of the study evaluated those same locations, plus 11 additional locations, based upon updated land use information, including new information regarding rezoning applications/approvals and detailed results from the Tysons Consolidated Transportation Impact Analyses (CTIAs). A decision on the next steps for these intersections is expected to be finalized in late 2019.

Countywide Transit Network Study (2016)

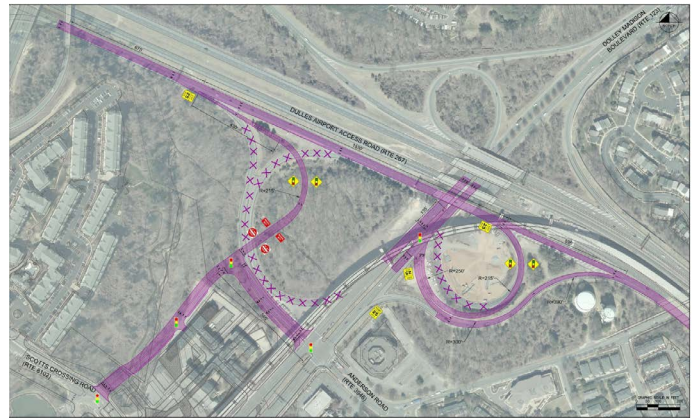
FCDOT conducted a Countywide Transit Network Study (CTNS) to identify the type of transit systems needed to accommodate desired economic growth throughout the county over the next several decades. The study developed recommendations for a high-quality transit network (HQTN) to meet the transportation needs of future growth, including the extension of Metrorail, proposed Light Rail Transit (LRT) or Bus Rapid Transit (BRT) systems, and proposed express bus connections. While the Countywide Transit Network Study is not specific to Tysons, the resulting recommendations address the transit network that connects to Tysons. Recommendations in Tysons include a LRT/BRT connection along Gallows Road from Merrifield to Tysons, BRT along Route 7 (reflecting the recommendations from the Envision Route 7 Study described in this report), and Express Bus service on I-495 from the Franconia-Springfield Metrorail Station to Tysons and from Bethesda to Tysons. The report can be found online: <https://www.fairfaxcounty.gov/transportation/study/countywide-transit>



Proposed High Quality Transit Network as recommended in the CNTS

Tysons East Dulles Connector Study (2016)

The final recommendations for the Tysons East Dulles Connector Study, also known as the Cleveland Ramps Study, included two alternatives that could facilitate a new connection from the Dulles Connector Road to the Tysons East roadway network, as recommended in the Tysons East CTIA. The proposed connection would be located in the southwest quadrant of the interchange of Route 123 and the Dulles Connector Road. This connection would provide a parallel facility to Route 123 and would help relieve congestion on roadways in Tysons East. The study was completed in 2016. Two preferred alternatives have been selected to be carried forward for further study in a future Interchange Modification Report (IMR). To date, \$2M has been approved for preliminary design.



One of the two alternatives selected for future study

State Street Study (2014)

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 several 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 and positives and negatives associated with the potential alignments but did not designate any as the ultimate alignment. The final alignment will be contingent upon future redevelopment of the surrounding properties. In June 2019, the County purchased a key piece of property for the construction of State Street.

Dulles Toll Road Ramp Study (2014)

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: <https://www.fairfaxcounty.gov/tysons/ramps-dulles-toll-road>

In May 2019, the Board of Supervisors allocated \$15 Million to advance two of the ramp connections. Actual schedules for implementing these projects will depend on the rate of development in Tysons; however, the study will be a resource for developers in the Tysons West area as they plan their projects.

Consolidated Traffic Impact Analyses (CTIAs) (2013)

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.

Ultimate Operation Study for the Tysons Circulator (2013)

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: <https://www.fairfaxcounty.gov/tysons/tysons-circulator-study>

Travel Monitoring

Person Travel

Figure C2 below provides a graphic representation of the AM and PM peak period person trips from 2011 to 2019. A summary table of total person movement entering and exiting Tysons during the AM and PM peak periods on a typical weekday in 2019 can be found in Table C1.

The number of person trips is higher in the evening as compared to the number of person trips in the morning, with 139,739 persons traveling in the PM peak period and 128,631 persons traveling in the AM peak period. The peak direction of travel during the AM and PM continues to be inbound in the morning and outbound in the evening, with inbound person trips accounting for 68% of AM peak period trips and outbound trips account of 61% of PM peak period trips. SOV trips in the AM and PM have seen a decrease since last year whereas Non-SOV trips have seen an increase.

Figure C2 shows the total morning peak period person trips over the last several years. Fluctuations could be due to several factors and do not necessarily indicate a positive or negative trend. To obtain better insight into trends, a more robust data set, with automated vehicle counts throughout a longer count period, was needed. In an effort to explore the improvement of data collection methods, FCDOT completed a study in 2018, regarding Tysons monitoring with funding from the Metropolitan Washington Council of Governments (MWCOCG) Transportation/Land-Use Connection (TLC) Program. The study analyzed current data collection methods and cordon points at major and minor entry/exits. The study concluded with the framework for a more efficient data collection method through the implementation, over time, of permanent counters at cordon points to gain a better idea of person trips in/out of Tysons over a longer period of time.

Figure C2: Person Trips in AM and PM Peak Periods

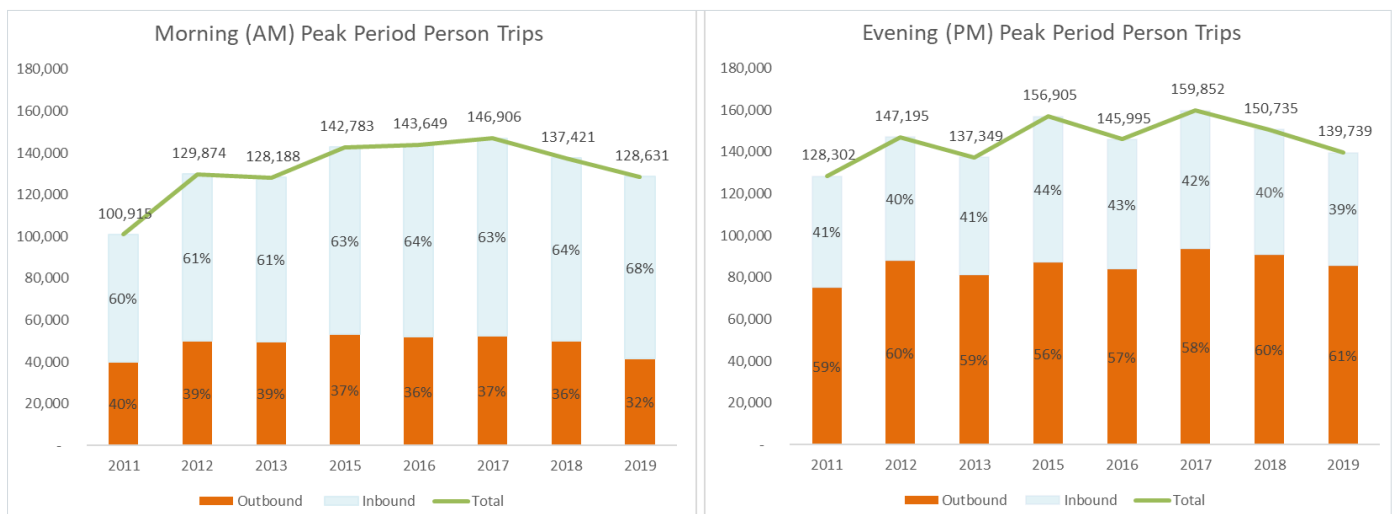


Table C1: Person Trips by Mode Entering and Exiting Tysons per AM and PM Peak Periods (2019)

Peak Period	AM (7:00-10:00)				PM (4:00-7:00)			
	Inbound		Outbound		Inbound		Outbound	
	Person Trips	Percent of Total	Person Trips	Percent of Total	Person Trips	Percent of Total	Person Trips	Percent of Total
Single Occupancy Vehicles (SOV)	61,634	71%	28,914	70%	32,307	59%	59,939	63%
Car Pool	16,676	19%	7,888	19%	15,273	28%	22,593	26%
Rail Passengers	7,191	8%	4,247	10%	5,661	10%	7,393	9%
Bus Passengers	1,169	1%	374	1%	641	1%	1,537	2%
Bicycles	17	0.02%	23	0.06%	39	0.07%	5	0.01%
Pedestrians	372	0.43%	126	0.30%	444	0.82%	177	0.21%
Total	87,059	100%	41,572	100%	54,095	100%	85,664	100%

Notes:

1 Person travel totals are derived from traffic volume and auto occupancy counts and transit passenger counts taken by the FCDOT in April 2019 and from ridership counts from WMATA, PRTC and the Fairfax Connector fare boxes. Peak periods of travel are 7:00 – 10:00 a.m. and 4:00 – 7:00 p.m. Peak hours of travel are 8:00 – 9:00 a.m. and 4:45 – 5:45 p.m.

2 For the purpose of this report, SOV person trips are reported as trips made by an automobile with only one occupant (the driver) based on data collected in April 2019.

3 Carpool person trips are auto trips with more than one occupant and are derived from auto occupancy data based on data collected in April 2019.

4 Rail passengers are derived from WMATA ridership statistics for peak period travel in April 2019.

5 This table represents vehicles and rail passengers entering and exiting Tysons as well as through trips.

Figures C3 and C4 show the change in SOV and non-SOV person trips in the AM and PM peak periods from 2011 to 2019. A summary table of total person movement entering and exiting Tysons during the AM and PM peak periods from 2011 to 2019 can be found in Table C2. Since the opening of the Silver Line the number of SOV trips has been relatively flat, while Non-SOV trips have grown considerably.

Figure C3: AM Peak Period SOV and Non-SOV Person Trips (2011-2019)

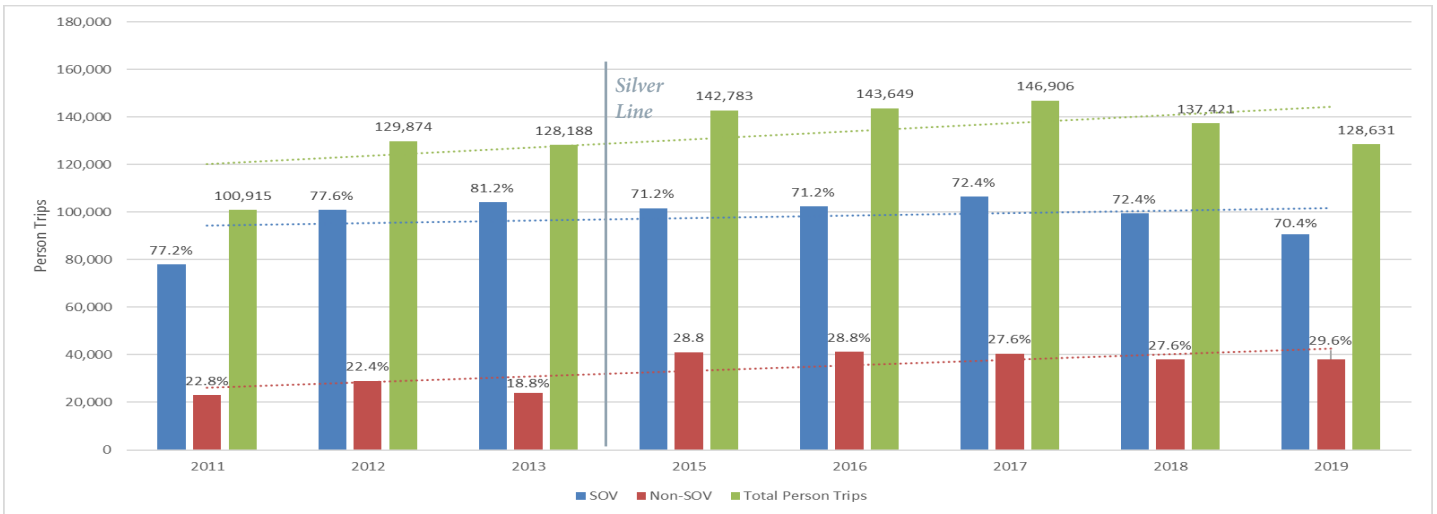


Figure C4: PM Peak Period SOV and Non-SOV Person Trips (2011-2019)



Vehicle Travel

Figure C5 depicts the 15 locations where traffic enters and exits Tysons. Figure C6 shows the total number of vehicles counted at the 15 locations during the peak AM and PM peak period from 2011 to 2019. Vehicle counts tabulated for the peak period (7:00 am-10:00 am and 4:00 pm-7:00 pm) are shown in Table C2.

Figure C5: Vehicle Count Locations

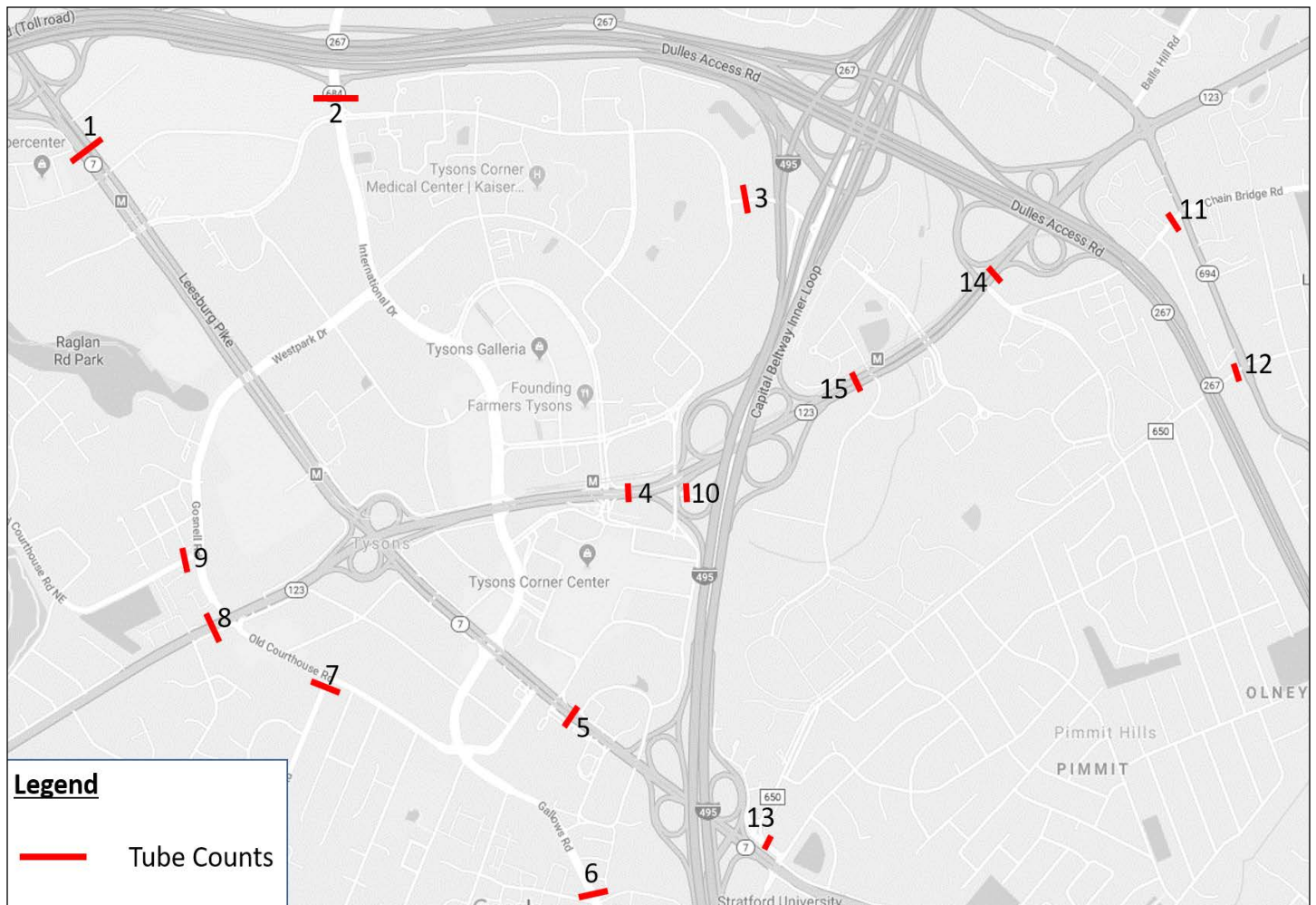


Figure C6: Vehicle Counts in AM and PM Peak Period

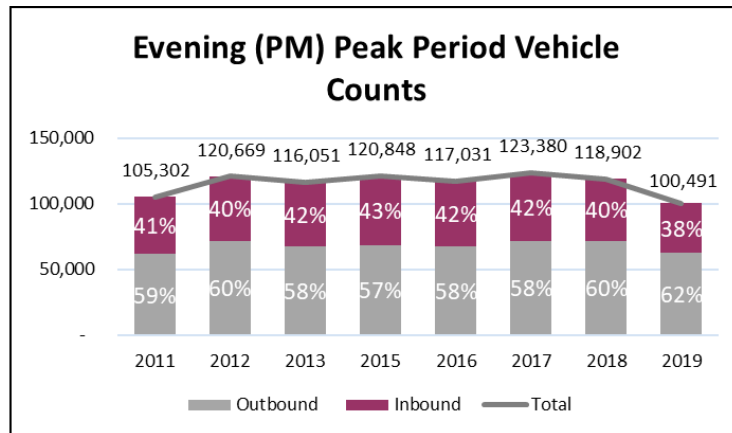
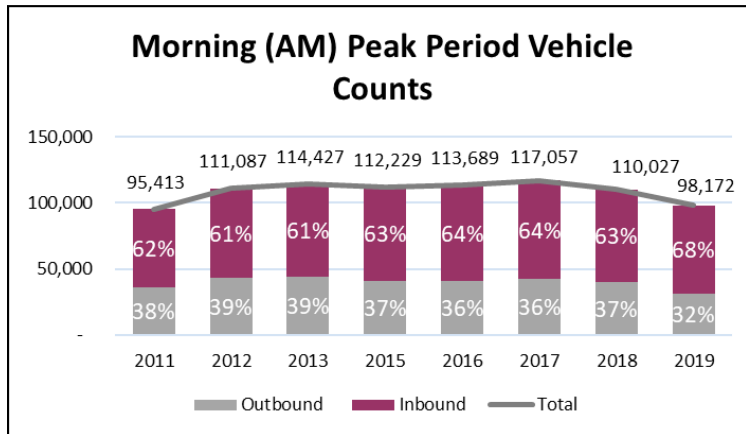


Table C2: Motorized Vehicles Entering and Existing Tysons in the Peak Period (2019)

West of Capital Beltway	AM		PM	
	Enter	Exit	Enter	Exit
1. Route 7 N of Tyco Road	9,664	4,481	5,497	9,343
2. Spring Hill Road N of International Drive	6,242	1,414	2,148	4,544
3. I-495 / Express Lane Access	2,405	874	771	2,671
4. Rt. 123 E of Tysons Blvd.	10,645	3,229	4,585	7,753
5. Rt. 7 E of Tysons Corner SC Entrance	11,173	6,132	7,425	8,793
6. Gallows Road S of Science Applications Ct.	5,231	2,077	2,705	5,578
7. Woodford Rd. S of Old Courthouse Rd	1,045	634	747	1,553
8. Rt. 123 W of Old Courthouse Road	4,779	1,655	2,616	3,491
9. Old Courthouse Rd W of Gosnell Road	2,253	777	836	2,954
10. West Park Drive	1,676	438	636	2,807
Totals 2019	55,113	22,711	27,966	49,487
Totals (Post Silver Line)	50,713	24,078	32,731	49,500
Fall 2013 (Pre-Silver Line Opening)	52,644	26,921	32,124	47,680
East of Capital Beltway				
11. Chain Bridge Road W of Great Falls St.	1,237	685	1,449	1,039
12. Magarity Road W of Great Falls St.	1,105	1,516	1,614	2,663
13. Lisle St/Magarity Road N of Rt. 7	1,031	1,297	1,133	1,492
14. Rt. 123 E of Anderson Road	3,586	4,193	3,230	4,620
15. Rt. 123 W of Old Meadow Road	4,702	1,996	2,370	3,428
Totals 2019	11,661	9,687	9,796	13,242
Totals (Post Silver Line)	20,482	16,956	19,415	19,202
Fall 2013 (Pre-Silver Line Opening)	17,606	17,256	16,642	19,605

- Notes:
- 1 2019 Traffic counts were taken by FCDOT in April 2019.
 - 2 The AM peak period is 7:00 – 10:00 a.m. and the PM peak period is 4:00 – 7:00 p.m.
 - 3 Express ramps include the I-495 ramps to Westpark Drive and Jones Branch Drive
 - 4 Points 13 reflect different count locations at the same intersection due to the inbound and outbound cordon line counts at two points to/from Tysons

Traffic Level-of-Service Analysis

Tables C3 and C4 show LOS from 2011 to 2019 at the 15 intersections assessed in Tysons during the AM and PM peak hours. In recent years, the number of intersections operating poorly (LOS E or F) during either the AM or PM peak hour has been reduced from nine intersections in 2011 to six in 2019, with only one operating at LOS F in 2019. Completed transportation improvements, including the three 'Express Lanes' entry points from the Beltway, have had a significant positive impact on redistributing traffic volumes into and out of Tysons.

Saturated traffic conditions, demonstrated by poor or failing LOS during the peak hour, indicates that travel at intersections is at or near capacity, and growth in travel could be expected to take place before and after the peak hour. As a result, peak period traffic is expected to 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 to provide an annual assessment of traffic and transportation utilization trends and changes to the underlying traffic patterns in the Tysons area.

Table C3: Tysons AM Peak Hour Intersection Level of Service from Year 2011 to Year 2019

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

Level of Service (LOS)	
	A, B, or C
	D
	E
	F
	No LOS

Notes:

Any abrupt changes in Level-of-Service (LOS) between years 2011 to 2012 may have been contributed to ongoing construction work associated with the Silver Line and Capital Beltway (I-495) Express lane projects that were under construction during the traffic count period.

Locations #3 (Jones Branch Expressway Ramps) and location #10 (West Park Expressway Ramps) are not included due to low volumes of traffic to conduct LOS.

Table C4: Tysons PM Peak Hour Intersection Level of Service from Year 2011 to Year 2019

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

Level of Service (LOS)	
	A, B, or C
	D
	E
	F
	No LOS

Notes:

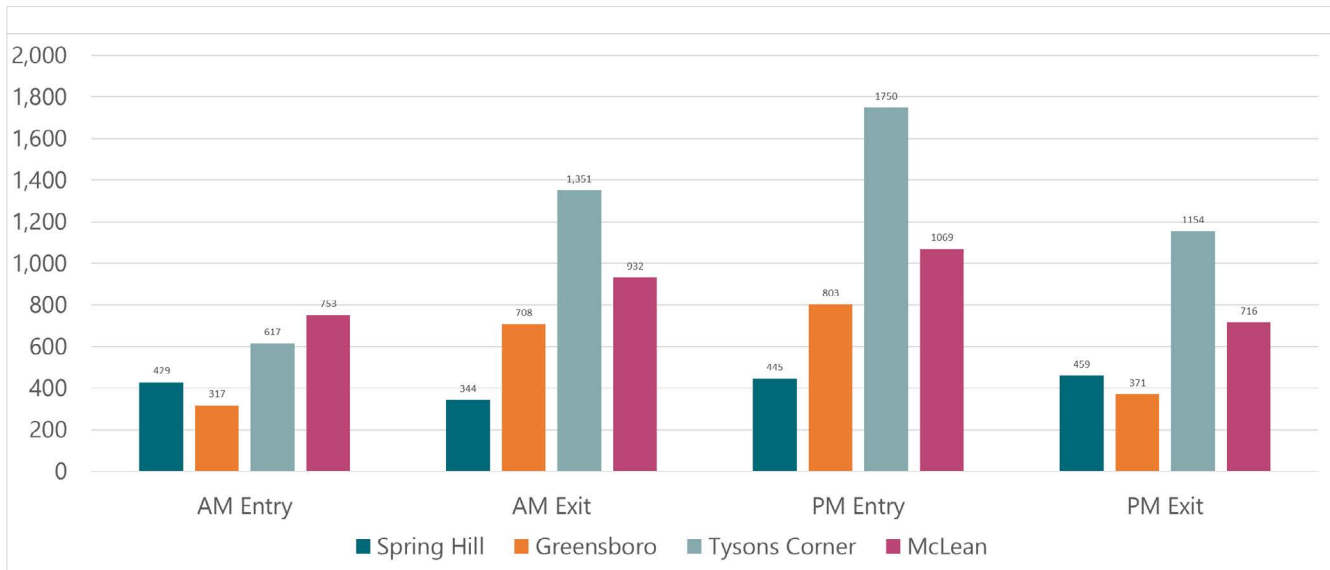
Any abrupt changes in Level-of-Service (LOS) between years 2011 to 2012 may have been contributed to ongoing construction work associated with the Silver Line and Capital Beltway (I-495) Express lane projects that were under construction during the traffic count period.

Locations #3 (Jones Branch Expressway Ramps) and location #10 (West Park Expressway Ramps) are not included due to low volumes of traffic to conduct LOS.

2019 Silver Line Ridership Characteristics

The ridership information in *Figure T5* (in the Transportation section) can be further broken down by entries into and exits out of the various Tysons stations on the Silver Line. *Figure C7* below shows the details of this information for 2019 under both AM and PM conditions.

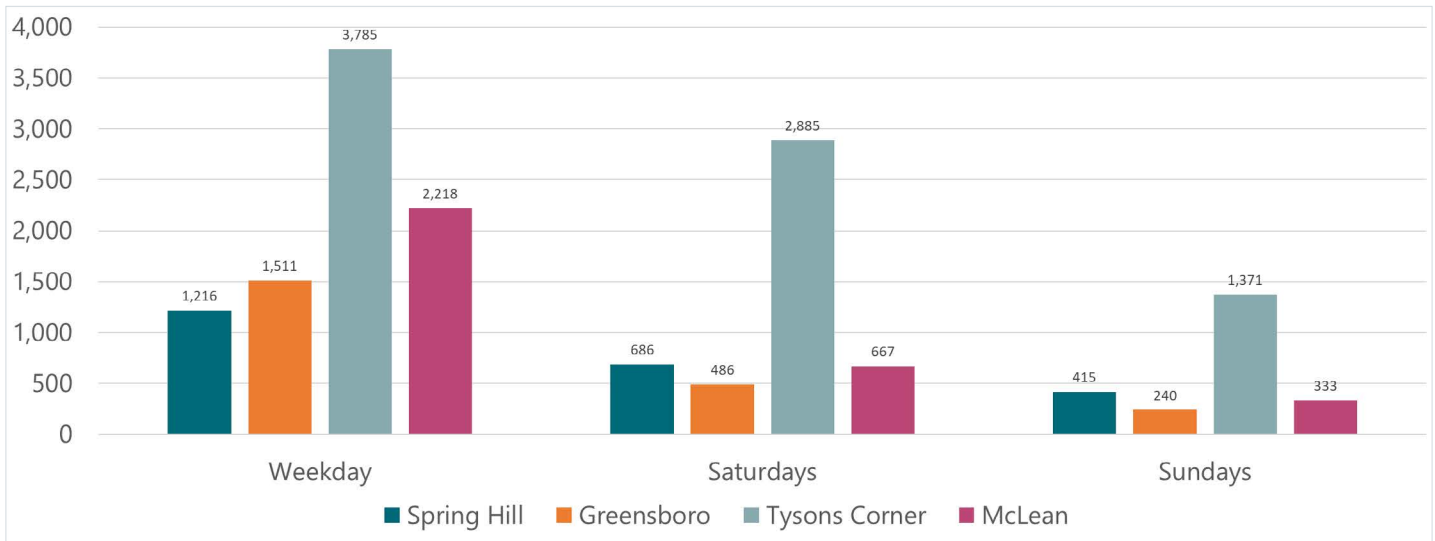
Figure C7: Average Weekday Peak Period Entry/Exit Comparisons - April 2019



Based upon the information shown in *Figure C7*, individual station use is exhibiting characteristics reflecting the land use in the vicinity of each station. This is particularly noticeable at 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). The McLean station shows a slightly greater demand for exiting the Metrorail system than entering the system in the morning. The PM Period exhibits: more riders entering Metrorail at the McLean and Tysons Corner Stations, whereas a slight increase in riders exit than enter at the Spring Hill Station. From last year (2018) to this year, AM entry and exits to all stations increased, and PM entry and exits increased at all stations.

Another way to evaluate this information is by overall average activity based on weekday and weekend conditions. To gauge these scenarios, the ridership information was broken down into average daily station exits for a weekday, Saturday, and Sunday condition. That information is presented in *Figure C8*.

Figure C8: Average Weekend Peak Period Entry/Exit Comparisons - April 2019



Bus Transit

Figure C9 depicts the Metrorail line and stations, Metrobus and Fairfax Connector routes, and the non-Metrorail related bus transfer center at Tysons West*Park, as of Spring 2019.

Estimates of bus ridership are assessed using Automatic Passenger Counters (APC) of riders at bus stops located on the border of Tysons and do not capture Circulator trips internal to Tysons. AM and PM peak period passenger counts by route are shown in Table C6. Figure C10 summarizes the results of peak period ridership counts for the years between 2011 and 2019. Over the last few years, ridership on bus routes serving Tysons has shown an upward trend and has risen to levels slightly higher than before the opening of the Silver Line Metrorail.

Figure C9: Transit System, Spring 2019

Transit service in
Tysons & McLean

Fairfax Connector

- 401** Weekday, Saturday & Sunday Service
- 402** Weekday, Saturday & Sunday Service
- 422** Weekday Service Only
- 423** Weekday, Saturday & Sunday Service
- 424** Weekday & Saturday Service
- 432** Weekday Rush Hour Service Only
- 462** Weekday Rush Hour Service Only
- 463** Weekday, Saturday & Sunday Service
- 467** Weekday & Saturday Service
- 494** Weekday Service Only
- 495** Weekday Service Only
- 574** Weekday, Saturday & Sunday Service
- 721** Weekday, Saturday & Sunday Service
- 724** Weekday Rush Hour Service Only

Metrobus

- 3T** Weekday & Saturday Service
- 15K** Weekday Rush Hour Service Only
- 23A** Weekday, Saturday & Sunday Service
- 23T** Weekday, Saturday & Sunday Service
- 28A** Weekday, Saturday & Sunday Service

Metrorail

- SV** **Silver Line:** Spring Hill, Greensboro, Tysons Corner, McLean, East Falls Church
- OR** **Orange Line:** Dunn Loring, West Falls Church, East Falls Church

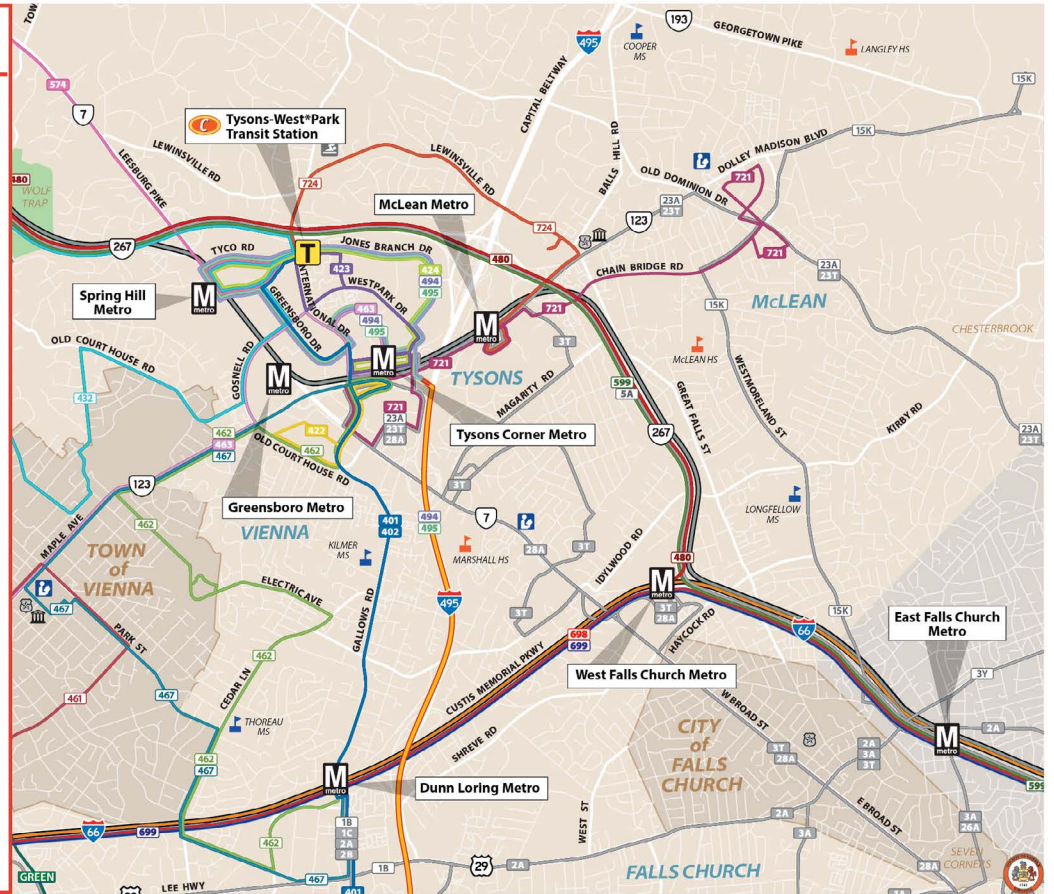


Table C5: Fairfax Connector Routes Serving Tysons - 2019

Service Type	Number	Name/Route	Type
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
Express	495	Burke Centre – Tysons	Express to/from Tysons
Peak Service	432	Old Courthouse – Beulah	To/From Tysons (weekday peak only)
Peak Service	462	Dunn Loring – Navy Federal – Tysons	To/From Tysons (weekday peak only)
Peak Service	724	Lewinsville Road	To/From Tysons (weekday peak only)
Local Service (multiple stops)	401/402	Backlick – Gallows	To/From Tysons (weekday peak only)
Local Service	463	Maple Avenue – Vienna	To/From Tysons (weekday peak only)
Local Service	467	Dunn Loring – Tysons	To/From Tysons (weekday mid-day, evening, and Saturday)
Local Service	574	Reston – Tysons	To/From Tysons (weekday, weekend)
Local Service	721	Chain Bridge Road – McLean	To/From Tysons (weekday peak only)
Peak	734	McLean – West Falls	Eliminated in June 2016

Notes:

- 1 Routes reflect service as of Spring 2019
- 2 Route 734 was eliminated in June 2016, due to overlap in service and low ridership
- 3 The 700 series routes commenced service with inauguration of the Silver Line service

Figure C10: Bus Peak Period Passengers (2011-2019)

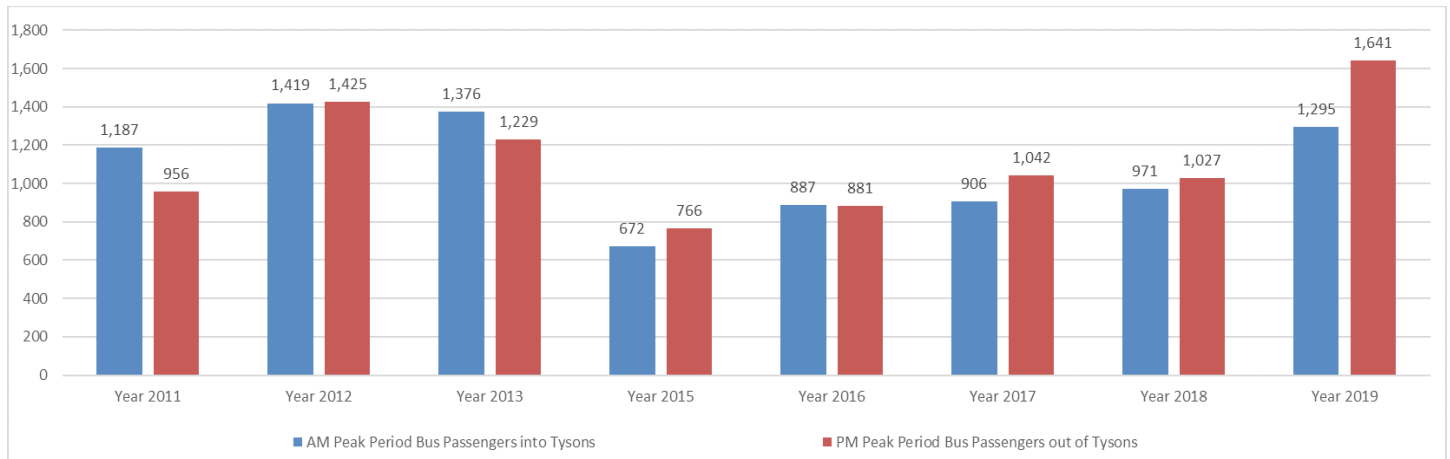


Table C6: Bus Route Description and Number of Passengers

Bus Route Description and Number	AM Peak Period		PM Peak Period	
	Enter	Exit	Enter	Exit
1 Fairfax Connector (FC) Express 494, 495	75	1	0	73
2 FC Peak Service 432, 462, 724, 574	92	68	69	77
3 FC Local service 401/402	177	64	111	182
4 FC Local Service 463, 721	84	58	76	99
5 PRTC Omni Ride: Manassas, Linton Hall, Woodbridge	147	0	0	182
6 Metrobus-Tysons McLean Station 3T, 23T	196	103	145	180
7 Metrobus Tysons Corner Center 28A	399	80	241	744
Spring 2019 Totals	1,169	374	641	1,537
Spring 2018	1,001	342	563	1,029
Spring 2017	906	314	510	1042
Spring 2016	887	334	397	881
Spring 2015 (Post Silver Line)	672	146	206	776
Fall 2013: Pre-Silver Line Opening	1,376	332	544	1,229

Notes:

- 1 Estimates of bus ridership are computed for the 7:00 – 10:00 AM and the 4:00 – 7:00 PM peak periods.
- 2 Counts of bus passengers were field counted or taken from Automatic Passenger Counts (APC).
- 3 Circulator Bus ridership is internal to Tysons and is not included in the totals entering and exiting the area.
- 4 Counts reflect service as of Spring 2019.
- 5 In June 2016, Metrobus 15 M, included in the 2016 bus passenger counts, was discontinued and Fairfax Connector Route 463 was re-routed in an attempt to gain new ridership.
- 6 Metrobus 2T was discontinued in June 2017.

Table C7: Number of Passengers by Main Route Traveled

Bus Route Description and Number	AM Peak Period		PM Peak Period	
	Enter	Exit	Enter	Exit
1 Beltway - FC Express 494, 495 & PRTC Omni Ride	271	6	8	341
2 Gallows Road - FC Local Service 401/402	270	98	200	216
3 Route 7 - Metrobus (MB) 28A, 574	432	112	268	774
4 Dulles Toll Road FC - 432	17	9	5	10
5 Rt. 123 - FC 724, 463, 721: MC 2T, 3T, 23T	305	173	241	301
Spring 2019 Totals	1,295	399	722	1,641
Spring 2018	971	314	557	1,027
Spring 2017	906	314	510	1,042
Spring 2016	887	334	397	881
Spring 2015 (Post Silver Line)	672	146	206	776
Fall 2013: Pre-Silver Line Opening	1,376	332	544	1,229

Notes:

- 1 Estimates of bus ridership are computed for the 7:00 – 10:00 AM and the 4:00 – 7:00 PM peak periods.
- 2 Counts of bus passengers were field counted or taken from Automatic Passenger Counts (APC).
- 3 Circulator Bus ridership is internal to Tysons and is not included in the totals entering and exiting the area.
- 4 Loudoun County Transit has been discontinued.
- 5 Counts reflect service as of Spring 2019.
- 6 In addition, Metrobus 15 M, included in the 2016 May bus passenger counts, was discontinued in June 2016.
- 7 Fairfax Connector Route 463 was re-routed in an attempt to gain new ridership.

Walking and Bicycling in Tysons

Table C8 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.

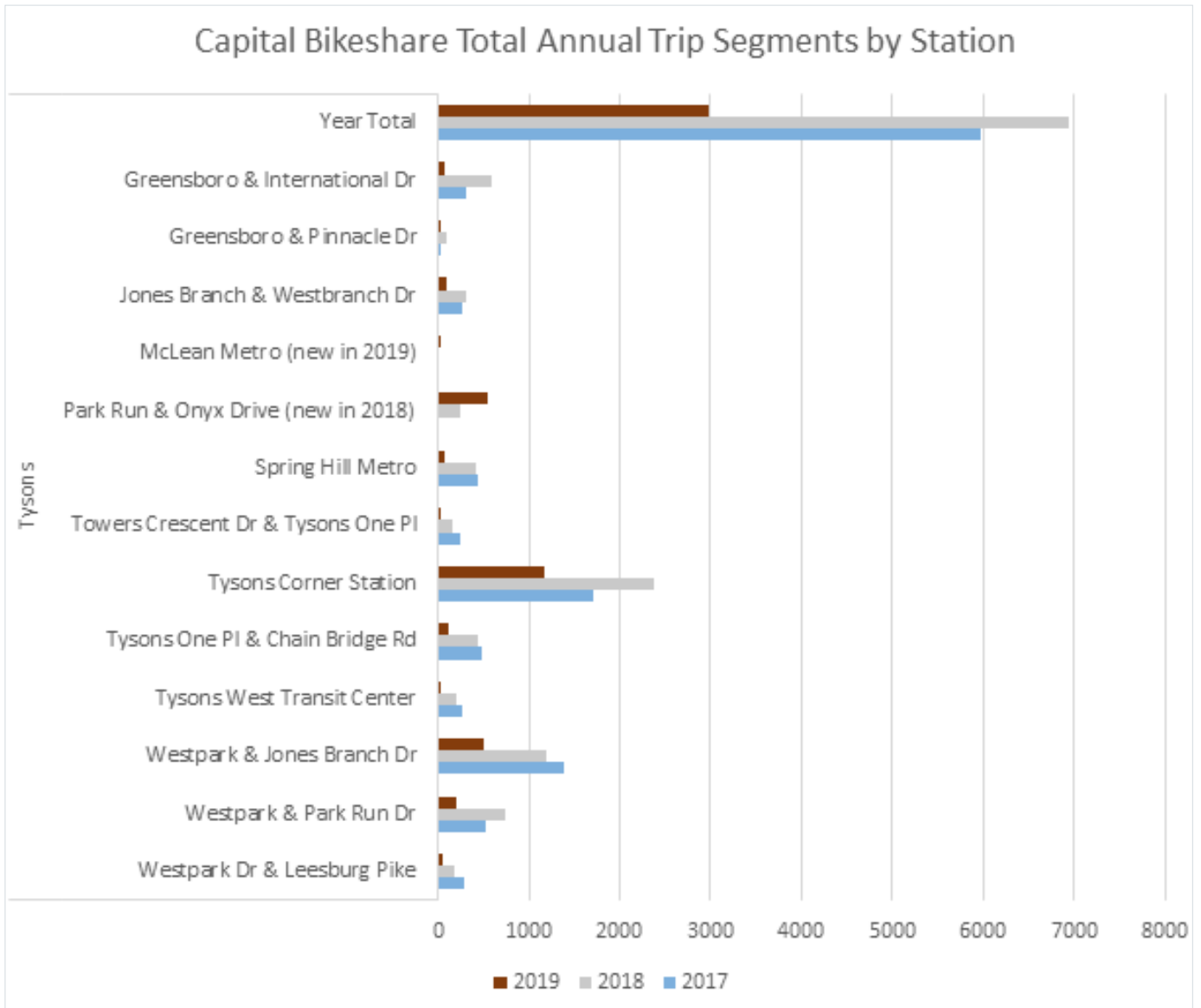
Table C8: Existing and Proposed Bicycle Facilities in Tysons

Implementation	Facility	Type
Existing	Gallows Road (Cottage Street to Old Courthouse Road)	On-Road Bike Lane
	Towers Crescent Drive / Shop Tysons Blvd	On-Road Bike Lane
	Oak Street (Gallows Road to Sandburg Street)	On-Road Bike Lane
	Ashgrove Plantation Trail (on Park Authority property)	Shared-Use Path
	Greensboro Drive (Spring Hill Road to Solutions Drive)	On-Road Bike Lane
	Westbranch Drive (Westpark Drive to Jones Branch Drive)	On-Road Bike Lane
	Jones Branch Drive	Climbing Lane (7921 Jones Branch Drive to Westpark Drive) Shared Use Markings (International Drive to 7921 Jones Branch Drive)
	Westwood Center Drive (Route 7 to the end)	Shared Use Markings
	Park Run Drive (Jones Branch Drive to Tysons Boulevard)	On-Road Bike Lane
	Westpark Drive (Galleria Drive to International Drive)	Climbing Lane
	Vesper Trail	Shared-Use Path
Total Proposed (in Bicycle Master Plan)	Ashgrove Plantation (connecting to Westwood Center Drive); Scotts Run Trail	Shared-Use Paths
	Throughout the geographical area defined in the Bicycle Master Plan	On-Road Bike Lanes
	Throughout the geographical area defined in the Bicycle Master Plan	Signed Bike Routes

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

Figure C11 shows the Capital Bikeshare total annual trip segments by station within Tysons from 2017-2019 (2019 being total count through April). Capital Bikeshare usage increased from 2017 (5,983 total trips segments) to 2018 (6,948 total trip segments).

Figure C11: Capital Bikeshare Total Annual Trip Segments by Station



Transportation Demand Management

The County actively promotes TDM programs and strategies to support residents, property owners, and tenants through TDM outreach. In 2010, Fairfax County partnered with the National Center for Transit Research to recognize employers who have excelled in implementing commuter programs such as ride-sharing, transit benefits, biking and walking, teleworking, alternate work schedules and other strategies as the Best Workplaces for Commuters (BWC). In 2015, Fairfax County became the first jurisdiction in the nation to have over 50 employers meet the BWC designation. Of the 57 BWCs in Fairfax County, 10 are located in Tysons.

TyTran

TyTran, the Tysons Transportation Management Association (TMA) under the umbrella of the Tysons Partnership, coordinates outreach and assists in coordinating TDM programs occurring through development proffers and through other means. To date, 14 companies have signed on with TyTran for help with implementing TDM strategies. TyTran uses strategies such as the distribution of information via its website, mailings, events and meetings to achieve single-occupancy vehicle (SOV) trip reductions. Outreach to employers and employees is conducted to encourage the use of commuting alternatives such as ridesharing, use of rail and bus, flex-time and remote workplaces, among other TDM strategies. TyTran holds quarterly meetings that are attended by the group's board members, local developers and county staff to discuss TDM strategies and progress in Tysons.

Monitoring TDM Goals

Attainment of TDM vehicle trip reduction goals for each new development is monitored annually or biennially beginning with occupancy of the first buildings on a site. Numerous developments in Tysons currently implement TDM plans and submit annual reports. Under the 2013 TDM Guidelines, program attainment is monitored in terms of achieving trip-reduction targets through annual vehicle traffic counts. Surveys are also conducted on a three-year basis to gather data on mode split and travel behavior to help determine which TDM program elements should be improved or enhanced in the future.

In Tysons, developers volunteer monetary contributions to a "Remedy Fund" that will be drawn upon to enhance TDM programs, if the programs outlined in the TDM plan are not achieving their goals. The structure of the Remedy Fund creates an incentive to achieve higher goals than those specified in the Plan, as developers are able to receive portions of this fund back if they exceed their goals. Developments in Tysons also include a "Penalty Fund" fund in their proffers. The Penalty Fund is a cash escrow or Letter of Credit given to the County to utilize for TDM purposes if Remedy Funds are exhausted. 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, all developments in Tysons that have submitted TDM Annual Reports have met or exceeded their trip reduction goals. Fairfax County will continue to collect annual reports to monitor progress and achievement of TDM goals. Where TDM reports are not submitted or goals are not met, the County will take further action as dictated by proffers. Further actions include non-compliance fees and utilization of Remedy and/or Penalty funds.

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