

REPORT TO BOARD OF SUPERVISORS ON TYSONS CORNER

OCTOBER 2011



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TABLE OF CONTENTS

Introduction	1
Land Use	7
Existing Land Uses	7
Conceptual Planned Land Uses	9
Development Actions, June 2010 to October 2011	10
Proposed Development	12
Land Use Mix.....	13
Population	13
Affordable Housing	14
Initial Development Level	14
Transportation	15
Transportation Infrastructure Improvements	15
Transportation Funding	17
Traffic Monitoring	17
Transit Monitoring	22
Walking / Bicycling	24
Parking Management	25
Transportation Demand Management	25
Environmental Stewardship	27
Stormwater Design and Management	27
Green Building Design & Energy/Resource Conservation	28
Tree Canopy	30
Public Facilities & Parks	33
Public Facilities within Tysons	33
Public Facility Planning	34
Park and Recreational Facilities Planning	35
Urban Design	37
Urban Design Guidelines	37
Urban Design in Development Review	38
Appendix A – Follow-On Motions	A-1
Appendix B – Development Applications Approved or Under Review Since June, 2010	B-1
Tysons West District	B-5
Tysons Central 7 District	B-19
Tysons Central 123 District	B-25
Tysons East District	B-29

LIST OF FIGURES

Figure 1: Existing Land Use Pattern in Tysons7
Figure 2: Planned Conceptual Land Use9
Figure 3: Areas with Development Activity Since June, 201011
Figure 4: Applications Currently Under Review12
Figure 5: Cordon Analysis Locations18
Figure 6: Level-of-Service Analysis – AM Peak21
Figure 7: Level-of-Service Analysis – PM Peak22
Figure 8: Existing Transit Transfer Centers23
Figure 9: DRAFT Urban Street Tree Planting Detail31

LIST OF TABLES

Table 1: Existing Development Levels within Tysons as of January 1, 20118
Table 2: Comprehensive Plan Goals: Population, Employment, and Sq. Ft. of Building Space .10
Table 3: Total Development Levels; Existing, Approved, and Proposed13
Table 4: Total Population Estimates; Existing, Approved, and Proposed13
Table 5: Cordon Analysis for the Tysons Corner Urban Center – 2009/200120
Table 6: Timing of Public Facility Needs Based on GMU High Forecast for Growth33

INTRODUCTION

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

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

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

It is intended that County staff will prepare a periodic report on Tysons. This is the first such report, and, as such, sets forth baseline data, that are intended to be monitored over time in an effort to evaluate the progress toward achieving the Tysons vision.

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

Executive Summary

In the 16 months since the Plan was adopted, there has been considerable work undertaken to help implement the vision for Tysons, including work on numerous transportation studies, public/private mechanisms for funding transportation improvements, elements of a public facilities plan, and evaluation of rezoning applications. A summary of the significant activities that are underway follows. Additional details and information is provided in the subsequent sections of this report.

General Outreach and Implementation

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

During the past year, the County has held two community open houses to showcase activities occurring in Tysons, including both County led efforts and private sector development proposals. These meetings, which were held on December 6, 2010 and June 15, 2011, were each attended by approximately 100 people. The community open houses provided an opportunity for information sharing and continued engagement in the transformation of Tysons.

A new webpage for Tysons was created at www.fairfaxcounty.gov/tysons. This website provides a point of entry for anyone wanting to know more about Tysons. It contains information on the Comprehensive Plan, upcoming public meetings, general news of interest in Tysons, along with planning efforts and development applications submitted within Tysons. The website also links users to an email address where all questions are easily routed to the proper agency to be responded to in a timely manner.

The Plan recommends establishing an entity to assist Tysons in achieving the potential envisioned in the Plan. In January 2011, the Tysons Partnership was formed as a organization with membership from the full spectrum of stakeholders in Tysons, including employers, landowners, retailers and residents within and outside of Tysons. The Tysons Partnership has already begun to serve as a forum for residents, landowners, applicants and county staff to work together to develop solutions to issues that face Tysons. Initial focus areas for the Tysons Partnership are marketing/branding, transportation, public facilities & community amenities, urban design/planning, finance, and sustainability initiatives.

Land Use

Fairfax County created a new organizational approach to evaluating development applications within Tysons, forming a "Core Team" of experienced staff from the departments of Planning and Zoning, Transportation, and Public Works and Environmental Services, the Park Authority, and the Office of Community Revitalization and Reinvestment. Additional staff from other county agencies participate as subject area experts as needed. This new approach allows applicants to benefit from shared approaches to shared problems, ensures that each development application is dealt with in a fair and equitable manner, and promotes cooperative solutions among applicants to address issues of mutual concern.

The development community has responded positively to the newly adopted Plan. As of September 2011, 17 applications had been submitted to Fairfax County to rezone almost 230 acres within Tysons to the newly established Planned Tysons Corner Urban District (PTC) zoning district. Two of those applications were approved by the Board of Supervisors on September 27, 2011, with the remaining 15 under review.

Collectively, the applications being reviewed are requesting up to 36 million square feet of new development within Tysons, including approximately 19 million square feet of non-residential

development and 17 million square feet of residential development. If approved, these development proposals are estimated to provide for over 29,000 new residents and 57,000 new employees in Tysons. It is anticipated that a majority of these applications will be acted upon by the Planning Commission and Board in 2012. Economic forecasts conducted by George Mason University Center for Regional Analysis indicate that the quantity of development associated with these applications will occur over a long period of time, in excess of 20 years into the future. Additional details on each of the approved and pending applications can be found in the Land Use section and Appendix B of this report.

A key component of the Plan is the link between development and the provision of infrastructure necessary to support the development. The Plan links future office development to the provision of certain transportation improvements and the achievement of targeted transit usage, and established an Initial Development Level (IDL) for the first phase of office growth within Tysons. The IDL was set at the 20 year increment of office development as forecasted by the George Mason University Center for Regional Analysis, or 45 million square feet. The Plan states further that the IDL should not be exceeded unless and until, among other things, a reliable mechanism has been put into place for funding the transportation improvements needed to support development. At the direction of the Board, the Planning Commission is currently reviewing both the IDL and potential funding mechanisms.

Transportation

The proposed land uses, intensity levels, and recommended transportation improvements were established when the Plan was adopted. However, there were a number of transportation studies and activities that remained to be completed. Since Plan adoption, significant transportation related activities have been undertaken, such as the continuing efforts related to the provision of rail to Tysons; the Dulles Toll Road Ramp and Jones Branch Connector studies; and, implementation of a grid of streets, which was shown in the Plan only as a conceptual network. Staff and applicants have created a collaborative process to refine the grid for individual districts or sub-districts within Tysons. The County will be testing these refined grids with submitted development applications through additional transportation impact analyses.

Additional activities have included the following: Fairfax County has completed a Tysons Corner Master Bicycle Plan; express bus service is planned to coincide with completion of the Beltway High Occupancy Toll (HOT) lanes project in 2012; a Tysons Metrorail Station Access Management Study (TMSAMS) is close to completion and will contain recommendations for pedestrian, bicycle, and access improvements to the Metrorail stations. Also, a Fairfax County Transit Development Plan (TDP) has been adopted and contains recommendations for expanding local bus service in Tysons after the new Metrorail stations are operational; the Tysons Circulator Study is underway to identify and recommend mode options, routes, right-of-way requirements and phasing for the envisioned circulator transit service that will provide quick and convenient service within Tysons; and, interim parking solutions are being investigated to provide temporary parking locations for commuters until such time as transit-oriented development is in place near the stations.

Implementing the new urban complete streets recommended in the Tysons Plan has required a collaborative effort among the County, VDOT and the private sector. This collaboration has resulted in the adoption of a Memorandum of Agreement between the County and VDOT to approve urban street standards for Tysons.

A traffic monitoring system is also being established to determine if acceptable levels of service and accessibility in and around Tysons are being maintained, and can be sustained as development occurs.

Expanding the transportation network through the phased provision of transportation infrastructure tied to development is critical to ensuring that the transportation system performs at acceptable levels. These infrastructure improvements are a shared responsibility among federal, state, regional and local governments and the private sector. At the direction of the Board, the Planning Commission is currently engaging stakeholders in an effort to develop recommendations regarding funding mechanisms.

Environmental Stewardship/Sustainability

Tysons is envisioned to develop as an urban destination that is a national leader in environmental stewardship and sustainability. As Tysons redevelops, there will be significant opportunities to implement sustainable land use and building practices. These include, but are not limited to: developing a pedestrian friendly green network of parks, open space, and trails; reducing greenhouse gas emissions through the multi-modal transportation choices; achievement of U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) Silver certification, or the equivalent, for all commercial buildings and LEED certification, or the equivalent, for residential buildings; and, incorporating of innovative stormwater management measures to reduce stormwater runoff volume and control peak flows. Innovative design in a constrained urban environment provides opportunities and challenges. It is expected that new technology solutions will be sought and implemented, and that the effectiveness of new technologies will be monitored for efficiency.

Public Facilities& Parks

Public facilities are expected to be provided through redevelopment projects committing to the provision of land and/or space for such facilities. The Plan recommends that detailed district-wide plans for the provision of public facilities be developed by landowners prior to or concurrent with the approval of the first redevelopment proposal in a district. In the year following Plan adoption, staff has initiated work on the Public Facilities Plan for Tysons and has met with the various public providers to refine space and locational needs identified in the Plan for such county services as schools, police and fire stations community centers, and libraries.

Additional facilities recommended within the Plan, and without which Tysons will not live up to its potential as a vibrant urban center, include a conference center, arts facilities and institutions of higher learning. These facilities have also been included in the public facility planning. Staff is reviewing the types of structures best suited for an urban setting, either as stand-alone facilities or as facilities that are integrated into mixed-use buildings within redevelopment projects. Staff is actively working with

individual landowners on their applications, as well as collectively with applicants within the various districts, to develop and implement a public facilities plan at the Tysons-wide and district levels.

Parks, and associated recreational amenities, are of critical importance to future residents and employees within Tysons. The park plan contained in the adopted Plan is conceptual. Since Plan adoption, staff has been refining the park plan based upon grid of streets planning and information gained from the rezoning applications. Refining the conceptual park plan within the Comprehensive Plan will occur and be implemented in tandem with the development review process. Refinements to the conceptual plan could be included in future Comprehensive Plan amendments for Tysons.

Urban Design

High standards in urban design are critical in transforming Tysons into a cohesive, functional, pedestrian-oriented and memorable urban destination. While the Plan contains certain concepts regarding the type of urban environment that was envisioned, it recommends that detailed urban design guidelines be developed. Such draft guidelines have been produced and, as of the date of this report, are undergoing public review and comment. It is anticipated that the guidelines will come to the Board in 2012 for review and endorsement. In addition, staff has been working with the applicants who have submitted rezoning applications to ensure that design proposals are consistent with the urban environment envisioned in the Plan.

Remainder of Report

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

LAND USE

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

**Elements of Tysons
Land Use**

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

Existing Land Uses

Figure 1 – Existing Land Use Pattern in Tysons

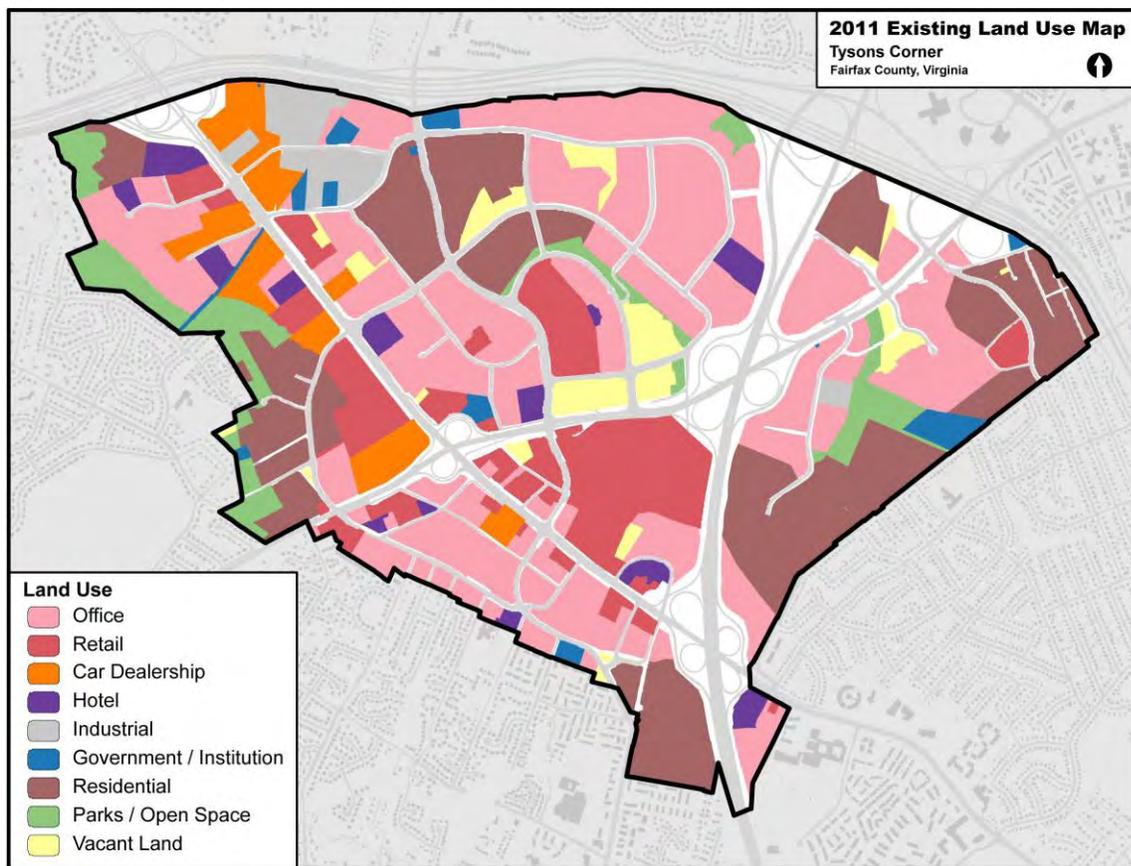


Table 1 – Existing Development Levels within Tysons as of January 1, 2011.

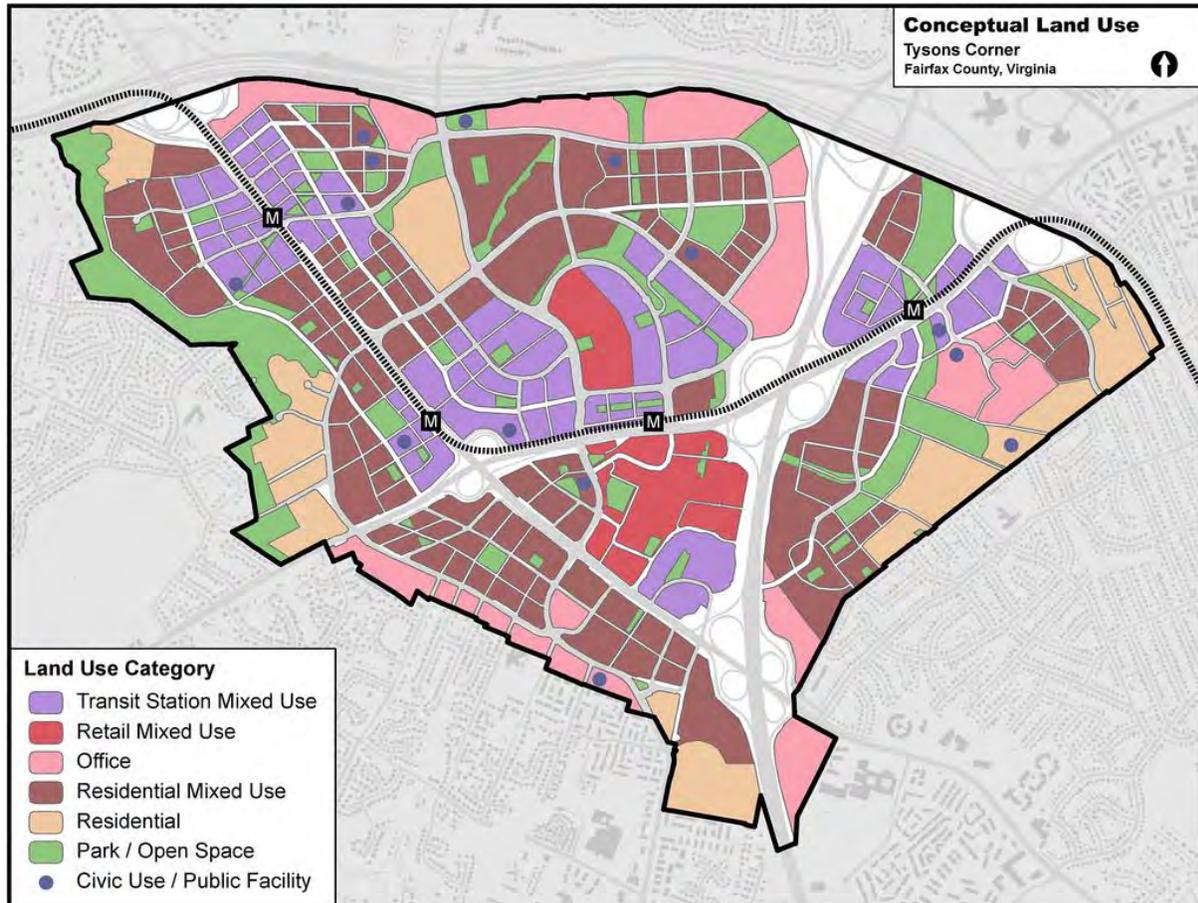
Land Use	Gross Floor Area (square feet)*
Office	26,862,000
Retail	5,096,000
Car Dealership	730,000
Hotel	2,578,000
Industrial	986,000
Government/Institutional	80,000
Residential (sq. ft.)	10,844,000
Residential (Units)	8,943
Total All Uses	47,176,000

*Square foot totals rounded to nearest 1,000.

Figure 1 and Table 1 illustrate the land use patterns and existing development levels within Tysons as of 2011. The existing pattern of development is characterized by segregated land uses and has a low level of residential development relative to office uses. The existing development supports approximately 17,000 residents and up to 105,000 employees. The majority of development within Tysons today is office use, which, by square feet, is approximately 57% of the total developed land use and is located in over 500 structures. The residential component of Tysons is almost a quarter of all uses (23%), and 89% of all dwelling units are in multi-family structures. This results in a jobs/housing balance of approximately 12 jobs per household.

Conceptual Planned Land Uses

Figure 2 – Planned Conceptual Land Use



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

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

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

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

Development Actions, June 2010 to October, 2011

The following section includes development applications approved within Tysons since the adoption of the Plan in June 2010, as well as updates on certain projects which were approved at rail related density levels prior to June 2010. *Figure 3* depicts the general location of these approved applications; Appendix B includes more detailed information on applications approved since Plan adoption.

Spring Hill Station (RZ 2010-PR-014A and RZ 2010-PR-014B): These two applications were approved by the Board of Supervisors on September 27, 2011. These are the first applications requesting a rezoning to the new PTC zoning district to be approved. These applications include up to five residential buildings with ground floor retail and also include the relocation of Fire Station 29. The applicant has submitted a site plan for one structure (Building F1). The remainder of the 32 acre Spring Hill Station proposal, located closest to the Tysons West Metro station, is currently under review for PTC rezoning (RZ 2010-PR-014C).

MITRE 4 (PCA 92-P-011-7 / SE 2010-PR-023). These concurrent applications were approved by the Board of Supervisors on June 7, 2011. The PCA allows the applicant to shift previously approved office square footage to a single building site within the West Gate C-3 rezoning. The SE allows an increase in height to 225 feet, as recommended in the Comprehensive Plan.

Tysons Corner Center (RZ 2004-PR-044): This project, adjacent to the Tysons Central 123 Metro station, received rezoning approval in 2007 for four phases of mixed use development on sites surrounding the existing shopping mall. The property owner, Macerich, has recently submitted a site plan for Phase 1 (located on the former Circuit City site), which includes an office building, a residential building and a hotel.

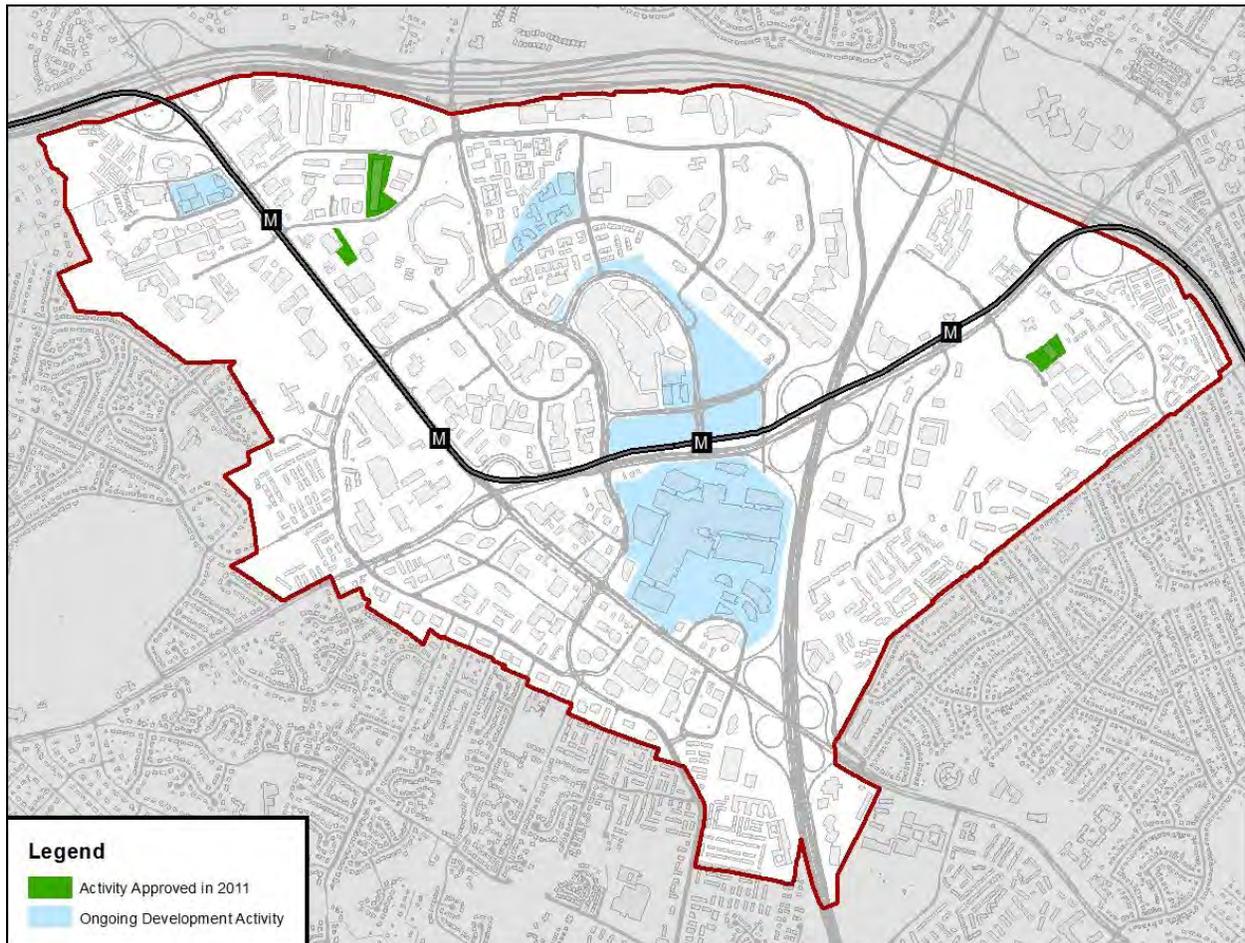
Tysons II (PCA 84-D-049-5): This eight building mixed use project received approval in 2003. In addition to the buildings existing on the site prior to the rezoning, one office building has been constructed since the 2003 approval. A site plan for a second office building on Tysons Boulevard, near the Tysons Central 123 Metro station, was approved earlier this year and is now under construction.

Park Crest (RZ 2002-PR-016): Two residential buildings in this mixed use project on Westpark Drive have been constructed, one of which includes a Harris Teeter grocery store on the ground floor. Three additional residential buildings, one of which has an approved site plan, are approved but unbuilt.

Towers Crescent (RZ 2006-PR-028): This project on Towers Crescent Drive received rezoning approval in 2007 for one new office building, which has since been constructed. Three additional residential buildings were also included in the approved application but have not been constructed.

JBG Rosenfeld (6279-SP-004) has received site plan approval for an urban-style Wal-Mart store and a fitness center as a by-right use under the existing C-7 zoning district. These uses will be integrated within an existing parking structure associated with the former Moore Cadillac dealership. This site plan includes streetscape improvements consistent with an urban area. Staff is currently reviewing the PTC rezoning application **Tysons West Promenade (RZ 2011-0208)** which proposes to include this site within a mixed-use development.

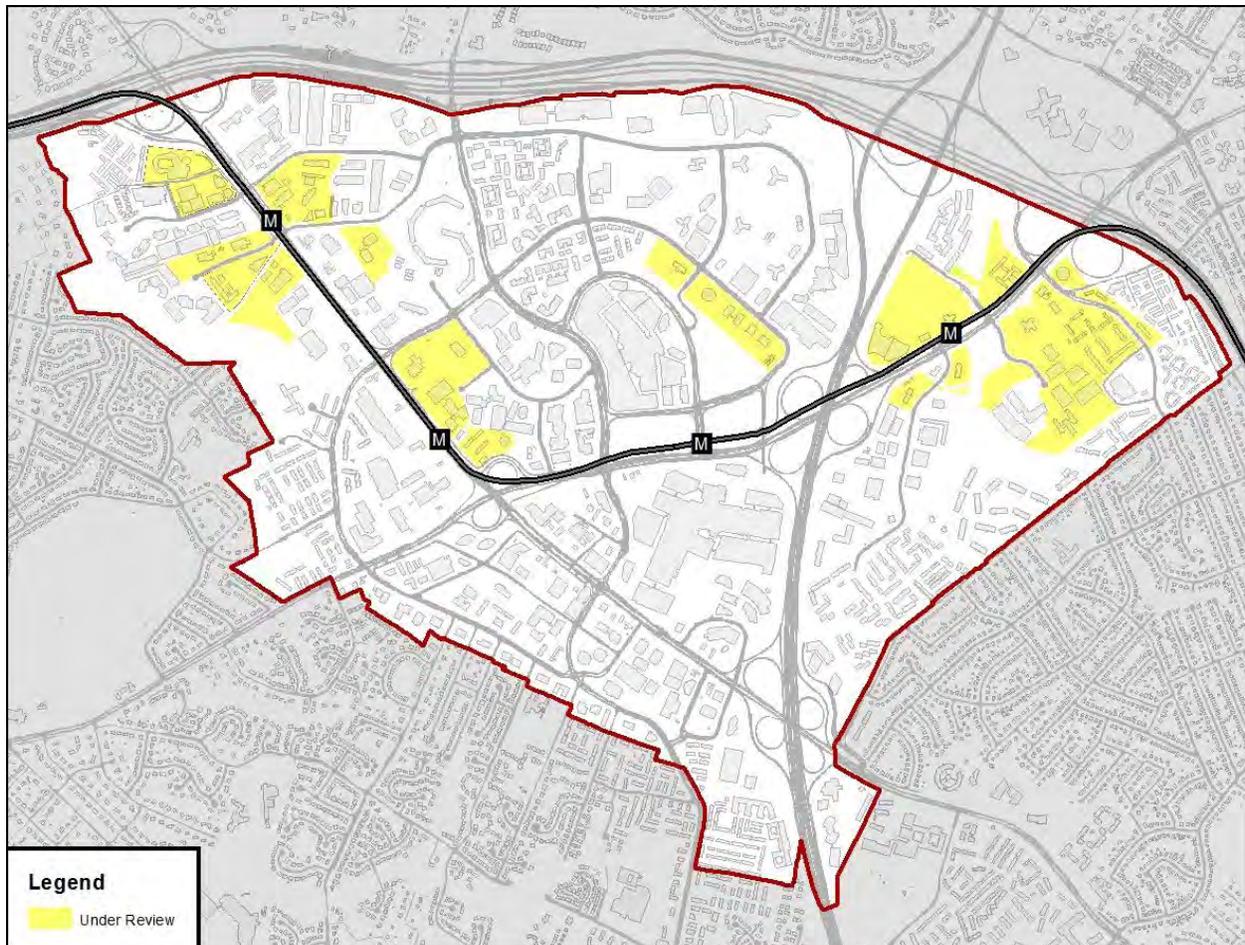
Figure 3 – Areas with Development Activity Since June, 2010



Proposed Development

As of October 2011, there are 15 rezoning cases under review. Collectively, these cover approximately 220 acres of land, or approximately 14% of the total parcel acreage within Tysons. Since some of the rezoning applications are being reviewed concurrently, these 15 cases can be grouped into 12 coordinated development plans. Appendix B contains information on each of the pending applications and *Figure 4* illustrates the land area currently under review.

Figure 4 – Applications Currently Under Review



The Plan encourages consolidated redevelopment applications in order to ensure that the objectives for transportation, public facilities, and land use mixes occur. While the Plan goals for consolidation vary for different sites in Tysons, a typical goal for the areas near Metro stations is 20 acres. The average land area for the redevelopment projects currently under review is 19 acres.

Monitoring progress towards achieving the vision for Tysons is essential. Land use data is collected through a variety of sources and is expected to be useful for future planning efforts in Tysons and other activity centers throughout the County. The following information and performance data will be collected and reported on from both existing and planned developments and reported on a periodic

basis. It is anticipated that there may be significant changes in these metrics from year to year based on rezoning approvals, redevelopment options utilized, and actual construction.

Land Use Mix

Staff will monitor progress towards the planned mix of uses and planned intensity within Tysons. *Table 3* illustrates the current developed land use mix, approved but unbuilt development, and current land use mixes proposed with redevelopment applications under review. The specific land use mixes are subject to change during the rezoning process, as are decisions made after rezoning approval but prior to construction. Land use data changes will be monitored and reported on.

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

	Existing Development	Approved Development*	Proposed Development*	Total
Office**	27,848,269	5,941,864	16,423,534	50,213,667
Retail***	5,826,070	348,520	377,693	6,552,283
Hotel	2,578,229	856,028	2,080,270	5,514,527
Government or Institutional	80,496	0	71,009	151,505
Total Non-Residential:	36,333,064	7,146,412	18,952,506	62,431,982
Residential:	10,844,017	6,494,323	16,872,247	32,210,587
Residential Units:	8,943	6,082	16,815	31,840
Total Development:	47,177,081	13,640,735	35,824,753	96,642,569

**Net increase over existing level*

***includes industrial uses for existing use*

****includes car dealerships for existing uses*

Population

Staff will monitor residential land use, including dwelling units proposed, approved and constructed. Based on residential units and other data sources, population estimates will be made. Staff will also measure non-residential land use and derive employment population from that data. *Table 4* includes estimates for the existing population, estimates for applications approved through September 2011 and estimates for the proposed development currently under review.

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

	Existing	Approved	Proposed	Total Estimated
Population	17,000	10,645	29,425	57,070
Residential Units	8,943	6,082	16,815	31,840
Employment	105,000	21,215	57,125	183,340

Additional population information will be available in the next Tysons report, when the full data collected in the 2010 U.S. Federal Census is analyzed.

Affordable Housing

A critical aspect of the residential land use mix in Tysons is not only providing a greater volume of housing, but also housing choices so that a population with a variety of income levels has the ability to live in Tysons. The Plan includes objectives to encourage affordable and workforce housing in Tysons.

To that end, the Plan has identified Workforce Dwelling Unit (WDU) goals and objectives. The Plan recommends that all projects with a residential component provide 20% of their units as affordable and workforce dwelling units. This goal is expected to be implemented as Tysons redevelops, both through the rezoning process and the Zoning Ordinance provisions that govern Affordable Dwelling Units (ADUs). **Spring Hill Station** (RZ 2010-PR-014A/014B), approved in September, 2011, committed to provide 20% affordable/workforce units, based on the total number of units provided. At the intensity approved, this could result in the creation of over 475 workforce housing units integrated into the five approved residential structures.

In addition, new non-residential development within Tysons is expected to contribute towards housing choices by providing a contribution, cash or in-kind, towards a housing trust fund to be used to create affordable and workforce housing in Tysons. The non-residential contribution is expected to be implemented through the rezoning process.

Initial Development Level (IDL)

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

The Tysons Committee of the Planning Commission is currently reviewing both the metrics by which the IDL is measured and investigating reliable funding mechanisms for the provision of the needed transportation improvements. A set of recommendations to the Board on both of these issues is expected in Spring 2012.

TRANSPORTATION

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

Monitoring overall transportation performance in Tysons will rest upon monitoring the different components of the transportation system. Critical components of the transportation system include elements that support use of private automobiles, which is the mode used by the vast majority of people traveling to, from, within and through Tysons. Transit utilization and service levels are other important components of the monitoring program. In addition to these primary modal activities, progress towards attainment of walking, bicycling, parking management and transportation demand management goals will be monitored and assessed.

Elements of Tysons Transportation System

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

Transportation Infrastructure Improvements

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

The transportation improvements identified in Table 7 of the Plan require significant capital investment as well as on-going operating investment for increased transit services. A number of necessary transportation improvements will be constructed by developers as development occurs. For other improvements a variety of funding mechanisms will be required to generate sufficient funds to implement the improvements recommended.

There are two key implementation methods expected to provide the recommended transportation improvements: in-kind construction and revenue generation. In-kind construction relates to development projects building transportation improvements. Revenue generation entails using some mechanism to cover the cost of the transportation improvements.

A number of the recommended transportation improvements are expected to be in-kind improvements constructed by the development community. These are capital improvements associated with the grid of streets, and some Tysons-wide road improvements. These projects are expected to be implemented through commitments made as part of the development review process.

Staff will monitor projects that are expected to be provided in this manner. This will include tracking projects that are proffered and mapping their locations as they are approved and constructed. In addition, the TDM recommendations are expected to be implemented through the development review process (see the Transit Demand Management section for more information).

Staff is working with applicants to ensure that each project is constructing the necessary grid of streets that will serve the development and further the transportation to facilitate future Tysons developments. In **MITRE 4** (SE 2010-PR-023), potential street connections were identified that would allow for a grid of streets to be developed as a part of other rezoning cases under review, such as **MITRE 5** (RZ 2010-PR-023) or **Scotts Run Station South** (RZ 2011-PR-011). The applicant also committed to provide right-of-way dedication necessary for improvement of an adjacent roadway.

In **Spring Hill Station** (RZ 2010-PR-014A/014B), the applicant proffered to create a grid of streets within the application area, setting the urban block pattern to be expanded upon in pending applications within the Tysons West district. The applicant also committed to provide the extension of Greensboro Drive between Spring Hill and Tyco Road, which is a critical road improvement included in Table 7 of the Plan. This commitment includes both on-site and off-site construction and the acquisition of off-site right-of-way needed for construction.

The remainder of the recommended transportation improvements are expected to be jointly funded by the public and private sectors, with the public sector including funds provided from federal, state, regional and local sources. Under the Board's direction, the Tysons Committee of the Planning Commission is currently developing recommendations for how that joint funding arrangement could occur. These recommendations and associated funding mechanisms are expected, in part, to be implemented through the development review process.

While the Planning Commission has not provided recommendations on funding at this time, **Spring Hill Station** (RZ 2010-PR-014A/014B) committed to "take all necessary and reasonable steps" to participate in a special transportation assessment district (STAD). The purpose of the tax district would be to generate revenue for the construction of major transportation improvements in Tysons. In addition to participating in the STAD, should one be established, the applicant proffered \$1,000 per residential unit to the Tysons Transportation Fund for future transportation improvements.

Transportation Funding

Although a comprehensive transportation funding strategy hasn't been adopted for Tysons at the time of this report, County staff is pursuing funding for various aspects of the Tysons-wide transportation improvements (Table 7 of the Plan), the neighborhood improvements and transit enhancements. In addition, the County has funded the Consolidated Traffic Impact Analyses which will refine the conceptual grid of streets included in the Comprehensive Plan. So far, nearly \$100 million has been identified for transportation improvements related to Tysons from federal, state and local sources.

County staff will continue to evaluate transportation funding opportunities in an effort to address the needs of Tysons. In addition, the County's draft 2012 federal and state legislative programs have included requests for transportation funding for Tysons. On October 18, 2011, the Board of Supervisors approved testimony to the Commonwealth Transportation Board identifying several Tysons improvements as priorities for funding in the FY 2013 to 2017 Six Year Program. The Board also endorsed submitting the Route 7 Widening (Reston Avenue to the Dulles Toll Road) project for consideration in the federal Transportation Improvements Generating Economic Recovery (TIGER) III grant program.

Traffic Monitoring

Monitoring traffic on the roadway network is a critical element of monitoring transportation performance in Tysons. Annual counting and assessment of traffic volumes on the road network, and derivation of traffic levels-of-service vis-à-vis land development activity, will be the most critical metrics. Metrics will be designed to monitor and assess traffic into and out of the Tysons area. These will include measures of peak hour traffic volumes at critical entrance and exit points along the network, assessment of volume-to-capacity ratios along the roadway, and determining level-of-service at key intersections. These measures will be supplemented by data derived from other sources and studies, such as that collected by the Washington Metropolitan Area Council of Governments (COG), and the Virginia Department of Transportation (VDOT).

Early identification of changes in traffic patterns and level-of-service will provide an opportunity to make transportation programming and funding decisions and allow the necessary adjustments to be made to the system. The Plan contains three primary recommendations for metrics to monitor. They are:

1. Vehicle Counts (at selected intersections)

The growth in vehicle trips over time will be used to determine if the land uses and development intensities can be supported by the existing and planned transportation infrastructure. Monitoring should include the number of vehicles entering and exiting Tysons during the peak hours of travel.

2. Volume-to-Capacity (V/C) Ratio Analysis

This analysis is useful in determining congestion hotspots as well as the level of traffic saturation of the Tysons roadway system during the peak hours of travel.

3. Level-of-Service (LOS) Analysis

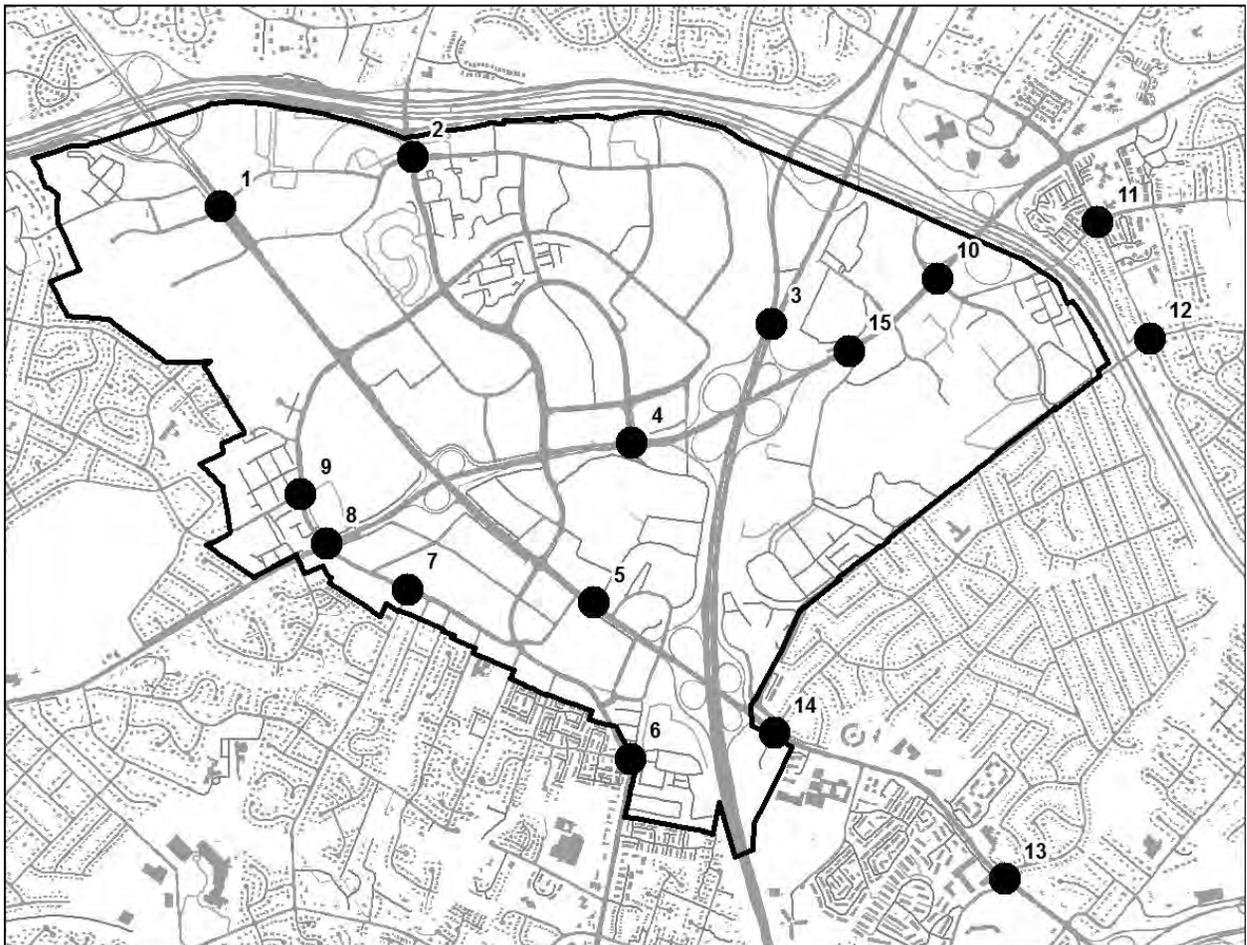
LOS analysis will provide an indication of the adequacy of the roadway system serving Tysons over time, as measured at intersections. As LOS reaches unacceptable levels, intersection capacity should be improved through implementation of mitigation plans, signal timing adjustments, and/or other measures.

The Fairfax County Department of Transportation (DOT) is undertaking the following actions to implement the Comprehensive Plan recommendations related to traffic monitoring:

1. Vehicle counts at selected intersections will be collected and reported. Intersections chosen are critical portal locations into and out of Tysons (cordon crossing points).

For the upcoming October 2011 survey, 15 locations have been identified around Tysons and are depicted on *Figure 5*. These locations were chosen as they capture traffic on all major and minor arterial roads providing access to Tysons. Primary and secondary cordons were established to differentiate locally generated traffic (trips with an origin/destination within Tysons moving to outside of Tysons) from through traffic (trips with both an origin and destination located outside of Tysons).

Figure 5: Cordon Analysis Locations



Future vehicle counts are planned each October at the same intersections in approximately the same time period, to allow for annual analysis of trends and changes to the underlying traffic patterns.

Table 5 provides the most recent peak hour traffic data assembled for those intersections. These traffic counts are based upon VDOT Synchro files for 2009 and 2010. The table illustrates that under current conditions, travel is greater in the AM peak hours and more directionally skewed in the main part of Tysons (within the primary cordon). The secondary cordon, the portion east of the Capital Beltway, is shown to have lower levels of traffic and a more balanced flow in the peak hours of travel.

It should be noted that traffic volumes at a number of these locations may be affected by construction associated with the Dulles Rail and I-495 HOT Lane projects during the reporting period. Volumes may change as these improvements are completed, and new transit and highway access into the urban center is provided.

2. Traffic volumes can also be assessed against the capacity of the roadway to determine a volume-to-capacity (V/C) ratio for each location. These V/C measures will be reported and will provide a metric to help determine congestion hotspots and traffic saturation levels during the peak hours of travel.

Table 5: Cordon Analysis for the Tysons Corner Urban Center – 2009/2010

Cordon Analysis for the Tysons Corner Urban Center				
<i>Primary Cordon Intersections</i>	<i>AM</i>		<i>PM</i>	
	<i>In</i>	<i>Out</i>	<i>In</i>	<i>Out</i>
1 Rt. 7 & Tyco Road	3,592	1,840	2,164	3,534
2 Spring Hill Road & International Drive	3,460	462	869	2,427
3 I-495 / HOT Lane Access (future)	-	-	-	-
4 Rt. 123 & Tysons Blvd	5,024	2,782	2,990	4,921
5 Rt. 7 & Tysons Corner SC Entrance	3,582	1,726	2,512	2,751
6 Gallows Rd & Merry Oaks Rd	2,686	906	1,226	1,776
7 Old Courthouse Rd & Woodford Rd	435	250	208	288
8 Rt 123 & Old Courthouse Rd	2,170	802	913	1,626
9 Old Courthouse Rd & Gosnell Rd	1,345	232	226	1,022
Totals:	22,294	9,000	11,108	18,345
<i>Secondary Cordon Intersections</i>				
10 Rt. 123 & Anderson Rd	2,426	1,952	1,837	2,109
11 Chain Bridge Rd & Great Falls St	514	406	480	634
12 Magarity Rd & Great Falls St	628	452	634	588
13 Rt. 7 & Pimmit Dr	1,838	2,232	2,088	1,742
14 Rt. 7 & Magarity Rd	716	622	788	480
15 Rt. 123 & Old Meadow Rd	3,078	3,329	2,637	2,852
Totals:	9,200	8,993	8,464	8,405

- Traffic level-of-service (LOS) is an additional transportation system performance metric that will be used. LOS will be calculated in the AM and PM peak hours for the intersections previously identified. The LOS data will provide an indication of the adequacy of the roadway system, and allow for comparative analysis.

Figure 6 and Figure 7 depict the most recent VDOT level-of-service analyses for the intersections in the AM and PM peak hours. As the analyses show, several of the intersections are currently at or below the LOS E goal stated within the Plan. Without timely improvements, it can be expected that LOS will degrade in one or both peak hours, depending on the pace and location of new development.

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

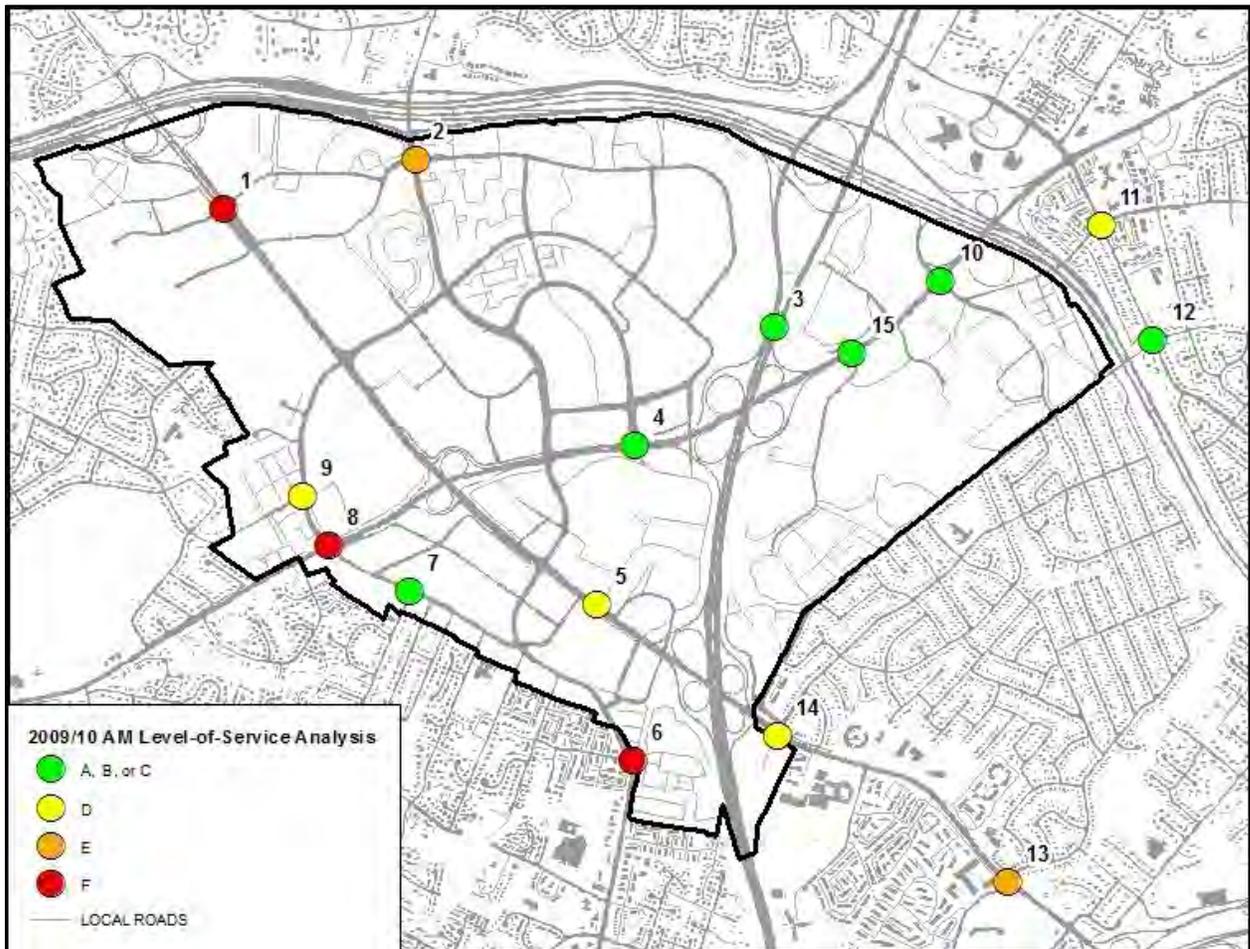
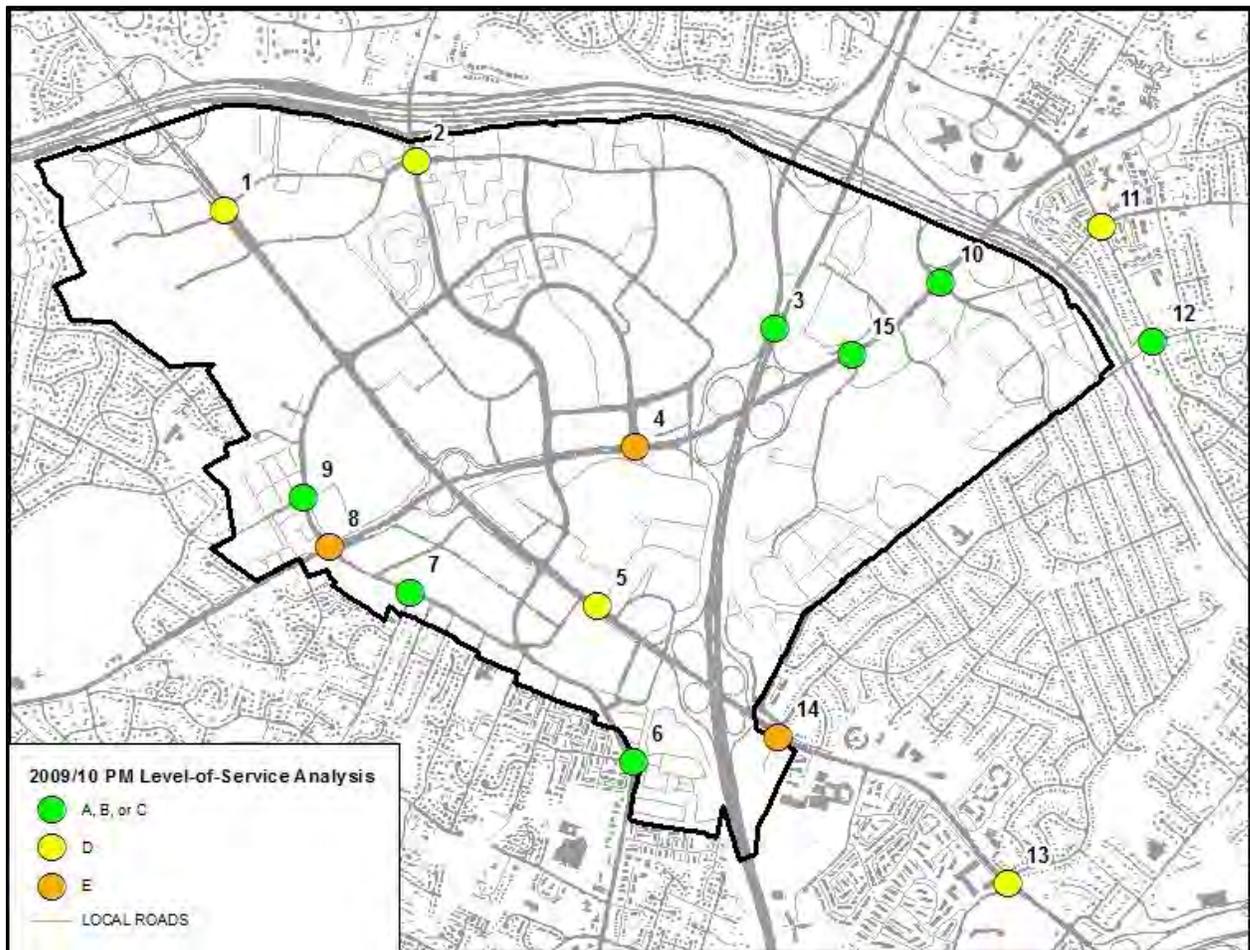


Figure 7: Level-of-Service Analysis – PM Peak



Transit Monitoring

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

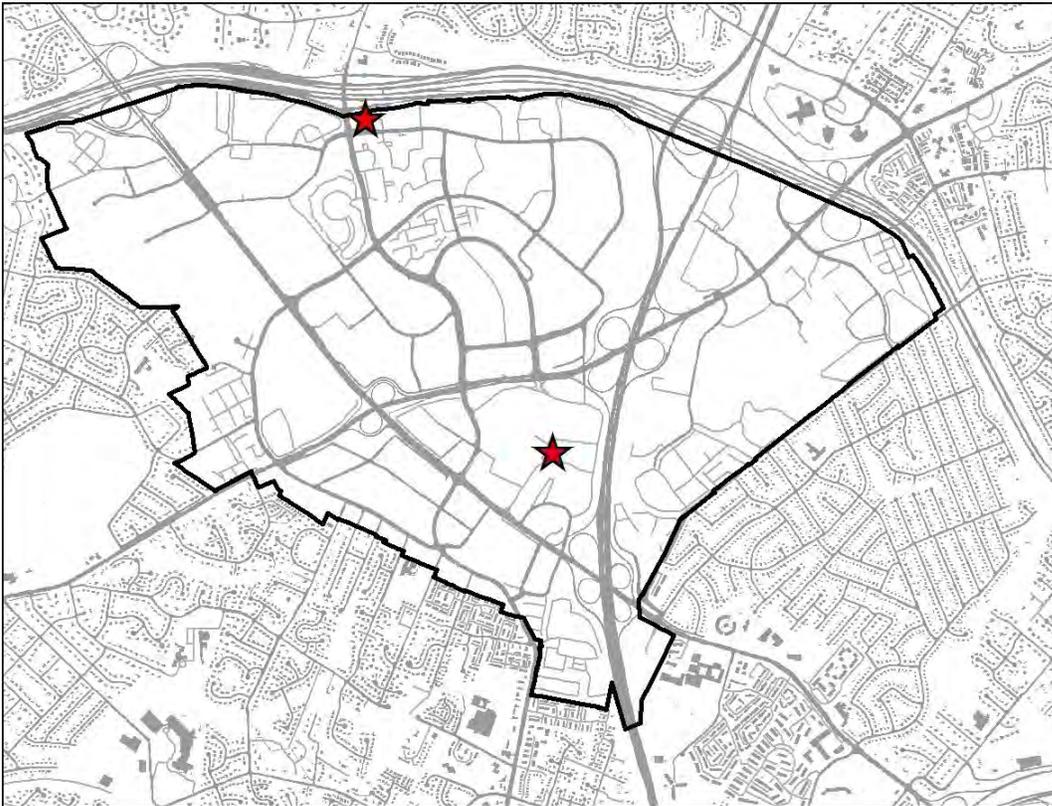
To fulfill the primary Plan recommendations to monitor expanded transit services, usage levels, and mode splits over time, staff will be implementing the following actions:

1. Transit Service Enhancement

The Plan calls for expanded transit services accessing Tysons to increase transit availability and use over time. Currently, the only public transit options serving Tysons are buses. Fourteen bus routes serve the area. The number of bus routes and area covered are expected to increase. New neighborhood feeder and circulator services are planned to be implemented when operation of the Metrorail service begins.

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

Figure 8: Existing Transit Transfer Centers



The new transit network will move the transit transfer points to the new Metrorail stations. The introduction of Metrorail to Tysons will greatly increase transit accessibility and reduce operation of the Tysons West*Park Transit Station.

Another transit system enhancement that has been recommended is Express Bus Service. Fairfax County is currently working to implement express bus service utilizing the enhanced access and route reliability expected with the opening of the Beltway High Occupancy Toll (HOT) lanes. Procurement is underway for the capital resources needed for this service, and more information will be available next year.

2. Transit Use

Transit use will be measured by passenger ridership. Passengers on buses will be counted on an annual basis beginning in 2011. The transit counts will be scheduled to coincide with the vehicle traffic counts identified in the Traffic Monitoring section. In 2014, these bus passenger counts will be augmented by Metrorail boarding and alighting data, which will be available after Metrorail service begins.

3. Transit Mode Splits

Transit modal split refers to the share of persons traveling to an area who use public transportation (transit) as the primary mode. Currently the transit mode share for users traveling to Tysons for employment is estimated to be 5%. The Plan sets an overall Tysons-wide goal of 22% transit mode split for the development anticipated to occur by 2030, with an eventual goal of 31% by the anticipated development in 2050.

Surveys of transit and automobile usage will be conducted at employment, residential and retail sites throughout Tysons. The monitoring program will conduct these surveys on a five-year basis, beginning in 2012. The first survey will serve as a baseline survey, with subsequent surveys to include the impact of the Metrorail service and begin to analyze the transit mode-share differences in the TOD and non-TOD areas of Tysons.

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

Walking/Bicycling

Many of the proposed developments in Tysons will be phased over many years. The Plan recommends that walking and bicycling within Tysons should be made more friendly and safer through planning and implementing a network of interconnected sidewalks, trails, shared use paths and on-road bike routes, creating ample, safe, and convenient bicycle parking options, and a robust wayfinding system aiding movement within Tysons. Progress toward creating safe pedestrian and bicycle networks has already been made through the **Spring Hill Station** (RZ 2010-PR-014A/014B) applications, and TMSAMS has developed recommendations for improved pedestrian and bicycle access in station areas.

Implementation of Tysons Bicycle Master Plan is expected to reduce traffic congestion in Tysons, improve air quality and community health, and improve safety afforded for bicyclists. The Tysons Bicycle Master Plan also includes detailed recommendations for the bicycle wayfinding system and signage.

Tysons Bicycle Master Plan implementation, including the recommended shared use paths and on-road bike routes, is expected to occur through improvements to the transportation network as mentioned in previously in the Transportation Infrastructure Improvement section.

Increasing bicycle parking options, as identified in the Plan, both in the short term and long term, is currently being implemented through the proffers secured with the rezoning of properties.

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

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

Parking Management

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

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

A Tysons-wide parking inventory and review will be undertaken on a five-year basis, beginning in 2012. The study will be geographically based and link parking levels to land use. As parking study results become available, the results will be analyzed to determine which parking reduction strategies seem to be successful, and if programs should be adjusted in order to improve effectiveness.

Transportation Demand Management

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

The TDM goals will embrace the latest information technology techniques to encourage teleworking and providing information to commuters and other trip makers to aid in choosing travel modes and travel times. Recommendations include a Transportation Management Association to coordinate TDM outreach and assist in coordinating TDM programs expected to occur with development proposals.

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

Attainment of TDM vehicle trip reduction goals should be monitored in five-year increments beginning in 2012. TDM program attainment will be monitored both in terms of achieving trip-reduction targets and the modal-split goals previously mentioned. In combination with improvements to transit service and service levels, effectively administered TDM programs will result in significantly higher transit and non-single occupant vehicle shares among employees and residents in Tysons.

The Tysons Transportation Association (TYTRAN) currently exists as a transportation management association, and has since 1981. In 2011, the Tysons Partnership was established to create a stakeholder/partnership organization for residents and landowners within Tysons. Transportation has been identified as one of the six core areas of focus for the Tysons Partnership, and the TYTRAN organization is in the process of being included within the Tysons Partnership organizational structure.

ENVIRONMENTAL STEWARDSHIP

The Comprehensive Plan's Areawide Recommendations set high standards for future Tysons development in regard to environmental stewardship. The primary contribution to protecting and improving both the man-made and natural environments will be the new land-use pattern and multi-modal transportation system. These items are discussed in more detail in their respective sections of this report.

In addition to the land use and transportation changes, the large-scale redevelopments expected within Tysons are expected to facilitate improvements to air quality, energy conservation, stream restoration and protection, stormwater management, green architecture, and restored or enhanced natural environments.

The Plan provides environmental stewardship guidelines for stormwater design and management, green building design, and energy/resource conservation.

Elements of Environmental Stewardship

- Transit-Oriented Development
- Stormwater Management
- Green Building / Energy Conservation
- Increased Tree Canopy
- Information and Communications Technology

Stormwater Design and Management

The Plan provides a broad spectrum of information and guidance related to the redevelopment of Tysons as an urban center for Fairfax County. The Plan recognizes the need for effective and sustainable stormwater management goals within Tysons. Implementation of these goals will be achieved through a multi-faceted approach.

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

1. Meeting the current regulatory standards set forth within the Public Facilities Manual (PFM) and the Zoning Ordinance. While this is a County-wide requirement, it is a measure which must be counted for during the development review process in order to ensure that the overall design of any given project for these facilities.
2. New development proposals within Tysons are expected to retain and/or reuse the first inch of rainfall onsite in order to mimic the runoff characteristics mimic of a good forested condition.
3. All new development within Tysons, subject to the development review process, is expected to provide green building measures. These measures also include a standard requirement for the retention and/or reuse of water onsite.

Low Impact Development (LID) incorporates a variety of techniques for controlling runoff. These

measures are encouraged throughout Tysons and may be used to achieve any of the three elements noted above. In some instances, there may be additional water quality control expectations. As an example, those sites within the Scotts Run watershed will be asked for measures to restore stream channel, stream banks, and floodplain areas.

The ultimate goal of these measures is to improve runoff conditions within Tysons, while also contributing to the improvement of the receiving waters for the streams within and adjacent to Tysons. For each application within Tysons, staff is evaluating the information contained in the development plans and the proffers to ensure consistency between the various development proposals and for conformance with the stormwater management goals of the Plan. This is done through coordination among the applicants, the Department of Planning and Zoning and the Department of Public Works and Environmental Services.

To date, there have been three applications which have been evaluated by staff and approved by the Board. **MITRE 4** (SE 2010-PR-023) contained a commitment to meet the PFM and Zoning Ordinance standards, a commitment to the United States Green Building Council's Leadership in Energy and Environmental Design (LEED) program at the LEED-NC Gold green building standard and a commitment to retention/reuse of the first inch of water onsite for the proposed building site area minus a surface parking area that is anticipated to develop as another building site in the near term.

The two approved PTC rezoning applications, **Spring Hill Station** (RZ 2010-PR-014A/014B) committed to meeting the PFM and Zoning Ordinance requirements, meeting the LEED or green building expectations and meeting the retention/reuse expectations set forth in the Plan for both applications with one exception. **Spring Hill Station** (RZ 2010-PR-014A) committed to retention/reuse of the water onsite only for the building area itself and not for the proposed road area. This road area is planned to be part of the public road system within Tysons. The applicant indicated that additional measures to account for this runoff will either be provided by the applicant with a future application, or by VDOT as part of the overall road network in this immediate area.

Green Building Design & Energy/Resource Conservation

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

Green Building

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

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

There are seven approved cases with green building commitments in Tysons. The first **MITRE** (RZ 2008-PR-011) has one building with a LEED certified commitment. This case was approved prior to the adoption of the Tysons Plan but after the countywide green building policy. **MITRE 4** (SE 2010-PR-023) agreed to LEED Gold certification. **JBG-Tycon III** (PCA C-597-04) was approved prior to the current Tysons Plan, and was accepted prior to the current countywide green building policy. It has green building elements but no LEED commitment. **Towers Crescent** (RZ 2006-PR-028) was approved prior to either the Tysons Plan or the countywide green building plan, but has green building components proffered to be incorporated in the residential buildings. **Tysons MRP** (SE 94-P-040) has a commitment to LEED certification. This application was approved prior to the Tysons Plan amendment, but after the countywide green building policy.

The **Spring Hill Station** (RZ 2010-PR-014A/014B) applications committed to LEED certification, consistent with the Tysons Plan. The applicant is committed to a proposal to pursue LEED-NC certification with an option to pursue LEED-NC Silver, or an equivalent. This would apply to each of the five residential buildings approved.

Energy/Resource Conservation

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

MITRE 4 (SE 2010-PR-023) committed to a variety of measures including the aforementioned LEED Gold certification and the reuse of the first inch of runoff from the building rooftop. Mitre has recently submitted a report regarding the feasibility of electric vehicle charging stations for this development. As part of the water reuse program, the applicant proffered to monitor the use of this water in the cooling towers for a period of five years in order to measure the seasonal use of this water within the building cooling towers. Both approved **Spring Hill Station** (RZ 2010-PR-014A/014B) applications included provisions for the reuse of some of the runoff for the building cooling systems. The applications included commitments to assess the feasibility for infrastructure required to provide electrical vehicle charging stations. **Spring Hill Station** (RZ 2010-PR-014B) also included commitments to explore the potential for shared energy systems, including, but not limited to combined heat and power, micro-CHP, distributed energy resources and district heating and cooling.

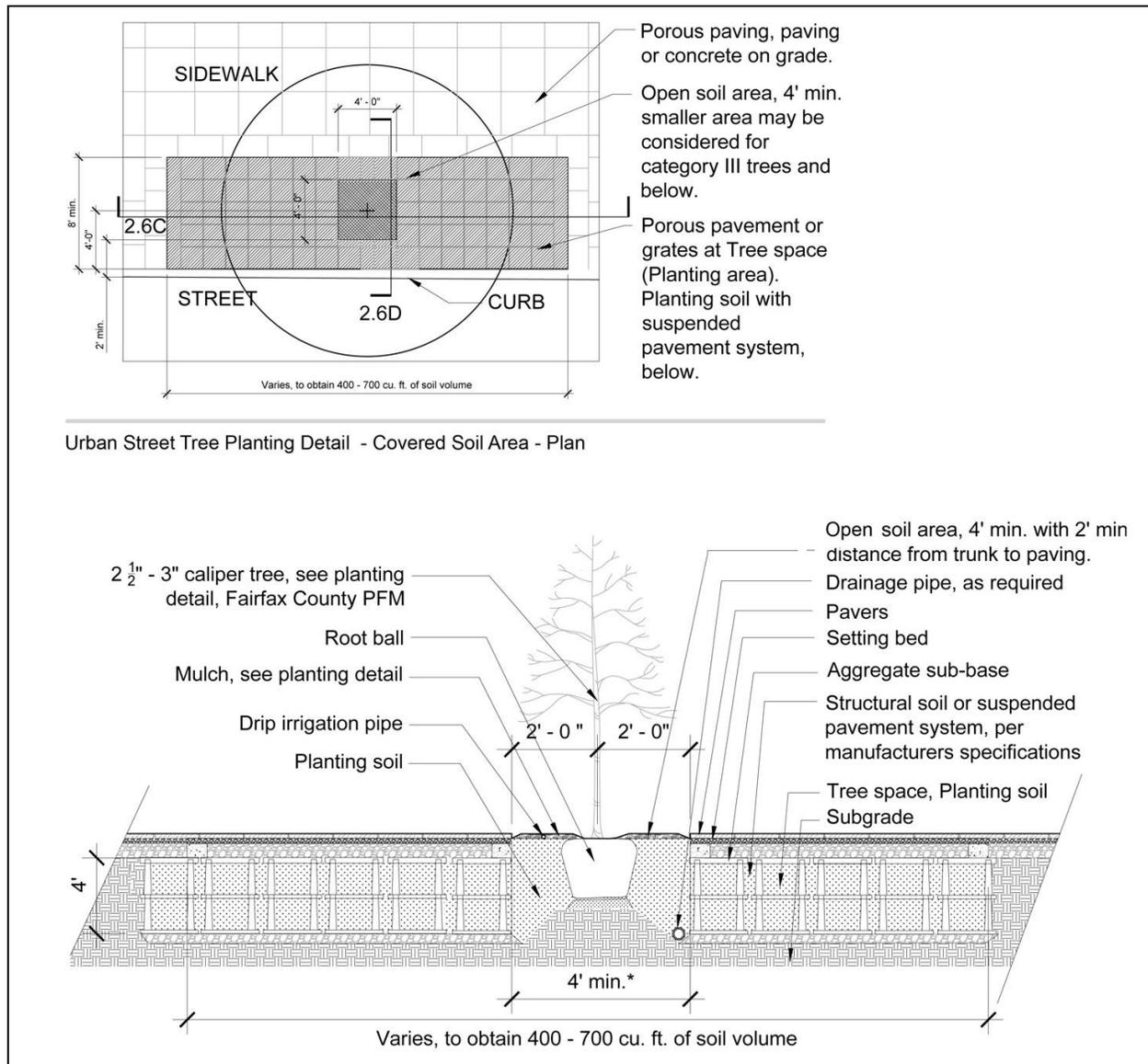
Tree Canopy

The Plan includes specific guidance for achieving tree canopy goals in Tysons to provide numerous environmental, human health, aesthetic, and functional benefits. The Plan recommends that all new development be designed to provide the maximum amount of sustainable tree cover on site, with a goal of 10% for redevelopment projects. Flexibility is provided for those projects that are not able to achieve 10% tree cover onsite. For those projects, contributions could be provided to a tree fund to support tree planting in other suitable areas to offset the difference.

Working through the development review process, staff will continue to ask each applicant to track the tree canopy goal of 10% within each redevelopment project, as well as individual portions of those projects that are elements of phased development. As cases move from CDP to FDP, staff will review for conformance to the tree canopy goals to ensure that they have been accurately carried forward. This includes trees that are counted toward preservation credit as well as new trees to be installed.

Staff has created urban street tree planting details, *Figure 9*, which will be included in the Urban Design Guidelines and that should be implemented by applicants and in conjunction with transportation improvements. The details include large soil volumes while accommodating large volumes of pedestrian traffic. Implementing these design details will lead to healthier and longer lived street trees, contributing to a more robust urban tree canopy within Tysons. Applications in Tysons may require tree canopy cover waiver until such time as the Public Facilities Manual is modified to allow tree canopy street trees within public right-of-way area to count toward the tree cover requirement.

Figure 9: DRAFT Urban Street Tree Planting Detail



Currently there is 20% tree canopy coverage within Tysons, inclusive of the stream valley areas. It is estimated that over time, if plan guidance is followed for streetscape design in Tysons, an additional 3-4% tree canopy could be added by street trees alone. Staff will work to track the locations and health of new tree canopy both in the streetscape, as well as other open space areas as they are installed throughout the development process.

PUBLIC FACILITIES & PARKS

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

Public Facilities within Tysons

Public Facility Elements

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

Table 6: Timing of Public Facility Needs Based on GMU High Forecast for Growth

Type of Facility	Threshold	Estimated Year of Operation
Fire Station 29 relocation	N/A	2010 - 2020
New Fire Station	31,400 residents & 140,300 jobs	2020
Satellite Police Station, possibly co-located with New Fire Station	31,400 residents & 140,300 jobs	2020
Dominion Virginia Power Substation	31,400 residents & 140,300 jobs	2020
Elementary School Building	555 new elementary students based on 12,900 new households	2030
Community Library or Regional Library (See Note 1)	50,000 residents	2030 - 2040
Performing Arts Center	50,000 residents	2030 - 2040
New Fire Station	64,000 residents & 188,600 jobs	2040
Elementary School Building	890 new elementary students based on 20,700 new households	2050
Secondary School Expansion	1,186 secondary students based on 33,600 new households	2050
Athletic Fields (See Note 2)	One field per 4.5 million square feet of mixed use development	20 fields by 2050

Notes:

1. New library may be co-located with an arts center in Tysons.
2. Needs for parks, recreational facilities and trails are discussed in the Environmental Stewardship section of the Areawide Recommendations.
3. Transportation facilities are discussed separately in the Areawide Recommendations.
4. Land for facilities should be acquired well in advance of year of operation. Ideally, land or spaces for public facilities should be secured by 2020 or 2030.

Table 6 identifies the population and employment thresholds, or development levels, that determine the timing for needed public facilities in Tysons as adopted in the Plan.

The Plan recommends that commitments to dedicate building space or land for the public facilities needed by 2050 should generally be provided as development approvals occur during the first 10 to 20 years of Plan implementation. The opening or construction of the facilities should be timed to occur in concert with the pace of growth.

The first public facility need identified in *Table 6*, the relocation of Fire Station 29, has been committed to by **Spring Hill Station** (RZ 2010-PR-014B). The applicant committed to provide for the construction of a new fire station, to be delivered no later than 2020. The new fire station is anticipated to be constructed in an urban style and integrated into a mixed-use building. Should the County opt out of the in-building option, the applicant is required to dedicate land and provide a financial contribution equivalent to the construction costs.

Staff is working with applicants through the development review process to acquire land and/or building space for most if not all of the facilities listed in *Table 6*. The land use applications under review for PTC rezoning could generate as many as 25,000 new residents, and 57,000 new employees within Tysons. As commitments are proffered, staff will map their location, track when the commitments are triggered and expected year of construction, and monitor the progress of development to ensure that expected commitments are realized. As commitments are made, they will be reported on an annual basis.

Public Facility Planning

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

An interdepartmental team has refined the type, location, space need, timing and cost for public facilities in Tysons, including parks and athletic fields. The team is also developing new urban models for each facility type. A subgroup is refining the Park Conceptual Plan, which will result in a better delineation of the desired park types and recreational amenities in each district. The work of the teams has been informed by work on the Tysons Urban Design Guidelines, particularly the development of a Pedestrian Plan, as well as through the zoning applications received for Tysons. Development of detailed public facility plans will benefit from review and input from the Tysons Partnership and other stakeholders in the fall of 2011; consideration of these plans by the Board of Supervisors is anticipated in 2012. As commitments for public facilities and parks are proffered through the development review process or secured through other means, they will be identified in the district plans and reflected in future inventories. The public facility plans will be reviewed on an annual basis and revised as necessary.

Park and Recreational Facilities Planning

Parks are essential to creating a high quality of life for residents and are necessary for achieving important environmental goals. The Comprehensive Plan's Areawide Recommendations for Parks and Recreation call for a "green network", or comprehensive system of parks and open spaces, that connect all the districts in Tysons and integrate large and small urban parks with existing environmentally sensitive areas. The green network should have publically accessible park acreage consistent with the County's adopted urban park service level standard.

The provision of land should be proportionate to the impact of proposed developments on park and recreation service levels as defined using the urban park service level standard. The Tysons park system is planned to include a mix of small urban pocket parks, larger civic plazas and common greens, recreation-focused parks, and a centrally located signature park.

Staff has created an inventory of existing park land in Tysons. Currently, there are almost 90 acres of publically owned park land in Tysons. In addition, approximately 8 acres of privately owned land that will either be dedicated to the Park Authority or accessible for public use is committed to in previously approved development applications.

The two **Spring Hill Station** (RZ 2010-PR-014A/014B) rezoning applications committed to providing two on-site pocket parks, with appropriate recreational amenities, totaling almost 0.5 acres, and an additional 0.45 acre interim park space located within the remaining **Spring Hill Station** (RZ 2010-PR-014C) application yet to be acted on. These three spaces will be available for public use. Additional private recreation spaces for residents are provided onsite.

In addition to the on-site parks, the two **Spring Hill Station** projects committed to purchase, or provide funding for the purchase of, 2.81 acres of land for public park use adjacent to the existing Raglan Road Park. This offsite parkland is intended to be dedicated to the Park Authority for athletic field use, pending the Park Authority's master plan process.

As additional commitments for park land are proffered through the zoning process or secured through other means, they will be identified in the district public facility plans and reflected in future inventories. Park plans will be reviewed on an annual basis and revised as necessary.

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

Staff has created an inventory of major existing recreational facilities in Tysons. As commitments for major recreational facilities are proffered through the zoning process or secured through other means, they will be identified in the district public facility plans and reflected in future inventories. These park plans will be reviewed on an annual basis and revised as necessary.

URBAN DESIGN

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

These six principles form the core of the Plan guidance and serve as the basis for the more detailed Urban Design Guidelines, which is organized into sections that address the Pedestrian Realm, Building and Site Design and Interim Conditions.

Urban Design Guidelines

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

Tysons-wide urban design guidelines that build upon the Plan's recommendations are currently being developed by staff. The Office of Community Revitalization and Reinvestment began the process of writing the guidelines by working with staff from various departments including the Departments of Public Works and Environmental Services, Planning and Zoning, and Transportation, as well as the Virginia Department of Transportation. In addition, a Tysons Corner Urban Design Guideline Advisory Group was formed, consisting of staff, local and prominent architects, landscape architects, planners, and members of the Tysons Partnership who have volunteered their time and lent their expertise to help develop the guidelines. Public outreach on the Design Guidelines is scheduled to occur in the Fall of 2011. It is anticipated that they will be sent to the Board of Supervisors for approval in early 2012.

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

Urban Design Principles

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

Urban Design in Development Review

Building form and site design are critical in ensuring that developments function properly and will result in safe and attractive environments. When well designed, the combination of public and private spaces creates attractive and functional places to live, work, and play. The Plan provides guidance to ensure these types of spaces and places are created by addressing issues such as the desired street grid and block pattern, streetscape design and improvements, pedestrian connectivity and hierarchy, adherence to build-to lines and recommendations on building heights.

Prior to the publication and adoption of the Design Guidelines, staff has been using the working concepts contained in them to guide the urban design aspect of the review of the pending rezoning applications. Staff is reviewing each application submitted for conformance with the design guidance found both within the Plan and being developed within the Urban Design Guidelines. To assist staff and the applicants' design teams, staff has developed an urban design review checklist to be used during the review process as a communication tool with applicants as a means to monitor urban design element implementation efforts, and to ensure consistency of review for all of the submitted applications. The checklist includes a macro level overview of the urban design vision for the application as well as a more detailed list of urban design elements and amenities checklists. The checklist also allows staff to document where applicants have succeeded at meeting urban design expectations and where flexibility may have been identified in accepting alternate innovative design strategies.

APPENDIX A

Appendix A –Update on Follow-On Motions

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

The Board of Supervisors approved the Tysons Corner Urban Center Plan Amendment on June 22, 2010. The Board also approved 20 Follow-On Motions to address the 16 recommended by the Planning Commission and adding 4 additional items that were of concern to the Board.

The following table provides an update for each of the 20 follow-on motions.

Appendix A - Follow On Motions

Follow-On Motion as Adopted by BOS on June 22, 2010

2011 Update on Follow-On Motion Status

#1	<p>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>	<p>Staff proposed a transportation infrastructure funding plan to support the Plan recommended improvements through 2030. The proposal was presented to the Board's Revitalization and Reinvestment Committee on June 10, 2010 and to the public on December 15, 2010. Staff also worked with interested citizens and the Tysons Partnership to receive feedback and answer questions related to the draft staff proposal. On March 29, 2011, the Board referred the issue of transportation funding to the Planning Commission. The Planning Commission's Tysons Committee (PCTC) has held several meetings on funding infrastructure, including a public comment session in September, 2011. The PCTC has currently adopted a schedule to provide the BOS with input on funding Tysons transportation infrastructure in 2012.</p>
#2	<p>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</p>	<p>The Tysons Partnership was formed on January 19, 2011 as a private, non-profit umbrella organization comprised of stakeholders committed to creating flexible and realistic plans to advance and sustain the successful redevelopment and reinvention of Tysons Corner. The Tysons Partnership is currently organized into six primary areas of concern: Marketing/Branding; Transportation; Public Facilities and Community Amenities; Urban Design/Planning; Finance; and Sustainability Initiatives. Initial focus has been on transportation, financing, urban design, and growing membership.</p>
#3	<p>The Board recommends that the Tysons Partnership initiate a process to review and potentially change district names to enhance community character and identity.</p>	<p>In 2011, the United States Postal Service approved Fairfax County's request to allow Tysons and Tysons Corner to be used as valid mailing address for those properties in Tysons that currently have city names of 'Vienna' or 'McLean'. It is envisioned that the Tysons Partnership will begin to address branding and marketing in 2012.</p>
#4	<p>The Board recommends that the Tysons Partnership work with Tysons landowners, County agencies, non-profit housing organizations, and interested private entities to establish options for 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</p>	<p>The submitted rezoning applications have proposed affordable and workforce housing options consistent with the Plan's recommendations. DHCD has retained Virginia Tech to develop a new pricing structure for ADU/WUDs. Staff has met with affordable housing providers and advocates, and continues to explore creative opportunities for the provision of affordable and workforce housing within Tysons.</p>
#5	<p>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.</p>	<p>The Tysons Partnership has representation by residents of Tysons, and forms the basis to create a Tysons-wide residential organization. The Spring Hill Station applications, approved by the Board in September, 2011, which could contain over 4,000 residents includes commitments to "participate in the Tysons Partnership, or its residential equivalent".</p>

Appendix A - Follow On Motions

Follow-On Motion as Adopted by BOS on June 22, 2010

2011 Update on Follow-On Motion Status

#6	The Board directs staff to make recommendations to the Legislative Committee on financial incentives such as tax abatement, that can offset the initial cost and help to encourage green buildings, especially at the LEED or equivalent Gold and Platinum levels; and the authority to require adequate public facilities as a condition for development in urban areas like Tysons.	The Board's Legislative Committee reviewed staff's recommendations on September 21, 2010, and accepted staff's recommendations to; not seek legislation on tax incentives for green buildings at this time; and 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.	A report summarizing monitoring activities will be provided to the Board on a periodic basis. On March 29, 2011, the Initial Development Level (IDL) was referred to the Planning Commission. The Planning Commission's Tysons Committee (PCTC) has reviewed staff's IDL proposal and will provide recommendations to the Board in 2012.
#8	The Board directs staff to commence the planning and operational analysis necessary to implement the higher priority transportation facilities listed in the Plan table titled "Transportation Infrastructure, Programs, and Services, As They Relate to the Level of Development in Tysons."	A number of the transportation related projects are underway. The major projects not covered in other Follow-On Motions include: Tysons Bicycle Master Plan which was developed in February, 2011 and expected to be reviewed by the Board in 2011; Operational Analysis and Conceptual Design of the Dulles Toll Road Ramps expected to be completed in April, 2012; and, the Jones Branch Connector Study which is currently being coordinated with VDOT and expected to have preliminary engineering completed by the end of 2012.
#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.	A RFP for the Countywide Transit Study was issued in June, 2011. Board action on the contract is expected by October, 2011 and completed by Spring 2012.
#10	The Board directs staff to work with representatives of communities adjacent to Tysons to formulate policies and procedures for addressing traffic congestion , including measurable strategies to be included as part of the overall plan monitoring.	Initial analysis of monitoring locations has been completed, and may be expanded based upon need. Intersections to monitor have been selected and will continue to be monitored as development occurs within Tysons.
#11	The Board directs staff to issue an RFP for the circulator study and bring the results of that study to a future Board transportation committee meeting for discussion. In the circulator study and other future studies, such as the one on Enhanced Public Transportation Corridors, the Board directs staff to include consideration of dedicated transit lanes on Route 7 and other roads in and around Tysons and tie into the mass transit and HOV coming off the HOT lanes on I-495.	The Tysons Circulator Study is underway with the RFP issued and consultant hired. The Board's Transportation Committee will be consulted at various stages of the study. The study results are expected by April, 2012.

Appendix A - Follow On Motions

Follow-On Motion as Adopted by BOS on June 22, 2010

2011 Update on Follow-On Motion Status

#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.	Staff continues to work with rezoning applicants to analyze and refine grid operations and seek collective commitments from landowners and applicants to a specific grid of streets within each district and between adjacent districts. Analysis of the Tysons East District is underway and expected to be completed in 2011. Work on the Tysons Central and Tysons West district grids are also underway.
#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 project has continued throughout 2011. Four public meetings were held in March, 2011 and the TMSAMS Advisory Group is currently reviewing information collected and developing recommendations. Recommendations will be submitted to the Board in Fall, 2011.
#14	The Board directs staff to explore options for providing commuter parking at Metrorail station(s) in Tysons Corner on an interim basis until Tysons development reaches a level where such commuter parking is not practical or desirable.	On March 29, 2011, this issue was referred by the Board to the Planning Commission. The Planning Commission's Tysons Committee (PCTC) has held several meetings on this issue and provided guidance to staff on the potential number and location of commuter parking lots. Staff is integrating PCTC guidance and identifying potential sites, and will bring back revised recommendations to the PCTC in late 2011. If the PCTC recommendations are approved by the Board it is expected the interim commuter parking locations would be operational in December, 2013 to coincide with the start of Metrorail operations.
#15	The Board directs staff to bring to the Board an official map of those streets associated with the first rezoning to the Planned Tysons Corner Urban Center (PTC) district. The official map should be adopted concurrently with the rezoning or as soon as possible subsequent to the rezoning and should include existing streets and future street alignments that have been conceptually engineered. The Board further directs staff to bring forward amendments to the official map associated with subsequent rezonings when such are required to address the alignments of new or modified streets that have been conceptually engineered.	Staff has worked with rezoning applicants to create an integrated street network within Tysons. As refinements are finalized, staff anticipates that the street network map in the Comprehensive Plan will be amended. The option for an official map can be pursued at a later date if determined beneficial.

Appendix A - Follow On Motions

Follow-On Motion as Adopted by BOS on June 22, 2010

2011 Update on Follow-On Motion Status

#16	<p>The Board directs staff to bring to the Board for adoption an official map of public facilities concurrently with the first rezoning to the Planned Tysons Corner Urban Center (PTC) district. The official map should include the locations of existing and planned public facilities, including parks and athletic fields, that have been identified within the district or sub district of the rezoning application. The Board further directs staff to bring forward amendments to the official map with subsequent rezonings when such are required to reflect the locations of additional public facilities as they are identified.</p>	<p>An interdepartmental team has refined the type, location, space needs, timing and costs for public facilities in Tysons, including parks and athletic fields. A subgroup is refining the Park Conceptual Plan, which will result in a better delineation of the desired park types and recreational amenities in each district. The work of the teams has been informed by work on the Tysons Urban Design Guidelines, particularly the development of a Pedestrian Plan, as well as through zoning applications received for Tysons. Development of detailed public facility plans will benefit from review and input from the Tysons Partnership and other stakeholders in the fall of 2011. Consideration of these plans by the Board of Supervisors is anticipated in early 2012.</p> <p>The plan for public facilities and for parks is conceptual in nature and provides guidance without being overly prescriptive. As refinements occur, staff has recommended to the Board that amendment to the Plan for Tysons is the preferred approach, over adoption of an Official Map.</p>
#17	<p>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.</p>	<p>On March 29, 2011, these two items were referred by the Board to the Planning Commission. The Planning Commission's Tysons Committee (PCTC) is expected to forward recommendations to the Board on these issues in 2012.</p>
#18	<p>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.</p>	<p>The Urban Design Guidelines are currently being developed by staff. The Office of Community Revitalization and Reinvestment (OCRR) began the process of writing the guidelines by working with staff from various departments including the Departments of Public Works and Environmental Services (DPWES), Planning and Zoning (DPZ) and Transportation (DOT), as well as the Virginia Department of Transportation (VDOT). In addition, a Tysons Corner Urban Design Guideline Advisory Group ("the Advisory Group") was formed, consisting of staff, local and prominent architects, landscape architects, planners, and members of the Tysons Partnership who have volunteered their time and lent their expertise to help review the guidelines. The Advisory Group has advised staff on many urban design aspects ranging from conceptual strategies to specific paint colors for site furnishings.</p> <p>Public outreach on the Design Guidelines is scheduled to occur in the Fall of 2011. It is anticipated that they will be sent to the Board of Supervisors for approval in early 2012.</p>

Appendix A - Follow On Motions

Follow-On Motion as Adopted by BOS on June 22, 2010

2011 Update on Follow-On Motion Status

#19	The Board directs staff to assess the need for dedicated staffing and staff resource requirements for development applications, plan monitoring and other activities necessary to implement the Plan for Tysons and return to the Board with its recommendation.	Additional staff has been allocated to implement the vision for Tysons. An inter-departmental CORE team was established to collaboratively review redevelopment proposals and ensure consistency.
#20	The Board directs staff to be flexible when reviewing projects that include minor deviations from a strict interpretation of the Plan if such projects exhibit excellence in architecture and urban design; contribute significantly to the urban nature of Tysons; meet transportation and public facility guidelines; and, on balance, meet the objectives of the Plan.	The Plan recommendations have been dealt with creativity and flexibility through the rezoning process.

APPENDIX B

Appendix B –Development Applications Approved or Under Review Since June, 2010

The Tysons Corner Urban Center Plan amendment was adopted by the Board on June 22, 2010. At that same meeting, the Board amended the Zoning Ordinance to create the new Planned Tysons Corner Urban District (PTC).

Since that time, seventeen rezoning applications have been submitted to rezone properties to the new PTC district, with two of the applications **Spring Hill Station** (RZ 2010-PR-014A/014B) approved in 2011. One additional significant land use application, **MITRE 4** (PCA 92-P-011-7/SE 2010-PR-023), was reviewed and approved under the new Plan. While this application did not seek to rezone the property to the new PTC district nor did it propose to increase intensity levels over previous approvals, it did conform to the new plan recommendations and a pending rezoning application is seeking to include that property in a rezoning to the PTC district.

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

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

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

The table below depicts the total land use changes approved or under review since the Tysons Plan was adopted in June, 2010 through September, 2011. All development information is reported in square feet for each use, except for Residential Units, which is reported as total units approved/proposed.

	Approved Development *	Proposed Development*	Total Approved/ Proposed Increase*
Office**	(-150,625)	16,754,159	16,423,534
Retail***	18,100	359,593	377,693
Hotel	0	2,080,270	2,080,270
Government or Institutional	0	71,009	71,009
Total Non-Residential:	(-132,525)	19,085,031	19,952,506
Residential:	2,150,000	14,722,247	16,872,247
Residential Units:	2,390	14,425	16,815
Total Development:	2,017,475	33,807,278	35,824,753

Net increase over existing level, **MITRE 4 (PCA 92-P-011-7) approved the transfer of previously approved but unbuilt office use to allow for the construction of a 340,000 sq.ft. office building to replace an existing 79,883 office building.*

***includes industrial uses for existing use*

****includes car dealerships for existing uses*

More information on the individual cases approved or currently under review can be found in the following pages organized by planning district.

Tysons West

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

	Existing Sq. ft./dus	Approved sq.ft./dus	Proposed sq.ft./dus
Office*	807,083	(-150,625)	6,997,323
Retail**	342,382	18,100	429,873
Hotel	475,259	0	1,319,000
Government or Institutional	9,658	0	25,000
Total Non-Residential:	1,634,292	(-132,525)	8,771,196
Residential (Sq.Ft.)	0	2,150,000	4,370,303
Residential (Units)	0	2,390	4,422
Total Development:	1,634,292	2,017,475	13,141,499
Total Land Area		7 acres	68 acres

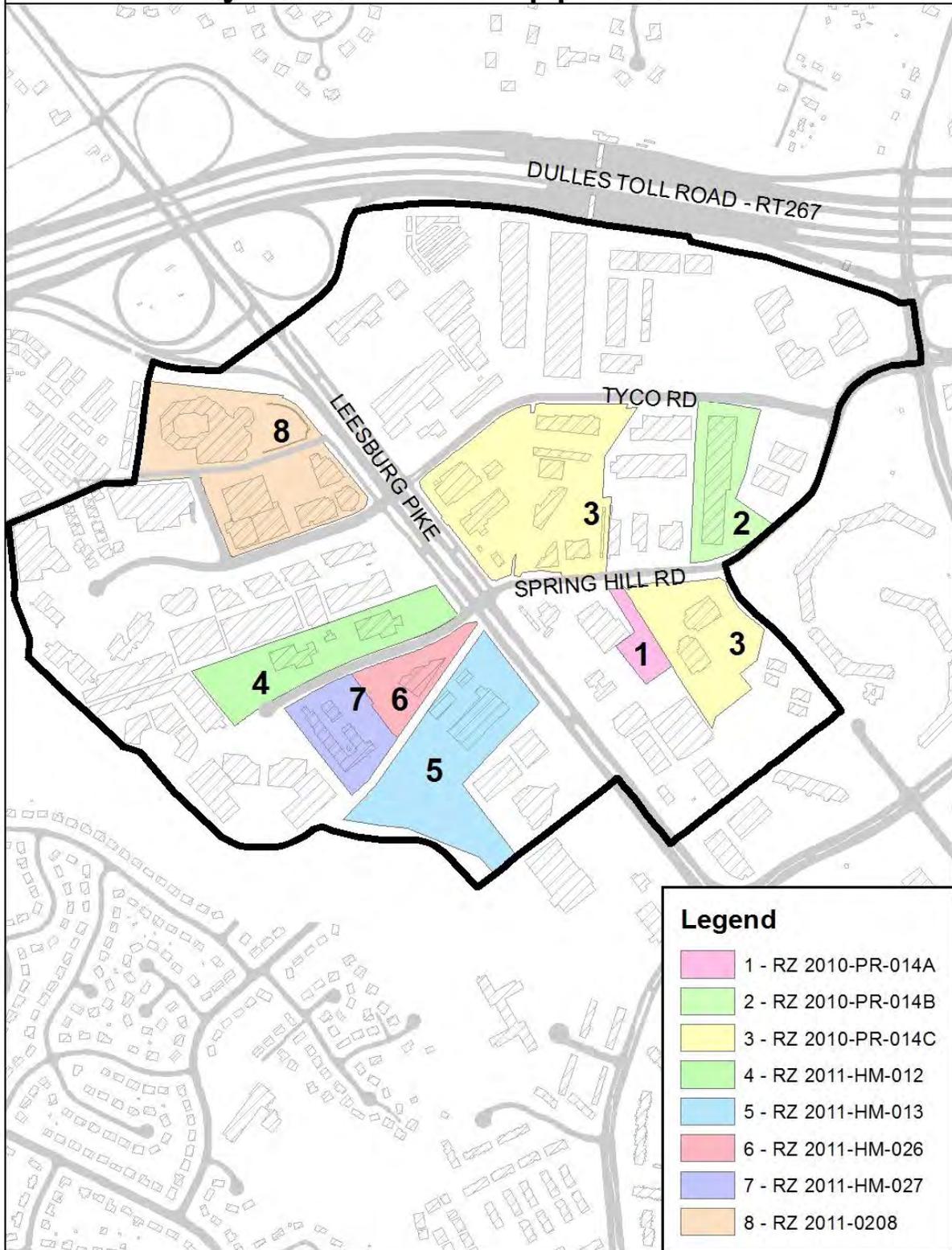
*includes industrial uses for existing uses

**includes car dealerships for existing uses

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

- 1 – **Spring Hill Station** (RZ 2010-PR-014A – Approved September, 2011)
- 2 – **Spring Hill Station** (RZ 2010-PR-014B – Approved September, 2011)
- 3 – **Spring Hill Station** (RZ 2010-PR-014C)
- 4 – **Dominion Square** (RZ 2011-HM-012)
- 5 – **Dominion Square** (RZ 2011-HM-013)
- 6 – **Perseus Realty** (RZ 2011-HM-026)
- 7 – **Sunburst Hospitality Corp.** (RZ 2011-HM-027)
- 8 – **Tysons West Promenade** (RZ 2011-0208)

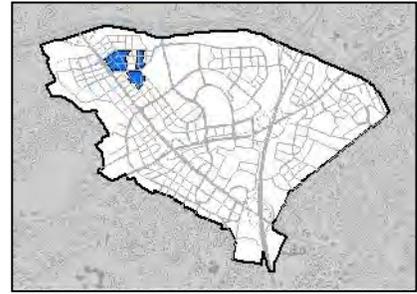
Tyson's West Applications



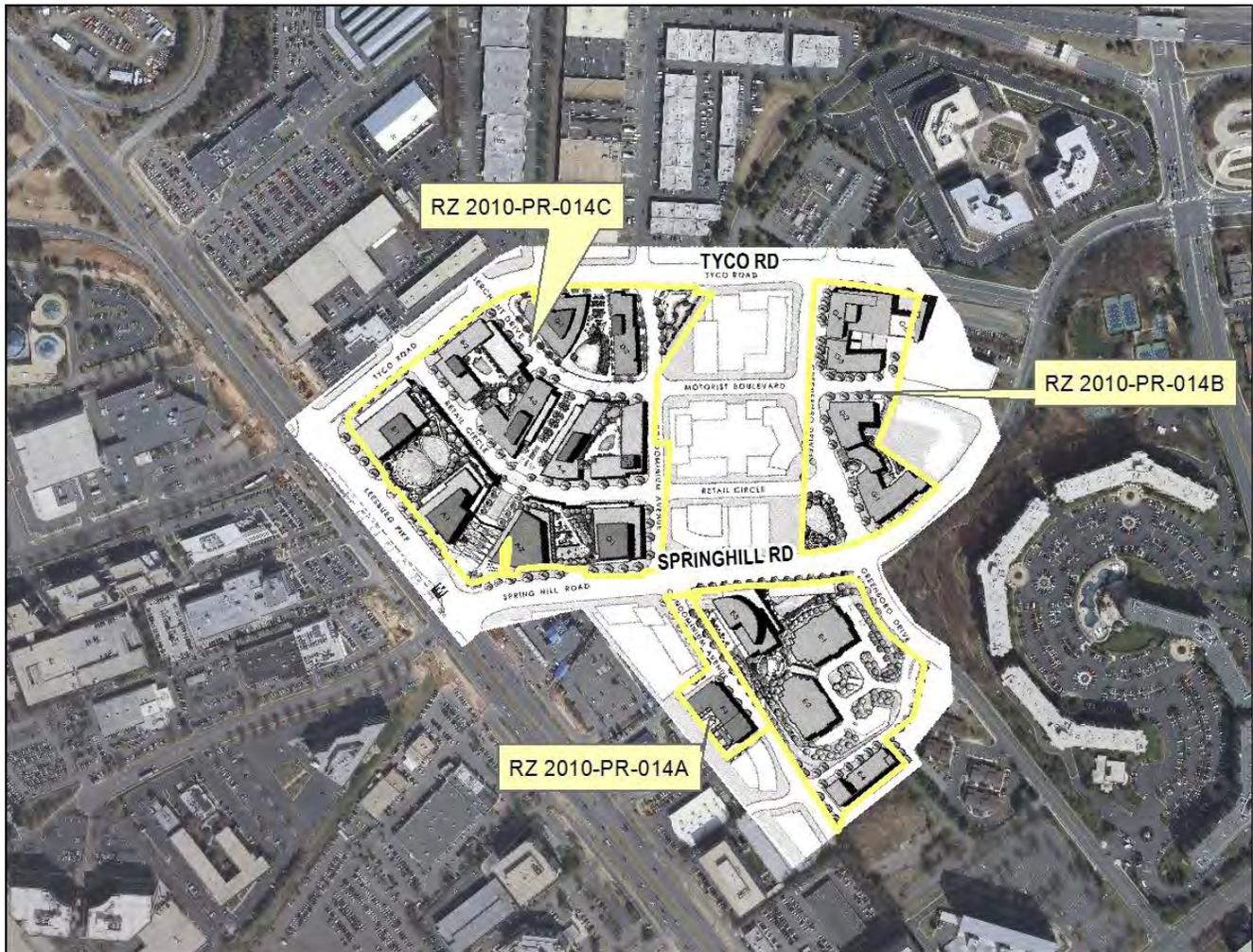
Spring Hill Station (RZ 2010-PR-014A/014B)

Request to rezone to the PTC District; CDP, with FDP for a portion of application area.

The applications were approved on by the Board of Supervisors on September 27, 2011, to redevelop an area currently consisting of a surface parking lot and industrial warehouse space. A total of five residential buildings were approved within these two applications.



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



*Image depicted is from Illustrative Plan, dated – January, 2011

SITE AREA: 7.07 acres

The Spring Hill Station application consists of three distinct neighborhoods. The overall rezoning application was divided into three development applications on June 9, 2011, as shown below.

RZ/FDP 2010-PR-014A (SE of Spring Hill Road) ≈ 1.5 ac

RZ 2010-PR-014B (between Spring Hill and Tyco, opposite terminus of Greensboro) ≈ 5.5 ac

RZ 2010-PR-014C (between Spring Hill and Tyco, along Route 7) ≈ 24.5 ac

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

LAND USES

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

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

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

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

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

The proposed increases to residential and employee population are shown in the table below.

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

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

TRANSPORTATION ELEMENTS

The applicant committed to creating a grid of streets which will set the tone for the urban block pattern within the Tysons West district. This grid will be further expanded in the pending application, RZ 2010-PR-014C. The grid pattern has also been developed to accommodate the Tysons Circulator. While the exact route of the Circulator is not defined at this time, the applicant worked with staff to accommodate the anticipated route for the future Circulator.

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

The applicant has proffered to construct Condominium Avenue in an interim condition. The ultimate section of Condominium Avenue will be consistent with the urban street standards recently approved and anticipated to be constructed as part of the in the RZ 2010-PR-014C application currently under review.

With the approved applications, the applicant proffered to “take all necessary and reasonable steps” to “participate in a special transportation assessment district”. Such a tax district could be established to generate revenue for the purpose of funding major transportation improvements in Tysons. The applicant also committed to contribute \$1,000 per dwelling unit to the Tysons Road Fund, which could also be used to fund needed transportation infrastructure within Tysons, such as missing links within the grid of streets. Under the approved development levels the Tysons Transportation Fund contribution could provide up to \$2,390,000.

The applicant has proffered to design a TDM program to meet the trip reduction goals outlined in the Plan which increase as the square footage of total development in Tysons increases. The proffered commits the applicant to a goal of 35% vehicle trip reduction through 2022 up to a goal of 55% vehicle trip reduction by 2050. The proffers also include opportunities to review of goal achievement at interim development levels with the ability to assess penalties for non-attainment prior to buildout through remediation and for a significant penalty fund.

ENVIRONMENTAL & PUBLIC FACILITY ELEMENTS

The applicant proffered to pursue LEED-NC certification, with an option to pursue LEED-NC Silver, or equivalent. In addition, the applicant included provisions for the reuse of some of the runoff for the building cooling systems. The applications included commitments to assess the feasibility for infrastructure required to provide electrical vehicle charging stations. RZ 2010-PR-014B also included commitments to explore the

potential for shared energy systems, including, but not limited to combined heat and power, micro-CHP, distributed energy resources and district heating and cooling.

These two applications create almost 0.5 acres of on-site parkland contained within two pocket parks with an additional 0.45 acre interim park space located within the pending RZ 2010-PR-014C application area, but proffered with the RZ 2010-PR-014A development. To augment these onsite recreation spaces, the applicant committed to purchase, or provide funding to purchase, 2.81 acres of land for public park use adjacent to the existing Raglan Road Park. This offsite parkland is intended to be dedicated to the Park Authority for possible athletic field use.

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

URBAN DESIGN ELEMENTS

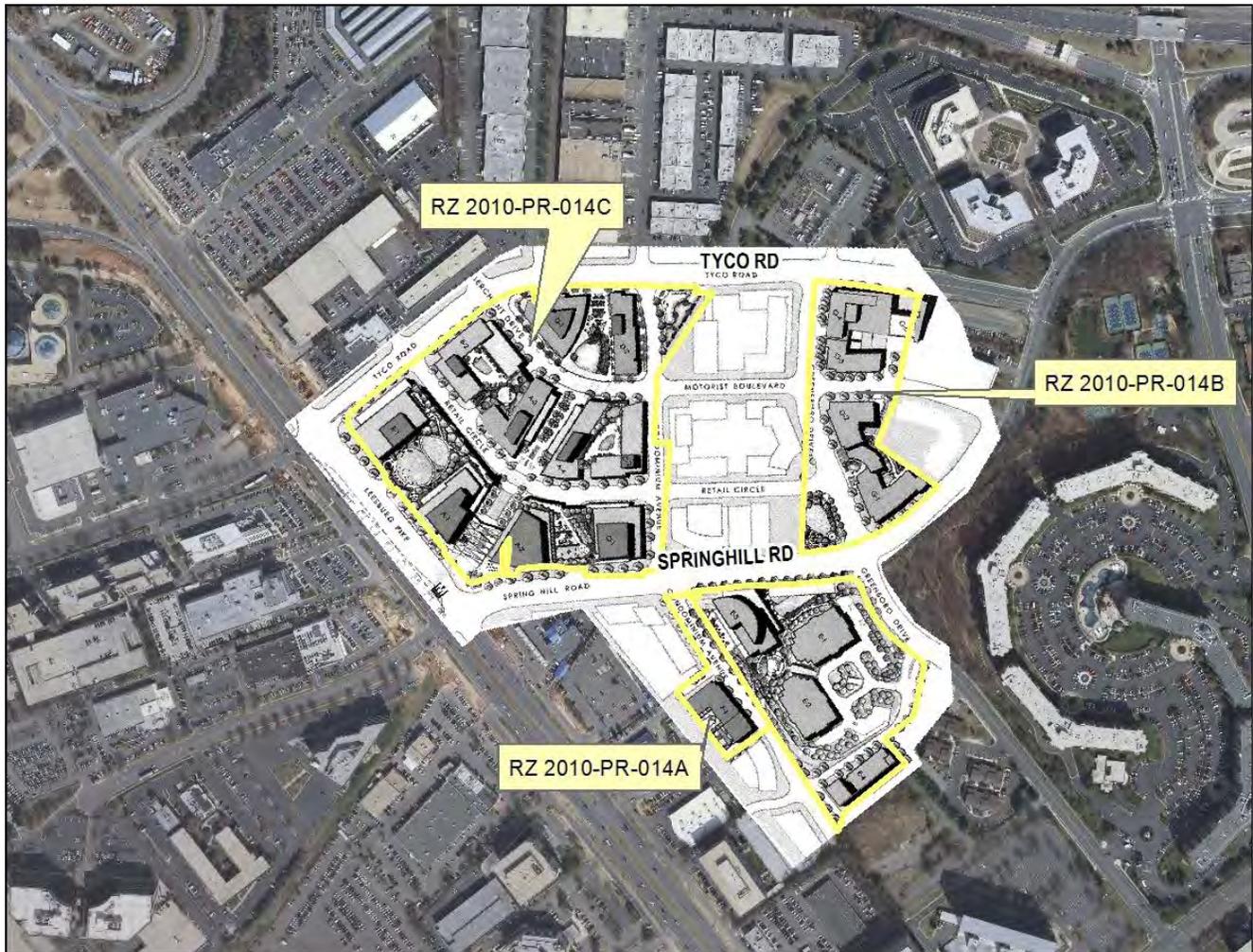
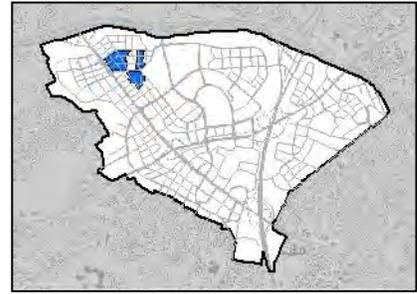
There are a variety of building heights among the proposed five structures. They range in proposed heights from a low of 60 feet up to the 300 foot, 26-story residential building located in in RZ 2010-PR-014A.

Spring Hill Station (RZ 2010-PR-014C)

Request to rezone to the PTC District; CDP.

This application includes the remaining application area of RZ 2010-PR-014.

The application proposes to redevelop an area currently characterized by a mix of low-level industrial uses, car dealerships, and some small office uses. The fire station (#29) site is also included, as are two existing larger office buildings contained within Greensboro Corporate Center, which are proposed to remain. A total of up to 14 buildings (including the two to remain) are proposed. Additional information on this case can be found at <http://www.fairfaxcounty.gov/tysons/development/>



*Image depicted is from Illustrative Plan, dated – January, 2011

SITE AREA: 24.38 acres

The application consists of the portion of two distinct neighborhoods remaining, from when the development application was three development applications on June 9, 2011. A portion of Neighborhood 2 and all of Neighborhood 3 were approved in **RZ 2010-PR-014A/014B**.

PROPOSED LAND USES

The land uses shown in the table below are based on the maximum level for the remainder of the unapproved proposed development within Neighborhoods 1 and 2; actual approved or developed levels may differ.

	Office	Retail	Residential	Hotel	Totals
<i>Existing</i>	535,473	111,230	0	0	656,271* (0.6 FAR)
Total Proposed***	3,670,555 (70%)	79,000 (2%)	896,303 (17% / 995 du)	600,000 (11%)	5,245,858** (4.9 FAR)

* Includes 9,568 sq.ft. of 'government or institutional use'

** 25,000 sq.ft. fire station is public use, with GFA included in total but not used in FAR calculations

** Because no CDP has been submitted for this portion of the site, all development levels are extrapolated based upon previously submitted Statement of Justification less approved amounts in RZ 2010-PR-014A/B

RESIDENTIAL AND EMPLOYEE POPULATION

	Residents	Employees
Estimated Current:	0	2,030
Estimated Proposed:	1,670	12,860

GENERAL DESCRIPTION

Access to the buildings is proposed from an expanded grid of streets, which will build upon the street grid within the approved application areas, including the critical link of Retail Circle.

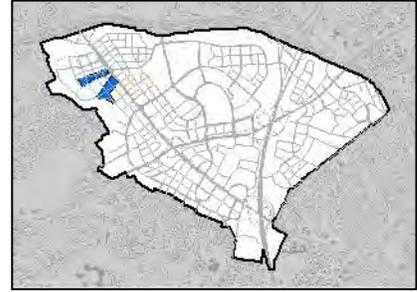
A variety of building heights are shown for the fourteen structures proposed in the mixed use alternative, ranging from a low of 130 feet for the two existing office buildings up to a height of up to 400 feet for the office building located immediately adjacent to the metro station.

The applicant is proposing to integrate urban parks within the development and build upon public facilities committed in the approved application areas. This includes a financial contribution towards construction of Fire Station #29, possibly undergrounding or relocating the high-voltage transmission lines which pass through this application, interim and permanent relocation of the kiss and ride lot for the Tysons West Metro station, and commitments to construct or provide funding for offsite recreation fields.

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

Request to rezone to the PTC District; CDP.

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



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



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

SITE AREA: 19.58 acres

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

PROPOSED LAND USES

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

	Office	Retail	Residential	Hotel	Totals
<i>Existing</i>	0	145,048	0	0	145,048 (0.17 FAR)
Total Proposed	2,140,000 (23%)	25,000 (16%)	2,000,000 (38% / 2,000 du)	200,00 (25%)	4,365,000 (5.10 FAR)

RESIDENTIAL AND EMPLOYEE POPULATION

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

GENERAL DESCRIPTION

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

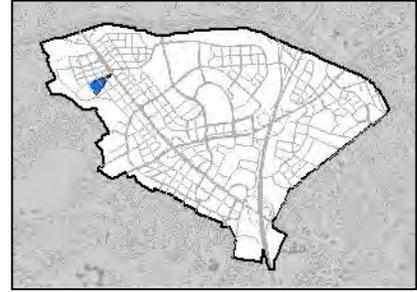
The proposed development will create new urban blocks and pedestrian pathways through the area.

There are a variety of building heights indicated for the twelve structures proposed. They range in proposed heights from a low of 190 feet up to a height of 305 feet, with the larger structures closer to the Tysons West station. The application proposes to place the office uses closer to the Metro, with the proposed residential uses to be located farther away from the station.

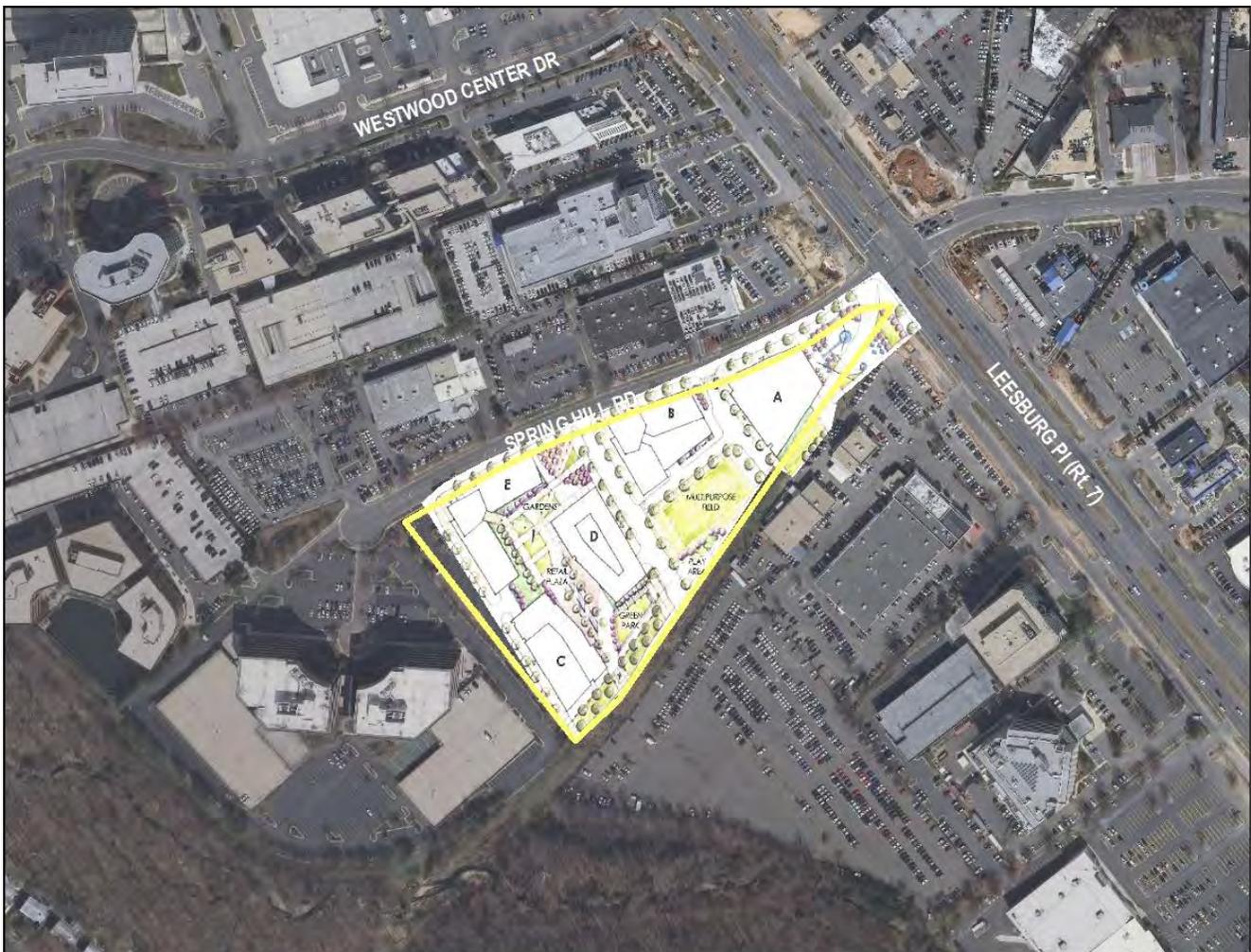
Perseus Realty (RZ 2011-HM-026)
Sunburst Hospitality Corp. (RZ 2011-HM-027)

Request to rezone to the PTC District; CDP.

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



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



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

SITE AREA: 7.89 acres

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

PROPOSED LAND USES

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

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

*Based upon applicant's proposed CDP

RESIDENTIAL AND EMPLOYEE POPULATION

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

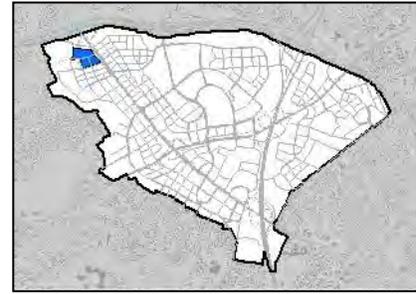
GENERAL DESCRIPTION

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

Tysons West Promenade (RZ 2011-0208)

Request to rezone to the PTC District; CDP.

The application proposes to redevelop an area currently characterized by a mix of former car dealerships and the existing Sheraton Premier hotel and conference center. The hotel and conference center will be retained and renovated while adding retail and residential development to create a mixed-use neighborhood with an urban form. A portion of this site has received site plan approval for an urban-style Wal-Mart store and a fitness center as a by-right use under the existing C-7 zoning. These uses will be integrated within an existing parking structure. The new development proposes a total of 5 structures, which includes the existing Sheraton Hotel and Wal-Mart and fitness center currently planned for development.



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



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

SITE AREA: 16.02 acres

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

PROPOSED LAND USES

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

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

* As of July 6, 2011

RESIDENTIAL AND EMPLOYEE POPULATION

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

GENERAL DESCRIPTION

The proposed development will create new urban blocks, and transition the existing hotel and conference center into an urban context. The applicant is expected to add two additional streets to create a grid of streets within the application area that will provide accessibility and connectivity for the area. A potential ramp from the Toll Road and the extension of Boone Boulevard may significantly impact the site.

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

TYSONS CENTRAL 7

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

	Existing Sq. ft./dus	Approved sq.ft./dus	Proposed sq.ft./dus
Office*	956,655	0	3,109,864
Retail**	68,874	0	71,500
Hotel	158,521	0	532,000
Government or Institutional	0	0	0
Total Non-Residential:	1,184,050	0	3,713,364
Residential (Sq.Ft.)	0	0	2,513,000
Residential (Units)	0	0	2,512
Total Development:	1,184,050	0	6,226,364
Total Land Area		0	28 acres

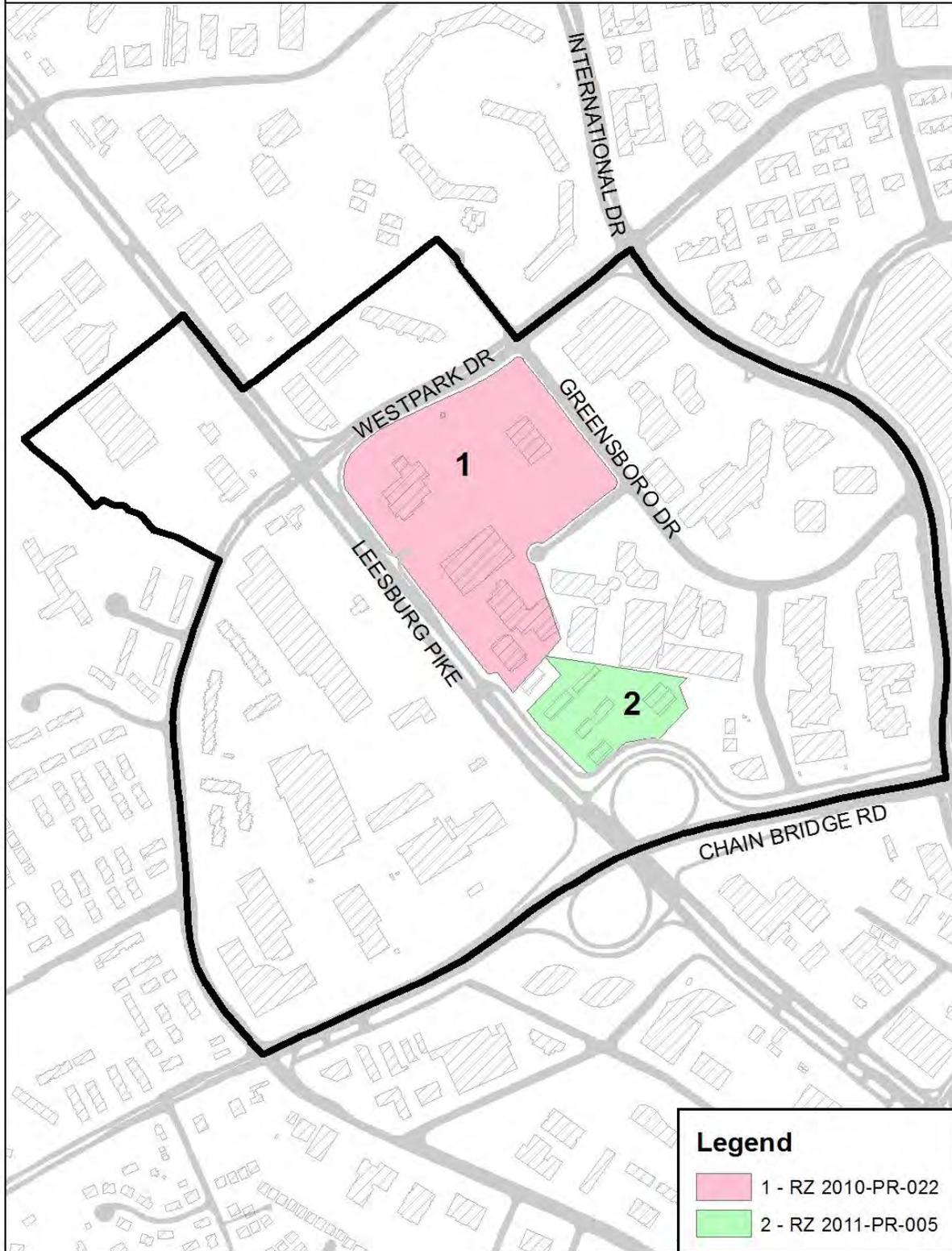
**includes industrial uses for existing uses*

***includes car dealerships for existing uses*

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

- 1 – **Solutions Plaza (SAIC)**(RZ 2010-PR-022)
- 2 – **Tysons Central** (RZ 2011-PR-005)

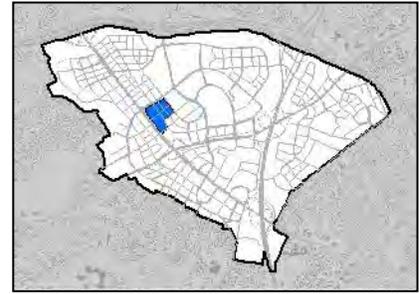
Tyson's Central 7 Applications



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

Request to rezone to the PTC District; CDP.

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



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



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

SITE AREA: 23.7 acres

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

PROPOSED LAND USES

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

	Office	Retail	Residential	Hotel	Totals
<i>Existing</i>	956,655	0	0	158,521	1,115,176 (1.1 FAR)
Total Proposed*	2,599,864 (53%)	38,000 (1%)	1,901,000 (39% / 1,900 du)	380,000** (8%)	4,918,864 (4.73 FAR)

*Based upon Option 1. Option 2 would reduce the proposed Retail use by 22,000 sq.ft. through combining three buildings into two.

**Includes separate hotel conference/amenity building of 44,000 sq.ft.

RESIDENTIAL AND EMPLOYEE POPULATION

	Residents	Employees
Estimated Current:	0	3,310
Estimated Proposed:	3,325	9,030

GENERAL DESCRIPTION

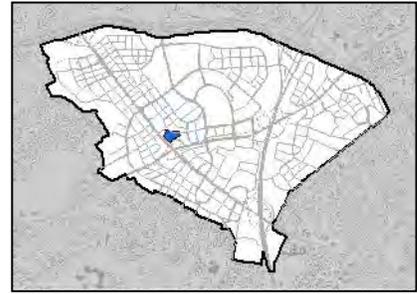
The application proposes a grid of streets and development adjacent to the Tysons Central 7 Metro station. A series of public plazas would connect the site to the metro station. The applicant has also suggested incorporating a children’s science museum into the development. Residential use is proposed in the western portion of the site.

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

Tysons Central (RZ 2011-PR-005)

Request to rezone to the PTC District; CDP.

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



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



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

SITE AREA: 4.78 acres

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

PROPOSED LAND USES

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

	Office	Retail	Residential	Hotel	Totals
<i>Existing</i>	0	68,874	0	0	68,874 (0.35 FAR)
Total Proposed	510,000 (39%)	33,500 (3%)	612,000 (47% / 612 du)	152,000 (12%)	1,307,500 (6.28 FAR)

RESIDENTIAL AND EMPLOYEE POPULATION

	Residents	Employees
Estimated Current:	0	150
Estimated Proposed:	1,070	1,890

GENERAL DESCRIPTION

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

There is a variety of building heights shown for the five structures proposed. The heights range from a low of 112 feet for a six story office building up to a height of 355 feet for a signature 33-story hotel/residential building, with the largest closer to the Tysons Central 7 station along Route 7. A large open space area at the entrance to the Metro station, identified on the CDP as "Metro Promenade", is proposed to enhance that transit-pedestrian space and create a focal point within the neighborhood.

TYSONS CENTRAL 123

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

	Existing Sq. ft./dus	Approved sq.ft./dus	Proposed sq.ft./dus
Office*	335,015	0	978,800
Retail**	0	0	58,100
Hotel	0	0	123,100
Government or Institutional	0	0	0
Total Non-Residential:	335,015	0	1,160,000
Residential (Sq.Ft.)	0	0	1,249,400
Residential (Units)	0	0	1,174
Total Development:	335,015	0	2,409,400
Total Land Area		0	19 acres

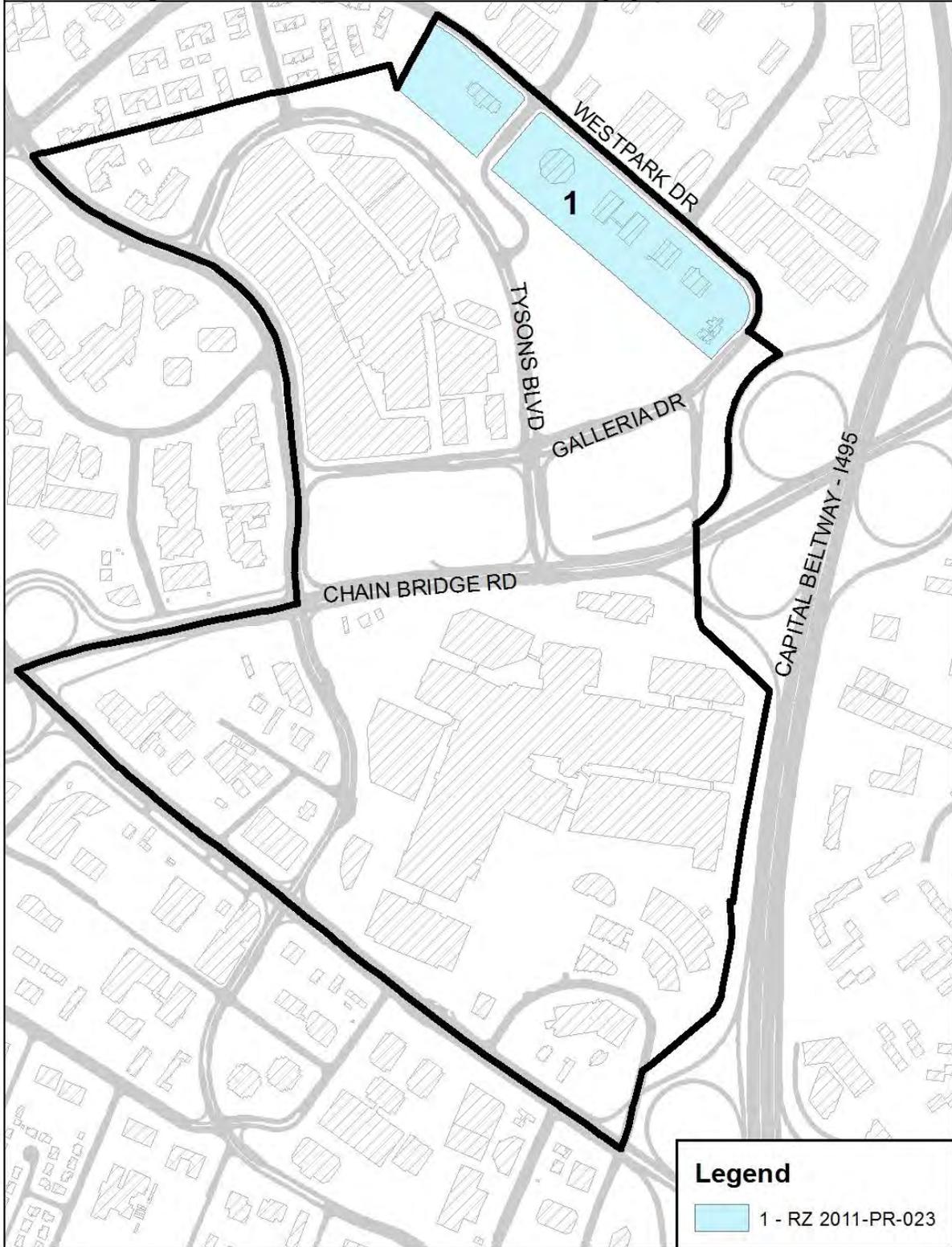
**includes industrial uses for existing uses*

***includes car dealerships for existing uses*

Current information on the application under review in the Tysons Central 123 district is included in the following pages. The application is;

1 – **Arbor Row** (RZ 2011-PR-023)

Tysons Central 123 Applications

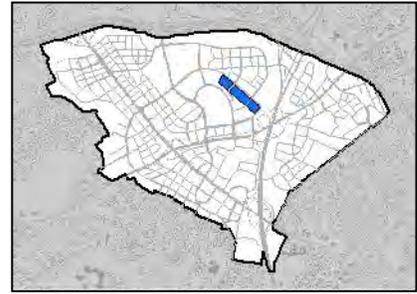


Arbor Row (RZ 2010-PR-023)

Request to rezone to the PTC District; CDP.

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

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



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

SITE AREA: 19.31 acres

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

PROPOSED LAND USES

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

	Office	Retail	Residential	Hotel	Totals
<i>Existing</i>	335,015	0	0	0	335,015 (0.40 FAR)
Total Proposed*	978,800 (41%)	58,100 (2%)	1,249,400 (52% / 1,174 du)	123,100 (5%)	2,409,400 (2.86 FAR)

*Maximum possible proposed; CDP with both options ALT1 and ALT2 included.

RESIDENTIAL AND EMPLOYEE POPULATION

	Residents	Employees
Estimated Current:	0	1,120
Estimated Proposed:	2,050	3,480

GENERAL DESCRIPTION

The proposed development will create a mixed-use development. The property will be accessed from, and oriented to, Westpark Drive and Westbranch Drive. A large urban plaza is planned to be integrated into the development to create a focal point within the neighborhood and to serve as an extension of a previously - proffered park to the southwest. In addition, the applicant has discussed potentially providing an off-site land dedication within Tysons for future public facilities. There is a variety of building heights proposed ranging from a low of 65 feet for a 6-story residential structure up to 187 feet.

TYSONS EAST

Seven applications have been submitted within the Tysons East District, with one approved in 2011. Uses which exist on the properties that are proposed for redevelopment are listed below. In some instances, the existing uses will be retained (for details see the descriptions of the individual cases that follow). The proposed uses are identified in the table below. These uses are reported in square footage proposed for each use, except for Residential Units for which the total number of units proposed is also included.

	Existing Sq. ft./dus	Approved sq.ft./dus	Proposed sq.ft./dus
Office*	1,935,027	0***	9,371,327
Retail**	0	0	211,376
Hotel	0	0	739,950
Government or Institutional	0	0	55,577
Total Non-Residential:	1,935,027	0	10,378,230
Residential (Sq.Ft.)	390,000	0	6,979,544
Residential (Units)	331	0	6,648
Total Development:	2,325,027	0	17,357,774
Total Land Area		0	106 acres

**includes industrial uses for existing uses*

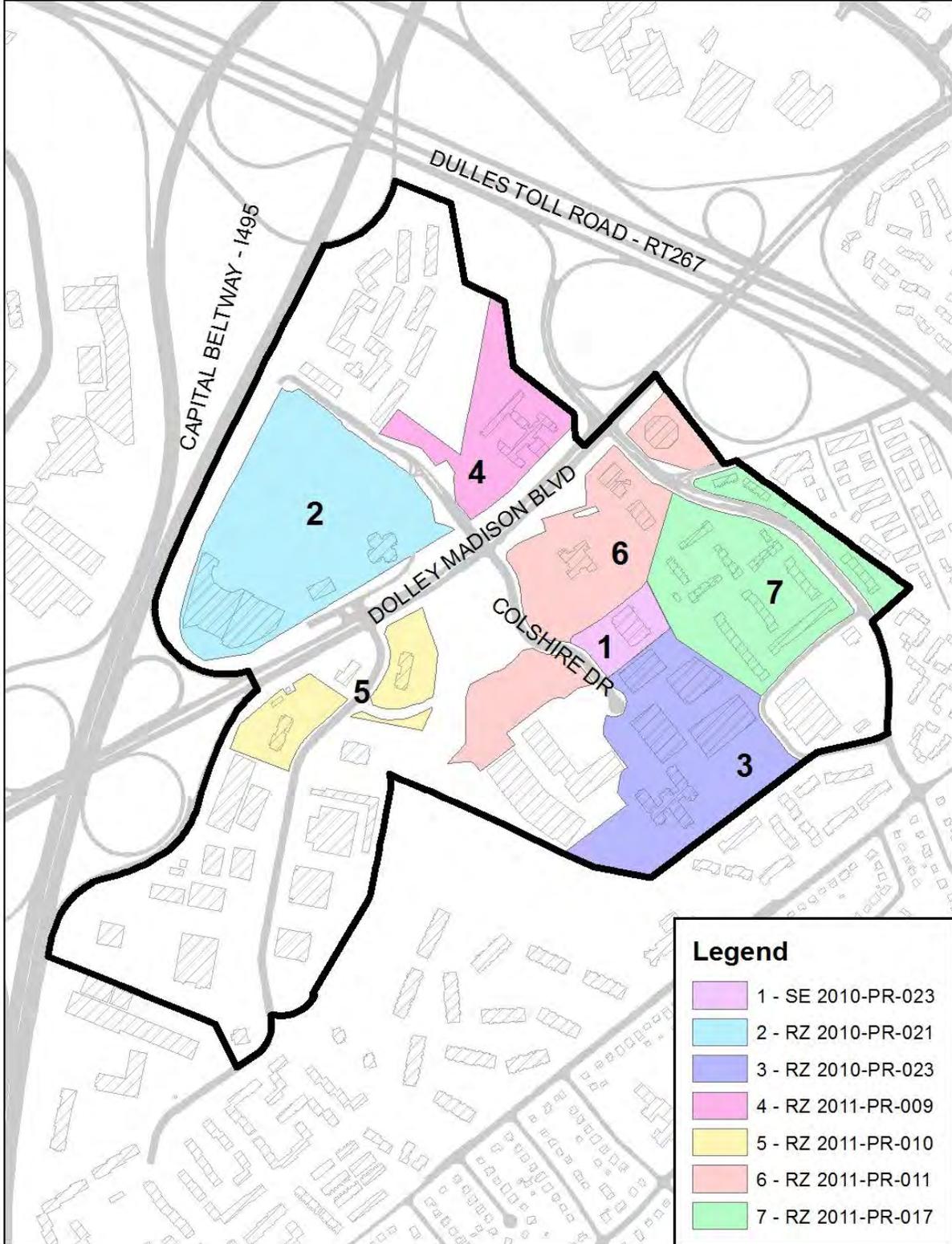
***includes car dealerships for existing uses*

****PCA 92-P-011-7 approved the transfer of previously approved but unbuilt office use to allow for the construction of a 340,000 sq.ft. office building to replace an existing 79,883 office building. This was not developed under the PTC zoning but the existing C-3 zoning and is included in **RZ 2011-PR-011**.*

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

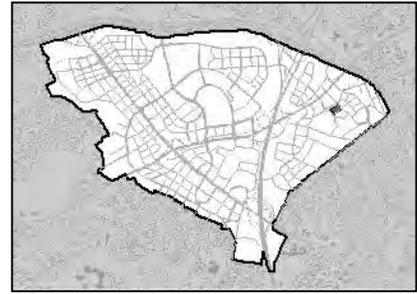
- 1 – **MITRE 4** (PCA 92-P-011-7 / SE 2010-PR-023)
- 2 – **Capital One Bank** (RZ 2010-PR-021)
- 3 – **MITRE 5** (RZ 2010-PR-023)
- 4 – **Scotts Run Station, North** (RZ 2011-PR-009)
- 5 – **Scotts Run Station, South** (RZ 2011-PR-010)
- 6 – **Scotts Run Station, South** (RZ 2011-PR-011)
- 7 – **The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

Tysons East Applications



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

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



It is anticipated that this building site will be incorporated into the existing MITRE campus, located to the SE of this site. The entire application area is also included in pending application **Scotts Run Station, South** (RZ 2010-PR-011), which seeks to rezone the property to the PTC zoning district.

Additional information on this application can be found at;
<http://ldsnet.fairfaxcounty.gov/ldsnet/ZAPSMMain.aspx?cde=SE&seq=4139297>



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

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

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

PROPOSED LAND USES

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

	Office	Retail	Residential	Hotel	Totals
<i>Existing</i>	79,883	0	0	0	79,883 (0.62 FAR)
Total Approved	340,000	0	0	0	340,000 (0.62 FAR)

RESIDENTIAL AND EMPLOYEE POPULATION

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

TRANSPORTATION ELEMENTS

The applicant has illustrated where a potential street grid connection would occur with Colshire Meadow Drive, but that improvement was not part of this application. This extension will be included in a future PTC rezoning. The applicant will also provide right-of-way dedication necessary for the creation of Dartford Drive, if requested by the Fairfax County Department of Transportation.

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

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

ENVIRONMENTAL & PUBLIC FACILITY ELEMENTS

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

URBAN DESIGN ELEMENTS

The approved building is expected to be a part of the larger MITRE campus and will be a part of a mixed-use center near the Tysons East Metro Station. The L-shaped building will consist of 14 stories at a maximum height of 225 feet.

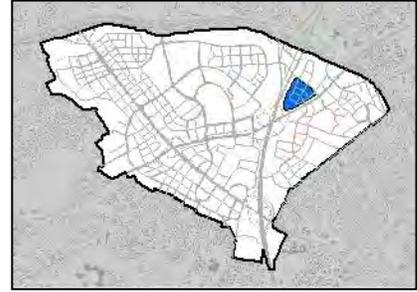
The approved build-to lines are set back further from the street edge than those recommended in the Comprehensive Plan. There are existing utility easements which constricted the applicant's ability to site the building closer to the street, and the approved design is in keeping with the rest of the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

In addition, the applicant has made commitments to provide sidewalks and publically accessible pedestrian paths through the application area. These paths include sidewalks along Colshire Drive, the existing entry drive and potential future Colshire Meadow Drive, future Dartford Drive.

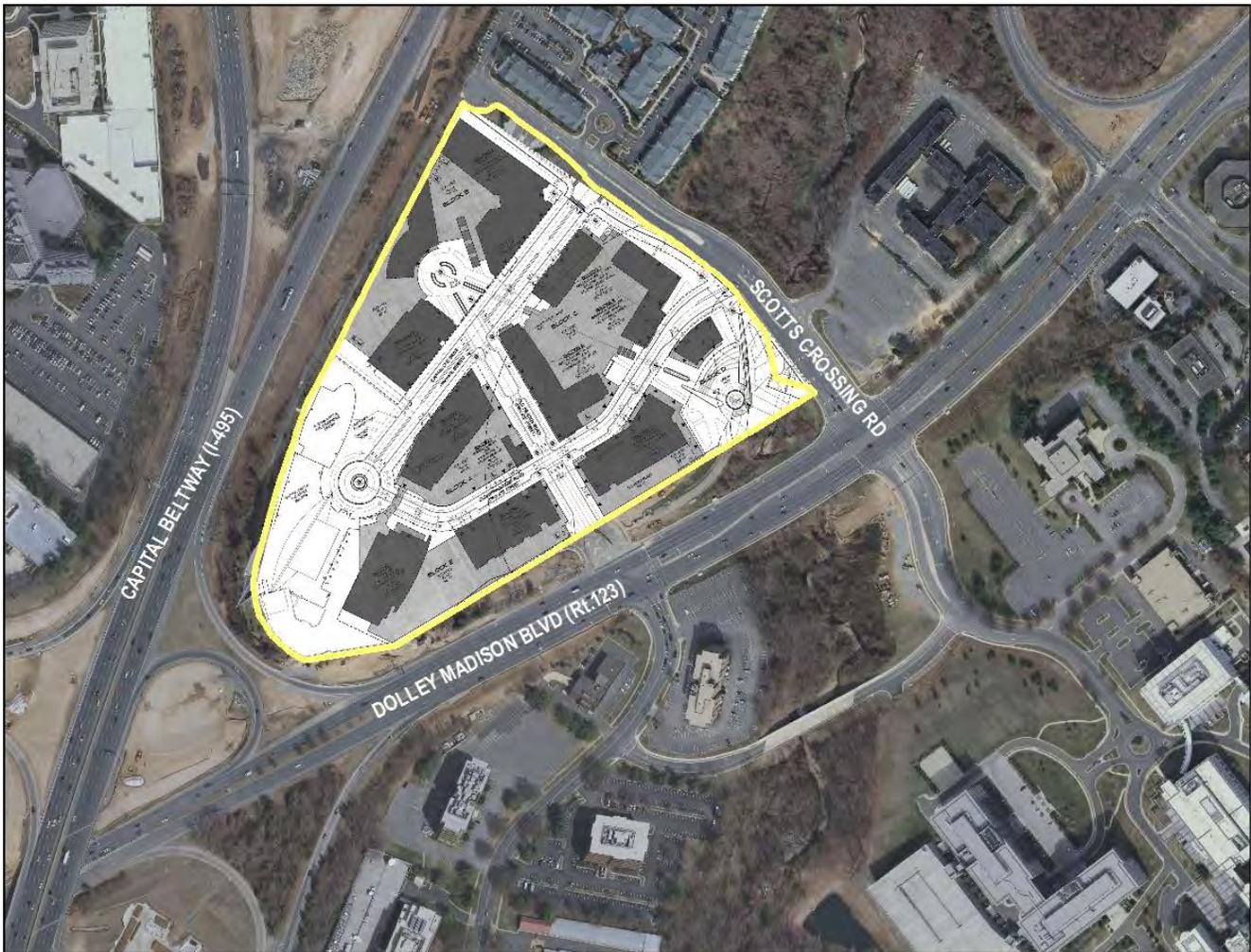
Capital One Bank (RZ 2010-PR-021)

Request to rezone to the PTC District; CDP with an FDP on a portion.

The applicant proposes to complete the development of the Capital One campus. The development currently consists of an existing office, conference center and freestanding parking garage, and is proposing development of a mixed-use development consisting of office, hotel, retail and residential uses. A total of 14 buildings (including the two existing structures to remain) are proposed.



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



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

SITE AREA: 29.42 acres

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

PROPOSED LAND USES

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

	Office	Retail	Residential	Hotel	Total
<i>Existing</i>	504,000	0	0	0	504,000 (0.45 FAR)
<i>Existing Approved – Unbuilt</i>	596,000	0	0	0	1,100,000 (1.0 FAR)
Total Proposed	3,180,806 (64%)	86,646 (2%)	1,296,544 (26% / 1,297 du)	405,527* (7%)	4,969,523 (3.90 FAR)

*Includes 55,577 sq.ft. of civic space proposed

RESIDENTIAL AND EMPLOYEE POPULATION

	Residents	Employees
Estimated Current:	0	1,680
Estimated Proposed:	2,270	11,050

GENERAL DESCRIPTION

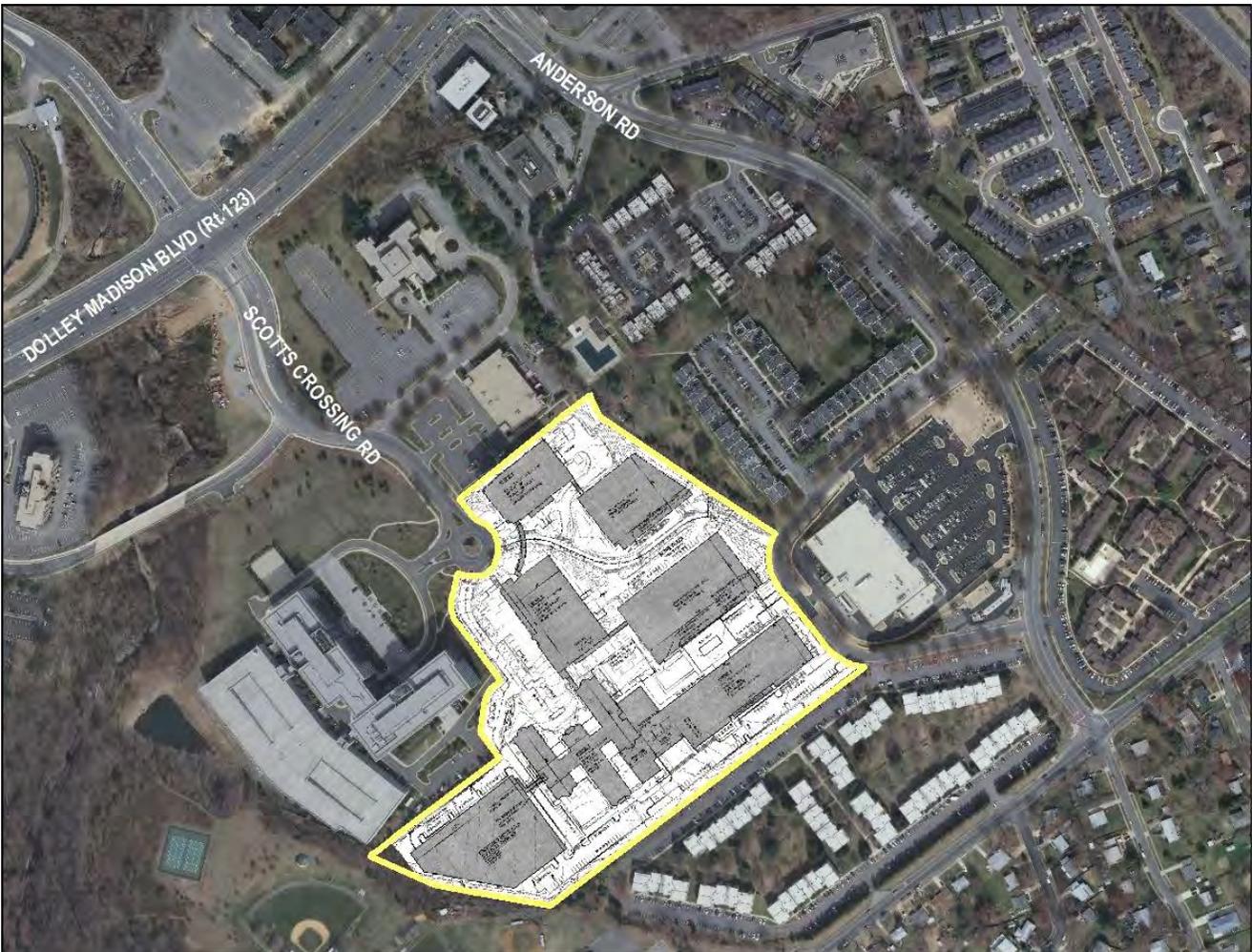
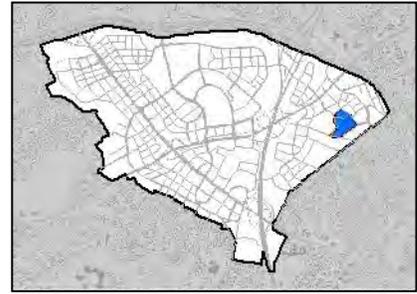
The proposed development will create new urban blocks and proposes a gateway at the Tysons East metro station. A large open space area/park is proposed at the entrance to the Tysons East Metro station, on the corner of Scotts Run Crossing Rd. and Dolley Madison Blvd. The applicant expects this park to enhance the station area and create a focal point within the neighborhood. It is also expected that the development will include a variety of public and private park spaces, as well as integrating the pedestrian and retail realms.

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

MITRE 5 (RZ 2010-PR-023)

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

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



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

SITE AREA: 19.60 acres

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

PROPOSED LAND USES

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

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

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

RESIDENTIAL AND EMPLOYEE POPULATION

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

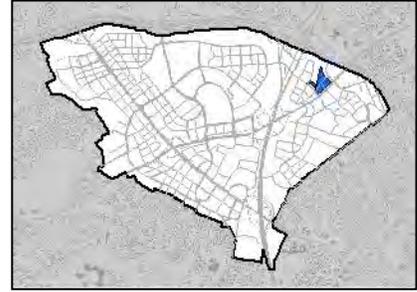
GENERAL DESCRIPTION

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

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

Request to rezone to the PTC District; CDP.

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



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



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

SITE AREA: 9.40 acres

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

PROPOSED LAND USES

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

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

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

RESIDENTIAL AND EMPLOYEE POPULATION

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

GENERAL DESCRIPTION

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

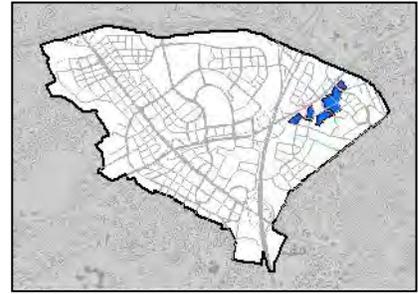
A variety of building heights are shown for the five structures proposed in the mixed use alternative, ranging from a low of 208 feet near the existing park and neighboring multifamily residential development of the Gates of McLean up to 273 feet at the intersection of Scotts Run Crossing and Route 123,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

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

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

Request to rezone to the PTC District; CDP.

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



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



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

SITE AREA: 29.42 acres

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

PROPOSED LAND USES

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

	Office	Retail	Residential	Hotel	Totals
<i>Existing</i>	439,899	0	0	0	439,899 (0.35 FAR)
Total Proposed	3,549,180 (53%)	99,250 (1%)	2,620,200 (39% / 2,383 du)	390,000 (0%)	6,658,630 (4.69 FAR)

RESIDENTIAL AND EMPLOYEE POPULATION

	Residents	Employees
Estimated Current:	0	1,465
Estimated Proposed:	4,170	12,340

GENERAL DESCRIPTION

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

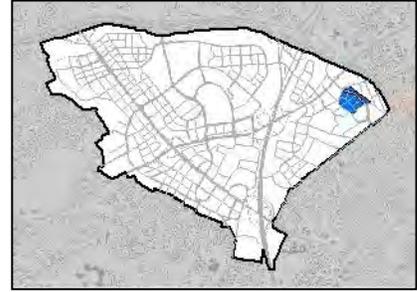
There is a variety of building heights proposed among the sixteen structures proposed. Building heights range from a low of 70 feet up to a height of 400 feet closest to the Tysons East station along Route 123.

The applicant is proposing to integrate urban parks within the development, and orient much of the development around Scotts Run Stream Valley Park. Enhancement and restoration of Scotts Run Stream Valley Park has the potential to transform the park into a linear urban park with a possible trail system.

The Commons (RZ 2011-PR-017)

Request to rezone to the PTC District; CDP.

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



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



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

SITE AREA: 20.96 acres

PROPOSED LAND USES

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

	Office	Retail	Residential	Hotel	Totals
<i>Existing</i>	0	0	390,000 (331 du)	0	390,000 (0.45 FAR)
Total Proposed*	0	0	2,552,800 (100% / 2,504 du)	0	2,552,800 (2.80 FAR)

*Option 1. Option 2 would add an additional 64,800 sq.ft. of residential use (55 du) and raise FAR to 2.87

RESIDENTIAL AND EMPLOYEE POPULATION

	Residents	Employees
Estimated Current:	662	0
Estimated Proposed:	4,380	0

GENERAL DESCRIPTION

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

There are a variety of building heights proposed among the seven structures proposed. They range in proposed heights from a low of 135 feet up to a height of 235 feet with the tallest three buildings located closest to the Tysons East Metro station.

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