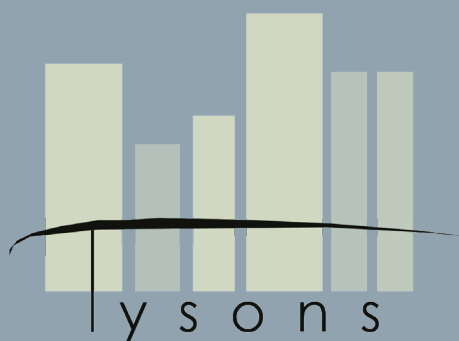


TYSONS

2015-2016 Progress Report

*on the
Implementation of the Comprehensive Plan*



Cover photo courtesy of MPO Patrick Lucas, Fairfax County Police Department, February 22, 2016

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INTRODUCTION

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

Much of what existed at the time the Plan was adopted needed to redevelop to support the new vision for Tysons. As discussed in this report, significant progress toward this redevelopment has occurred in the past six years. In addition, the vehicle-based road network will transition into a multi-modal transportation system providing transportation choices for residents, employees and visitors; and, a civic infrastructure comprised of new facilities and community activities will be an essential component of a vibrant Tysons.

Monitoring the progress of the Plan is critical to ensuring that the vision for Tysons is achieved. Many of the strategies and systems being developed for Tysons will mature over a long period of time; therefore, it is crucial to ensure that their progress is monitored and adjusted as necessary so that intended outcomes will occur. The Plan calls for monitoring performance related to land use and demographics, transportation, environmental stewardship and sustainability, public facilities, and implementation. As part of the monitoring process, the Board charged County staff with preparing a periodic report on Tysons. This is the sixth such Progress Report, covering the time period from October 2015 through September 2016.

In the 12 months since the last report was released, significant milestones have been met. Private construction continues; six major buildings were delivered this year and three are currently under construction. A summary of the significant activities follows; additional details and information are provided in subsequent chapters of this report.

Buildings delivered: the Adaire, a 34-story residential building associated with Spring Hill Station; the Nouvelle, a 27-story residential building associated with Arbor Row; 1775 Tysons Boulevard, an 18-story office building associated with Tysons II; the Haden buildings, two residential towers associated with Scotts Run South; and, the 14 story MITRE 4 office building. In addition, considerable work has been undertaken to implement the vision for Tysons, including the completion of a number of transportation studies; ongoing construction on public facilities and infrastructure projects; completion of new park spaces and field upgrades; approval of five additional major rezoning applications; and, significant progress on an amendment to update the Plan based on experience, studies, and planning activities that have been completed since the Plan was adopted in 2010.

On March 5, 2013, the Board authorized three Plan amendments that were later organized by three topical phases to be reviewed as a single amendment prior to the public hearings. Phase 1 covers the implementation, land use, and urban design sections; Phase 2 covers transportation; and, parks, environmental stewardship, and public facilities are addressed in Phase 3. These updates to the Plan amendment will include modified graphics and the adopted transportation funding plan. The draft Plan text was made available for public review on September 11, 2015. The review of public comments to the draft Plan text were completed in the July of 2016. Public hearings on the complete proposed text are expected to occur in the winter of 2016/2017.

The chapters of this report address in detail the actions occurring in Tysons relating to land use, transportation, the environment, parks and public facilities, and urban design. To augment the monitoring actions recommended in the Plan, the Board adopted 20 Follow-on Motions related to Plan implementation. These follow-on motions, and status updates on them, are included in Appendix A of this report. Appendix A also includes information on County process modifications and other initiatives. Details on development activity, including rezoning applications and site construction plans for all major applications, are included in Appendix B.

Outreach and Implementation

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

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

On October 19, 2016, the County will hold its seventh community open house, co-hosted for the first time by the Tysons Partnership. As in previous years, the open house will serve to showcase activities occurring in Tysons, including County-led efforts, private sector development proposals and other public and non-profit initiatives. This year's event will also include live entertainment, local food vendors, and a broader celebration of all that Tysons has to offer in an effort to provide an opportunity for information sharing and continued engagement in the transformation of Tysons.

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



LAND USE

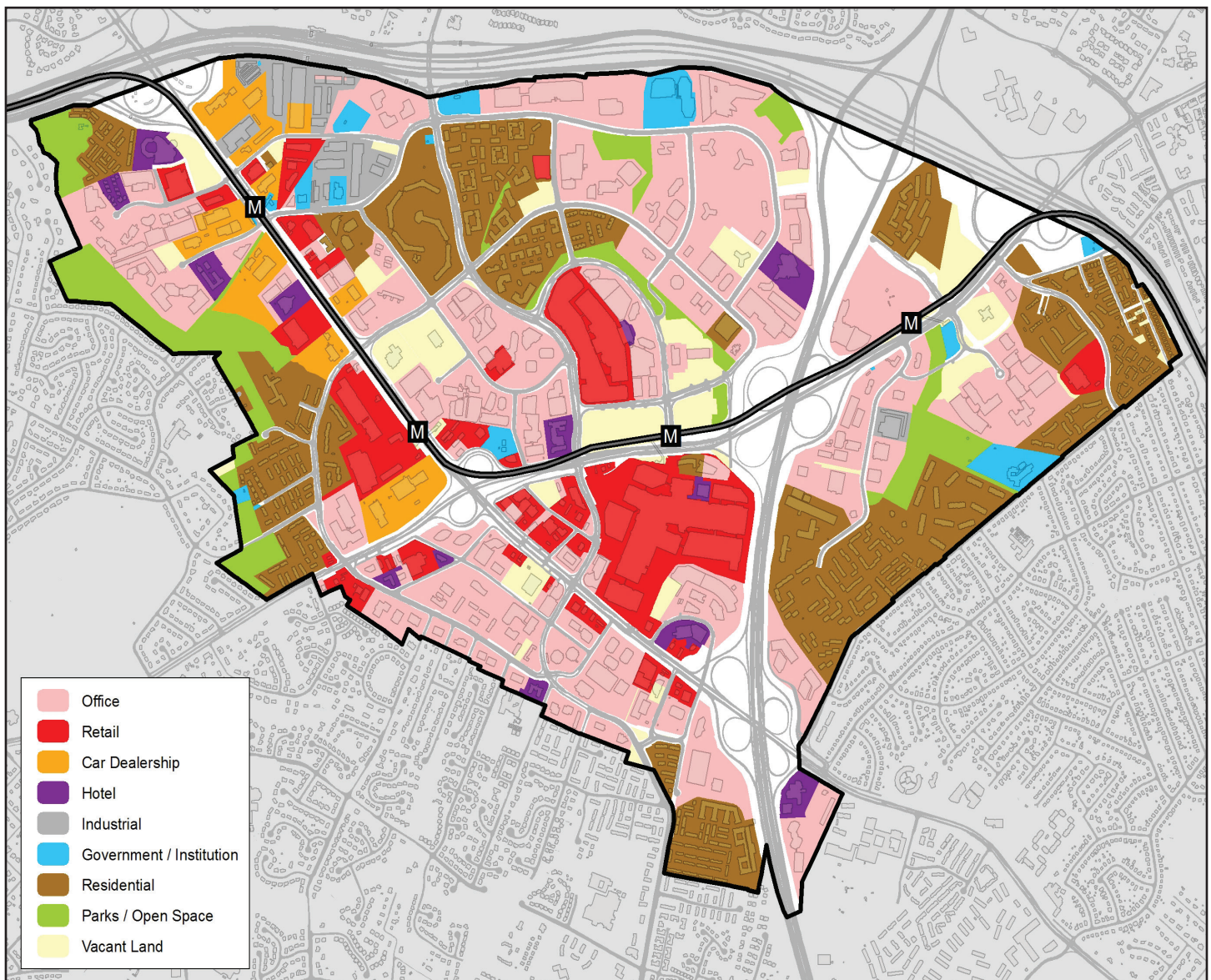
LAND USE

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

Existing Land Uses

Figures L1, L2 and Table L1 illustrate the land use patterns and existing development levels within Tysons in 2016. The existing pattern of development continues to be characterized by segregated land uses and low levels of residential development relative to office uses, although this pattern is changing with the new developments that have been delivered and those that are under construction.

Figure L1: Existing Land Use Pattern in Tysons



Existing Development Levels

The existing development in Tysons is estimated to support approximately 21,000 residents and up to 88,304 employees. The majority of development within Tysons today remains office use, which, by square feet, is approximately 53% of the total developed land use. The residential component of Tysons is a little over a quarter of all uses by gross floor area (28%), with over 90% of all dwelling units in multi-family structures.



Existing Tysons Skyline. Credit: MPO Patrick Lucas, Fairfax County Police Department

Figure L2: Existing Development in Tysons

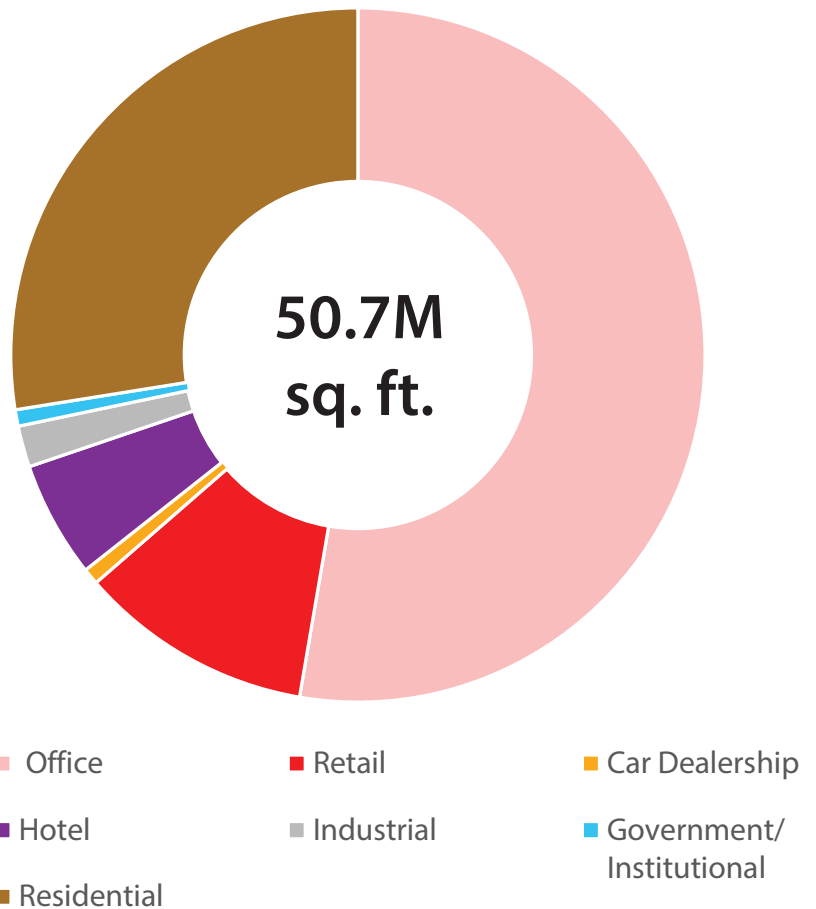


Table L1: Existing Development Levels within Tysons as of July 1, 2016

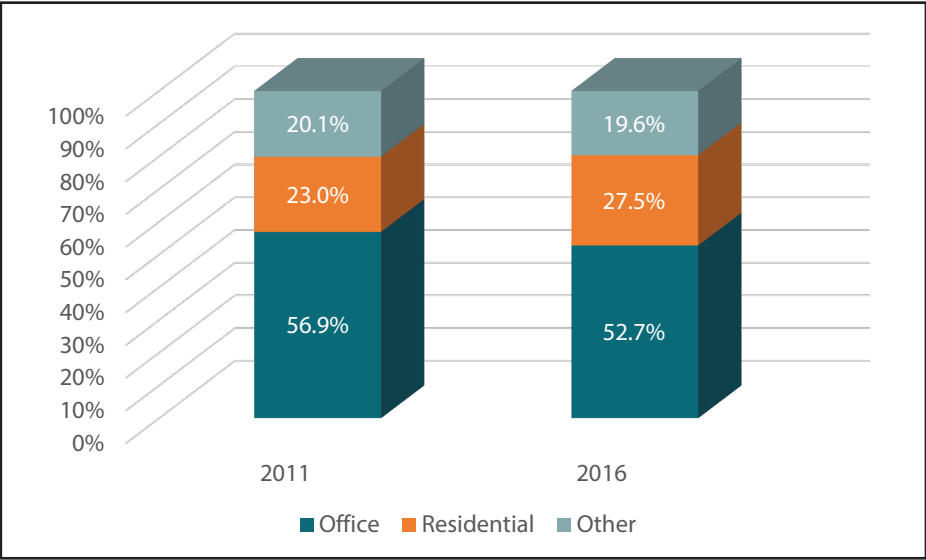
Land Use	Gross Floor Area (square feet) ¹
Office	26,624,000
Retail	5,516,000
Car Dealership	383,000
Hotel	2,740,000
Industrial	971,000
Government/Institutional	387,000
Residential (sq. ft.)	13,908,000
Residential (units)	11,879
Total All Uses	50,529,000

¹ Rounded to the nearest 1,000

Land Use Changes Over Time

The Plan envisions that the proportion of residential development to overall development will increase as development occurs. *Figure L3* depicts changes in land use since Plan adoption. In 2011, residential square footage was approximately 23% of the total development within Tysons. In 2016, residential uses comprise 27.5% of the development, and when the buildings currently under construction are delivered (within the next three years), that will rise to 28.6%, reflecting the delivery of 3.8 million square feet of additional residential development since 2011.

Figure L3: Change in Land Use: 2011 to 2016



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

The Plan has a goal of four jobs per household, which likely entails approximately 35% of developed area being in residential uses (depending upon the types of employment and residential unit sizes). The jobs to household ratio within Tysons has improved from 12.4/1 in 2005, to 11.7/1 in 2010, and to 7.4/1 in 2016. This reflects almost a quarter of the change needed to meet the Plan’s recommended ratio of jobs per household.

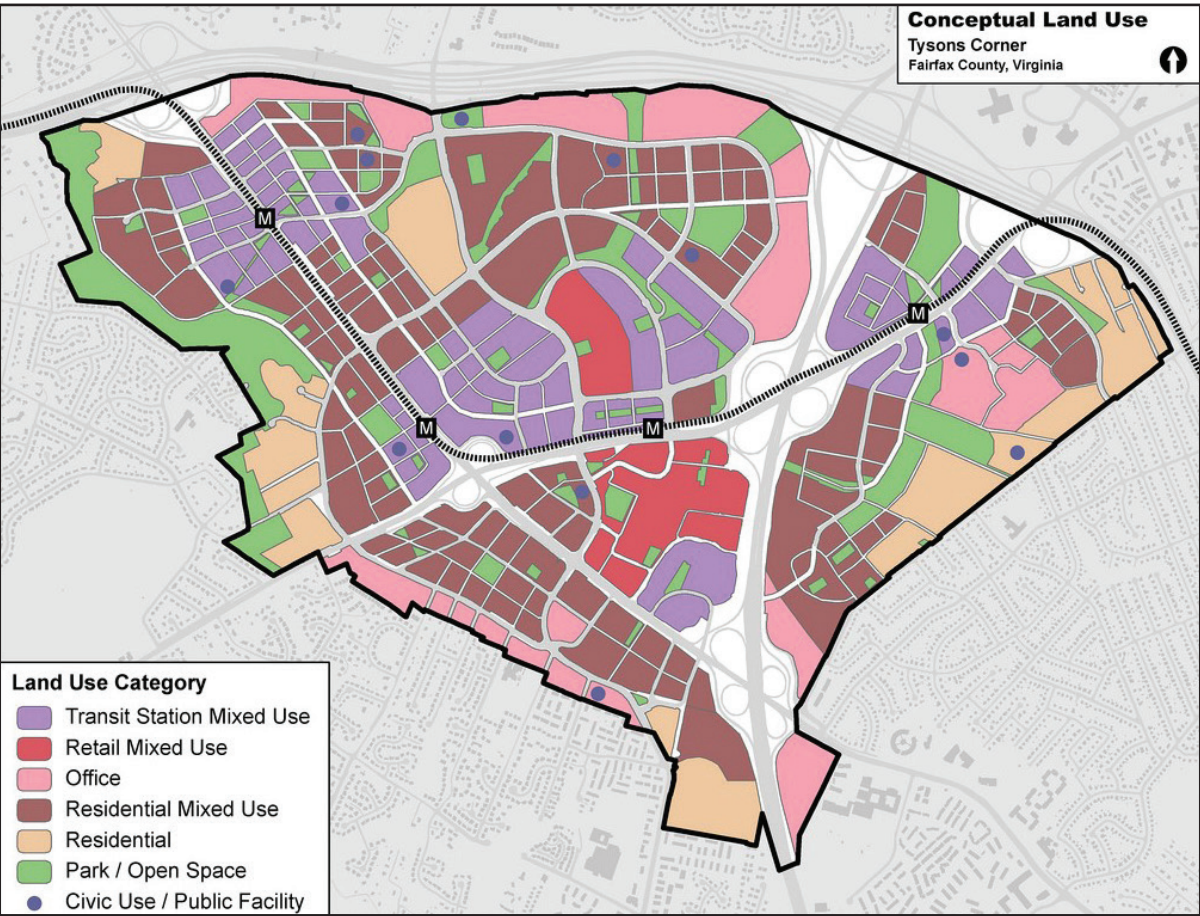
It is significant that this increase in residential use as a percentage of total land use is occurring while Tysons as a whole is growing. From 2011 to 2016, the total square feet of development within Tysons increased by over 7%. In addition, significant construction continues in Tysons today. Three buildings, totaling over 1.7 million square feet, are anticipated to be delivered within the next three years.



Conceptual Planned Land Uses

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

Figure L4: Planned Conceptual Land Use



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

Table L2: Comprehensive Plan Goals: Projected Population, Employment, & 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

Changes to the land use pattern since publication of the 2015 Progress Report include completion of the Adaire, a residential tower associated with Spring Hill Station; the Nouvelle, a residential tower associated with Arbor Row; 1775 Tysons Boulevard, an office building associated with the Tysons II development; the Haden buildings, two residential buildings associated with Scotts Run South; and, the MITRE 4 office building.

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

Rezoning Actions and Development Activity

Twenty-seven major rezoning applications, which are defined as those applications with rail-related intensities or densities, have been approved in Tysons. Six of these were approved by the Board prior to 2010 (Plan adoption), with an additional 21 Planned Tysons Corner Urban Center District (PTC) applications approved since that time. Of the twenty-one PTC applications, five were approved since the last Progress Report was published in October 2015.

Figure L5 depicts the general location of the 27 approved major rezoning applications. Table L3 provides updates on these applications, focusing on activity that has occurred this year. Figure L5 and Table L3 treat concurrent applications by the same applicant as a single project (for example, Scotts Run Station South is technically two zoning applications, RZ 2011-PR-010 and RZ 2011-PR-011, but is depicted as one project; therefore the 27 approved rezonings are shown as 20 projects). Additional details on individual applications may be found in Appendix B.

Figure L5: Approved Major Projects

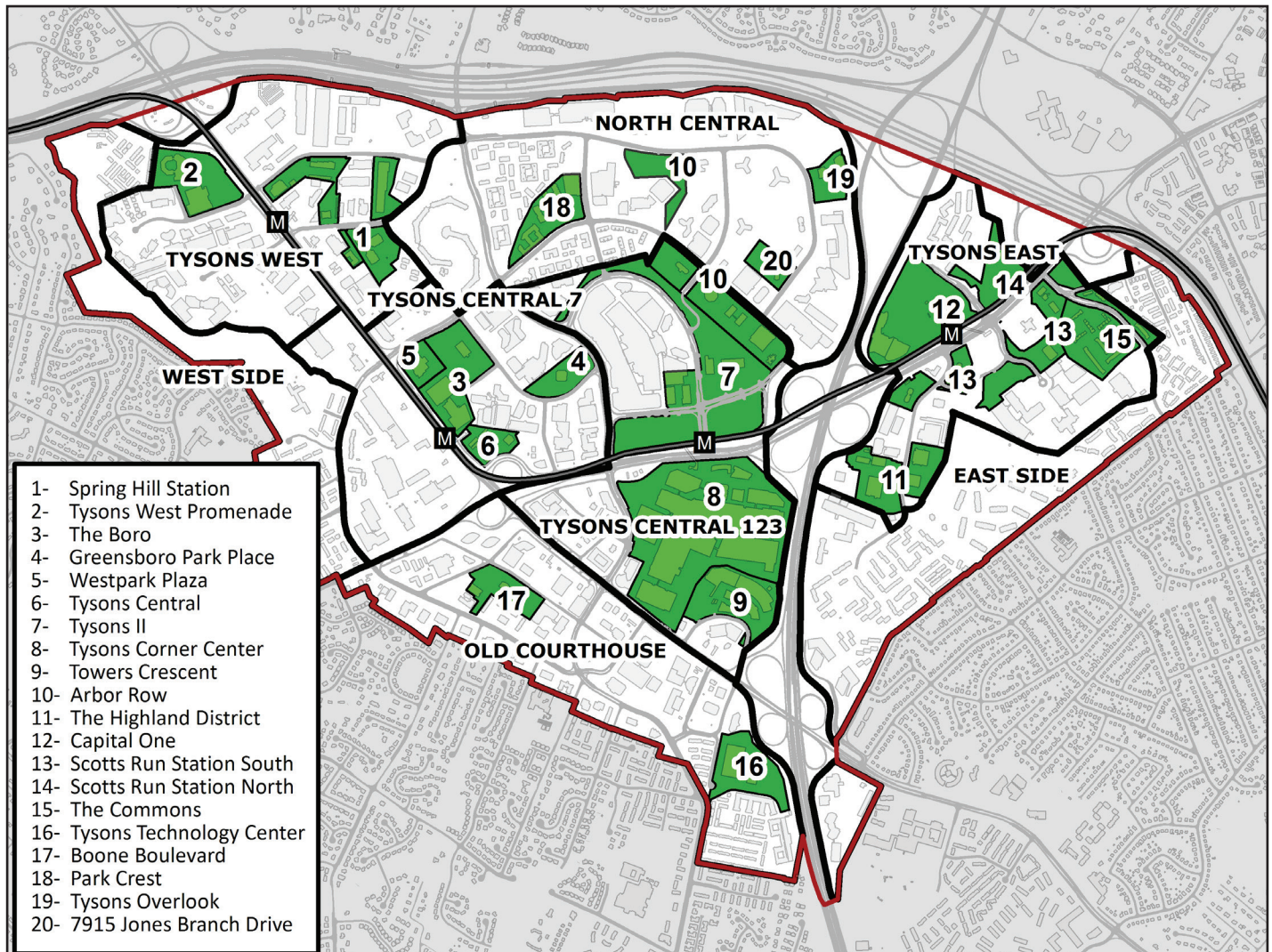


Table L3: Current Activity on Approved Major Applications (by District)

	Development / Application(s) (Board Approval Date)	Current Activity (October 2015 – September 2016)
Tysons West District		
1.	Spring Hill Station: RZ 2010-PR-014A/014B (9/27/2011) RZ 2010-PR-014D/014E (2/12/2013)	<ul style="list-style-type: none"> 34-story residential building, the Adaire, delivered
2.	Tysons West Promenade: RZ 2011-HM-032 (9/24/2013)	<ul style="list-style-type: none"> Site Plan 6279-SP-003 approved for a 6-story residential building, Building C
3.	The Boro: RZ 2010-PR-022 (1/12/2016)	<ul style="list-style-type: none"> Interim park was created in 2014-2016 by repurposing a portion of existing surface parking Site Plan 0826-SP-009 under review for two residential buildings, Buildings A1 and A2, 34- and 31-stories respectively; a 25-story residential building with retail, Building A3; and, a nine-story residential building with retail, Building B3 Site Plan 0826-SP-010 under review for a six-story retail building, Building C2; and, a 23-story office building with retail, Building C3 Pre-existing SAIC "Enterprise" building demolished
4.	Greensboro Park Place: RZ 2012-PR-002 (2/25/2014)	<ul style="list-style-type: none"> No current activity
5.	Westpark Plaza: RZ 2013-PR-009 (11/18/2014)	<ul style="list-style-type: none"> Site Plan 0826-SP-008-1 under review for a 31-story residential building with retail, Building D1 Pre-existing hotel demolished
6.	Tysons Central: RZ 2011-PR-005 (11/19/2013)	<ul style="list-style-type: none"> Site Plan 1682-SP-001 approved for a 34-story residential building, Building F
Tysons Central 123 District		
7.	Tysons II: PCA 84-D-049-5 (6/16/2003)	<ul style="list-style-type: none"> 18-story office building, Building H, delivered at 1775 Tysons Boulevard
8.	Tysons Corner Center: RZ 2004-PR-044 (1/22/2007) PCA 2004-PR-044-02 (Phase 3 & 4); (10/6/2015)	<ul style="list-style-type: none"> No current activity
9.	Towers Crescent: RZ 2006-PR-028 (10/15/2007)	<ul style="list-style-type: none"> No current activity
10.	Arbor Row: RZ 2011-PR-023 (11/20/2012) PCA 2011-PR-023 (Block D; 4/5/2016)	<ul style="list-style-type: none"> 27-story residential Building E, the Nouvelle, delivered Site Plan 25530-SP-004 under review for 22-story residential building, Building A2
Tysons East District		
11.	The Highland District: RZ 2014-PR-021 (7/12/16)	<ul style="list-style-type: none"> No current activity
12.	Capital One: RZ 2010-PR-021 (9/25/2012) PCA 2010-PR-021 (5/12/2014)	<ul style="list-style-type: none"> Site work underway related to proffered road and recreation improvements, pursuant to Site Plan 6835-SP-005 Construction underway for office headquarters, Building 3, pursuant to Site Plan 6835-SP-006
13.	Scotts Run Station South: RZ 2011-PR-010 (4/9/2013) RZ 2011-PR-011 (4/9/2013)	<ul style="list-style-type: none"> MITRE 4, a 340,000 square foot office building, and the Haden buildings, two residential buildings associated with the Garfield block, delivered

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

	Development / Application(s) (Board Approval Date)	Current Activity (October 2015 – September 2016)
14.	Scotts Run Station North: RZ 2011-PR-009 (6/2/2015)	<ul style="list-style-type: none"> No current activity (interim Park & Ride lot in operation)
15.	The Commons (Anderson Park): RZ 2011-PR-017 (6/3/2013)	<ul style="list-style-type: none"> Site Plan 3797-SP-002 approved and construction underway for a 15-story residential building, Building 1 (the Kingston)
West Side District		
<i>No Approved Major Applications</i>		
Old Courthouse District		
16.	Tysons Technology Center: PCA 75-7-004-03 (5/17/2016)	<ul style="list-style-type: none"> No current activity
17.	Boone Boulevard (Tycon): PCA C-597-4 (7/21/2008)	<ul style="list-style-type: none"> No current activity
Tysons North Central District		
18.	Park Crest: RZ 2002-PR-016 (5/11/2001)	<ul style="list-style-type: none"> No current activity
19.	Tysons Overlook (MRP): SEA 94-P-040 (5/18/2011)	<ul style="list-style-type: none"> No current activity
20.	7915 Jones Branch Drive: RZ 2014-PR-004 (12/2/2014)	<ul style="list-style-type: none"> Construction underway for the residential building, pursuant to Site Plan 1211-SP-002
East Side District		
<i>No Approved Major Applications</i>		

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

Major Applications Approved

As noted, 27 major rezoning applications have been approved in Tysons. Their Conceptual Development Plans (CDPs) set the maximum development level for the project and uses by building, although optional development scenarios may have been approved for some or all of the buildings. Different maximum development levels for residential and non-residential uses may result based on the option(s) constructed. Following or concurrent with the approval of the rezoning and CDP is a Final Development Plan (FDP), approved by the Planning Commission. A FDP may include all or a portion of the site area covered by the CDP, and may propose a lower level of intensity than what was approved on the CDP. Approval of the FDP is a prerequisite for approval of site and building plans under which construction is authorized. While the CDP shows the maximum approval, it may not be fully implemented for decades. Development approved by FDP can be reasonably expected to occur within a shorter timeframe, and development that has an approved site plan can be expected to occur within the near term.

Table L4 aggregates the total development approved under the major applications in Tysons. As noted, many of the approved applications propose use-options for various buildings, resulting in different maximum development levels depending on whether a residential or non-residential option is ultimately selected.

Table L4: Total Maximum Development Approved by Major Applications

	# of Buildings	Office	Retail	Residential		Hotel	Totals¹
				GFA	DUs		
Implemented							
	44	7,200,849	3,825,383	3,587,959	3,239	1,050,545	15,664,736
Under Construction							
	3	940,550	30,150	782,041	714	0	1,752,741
Approved by Site Plan, Not Under Construction							
	6	397,480	119,366	1,564,480	1,576	0	2,081,326
Approved by FDP							
	87	12,051,006	4,593,879	12,565,087	11,189	170,6009	30,791,725
Approved by CDP							
Options that Maximize Employment Options	154	22,848,852	5,340,208	25,047,346	23,515	3,055,200	46,506,685
Options that Maximize Residential Options	155	21,882,852	5,319,208	26,592,846	24,998	2,731,200	46,459,185

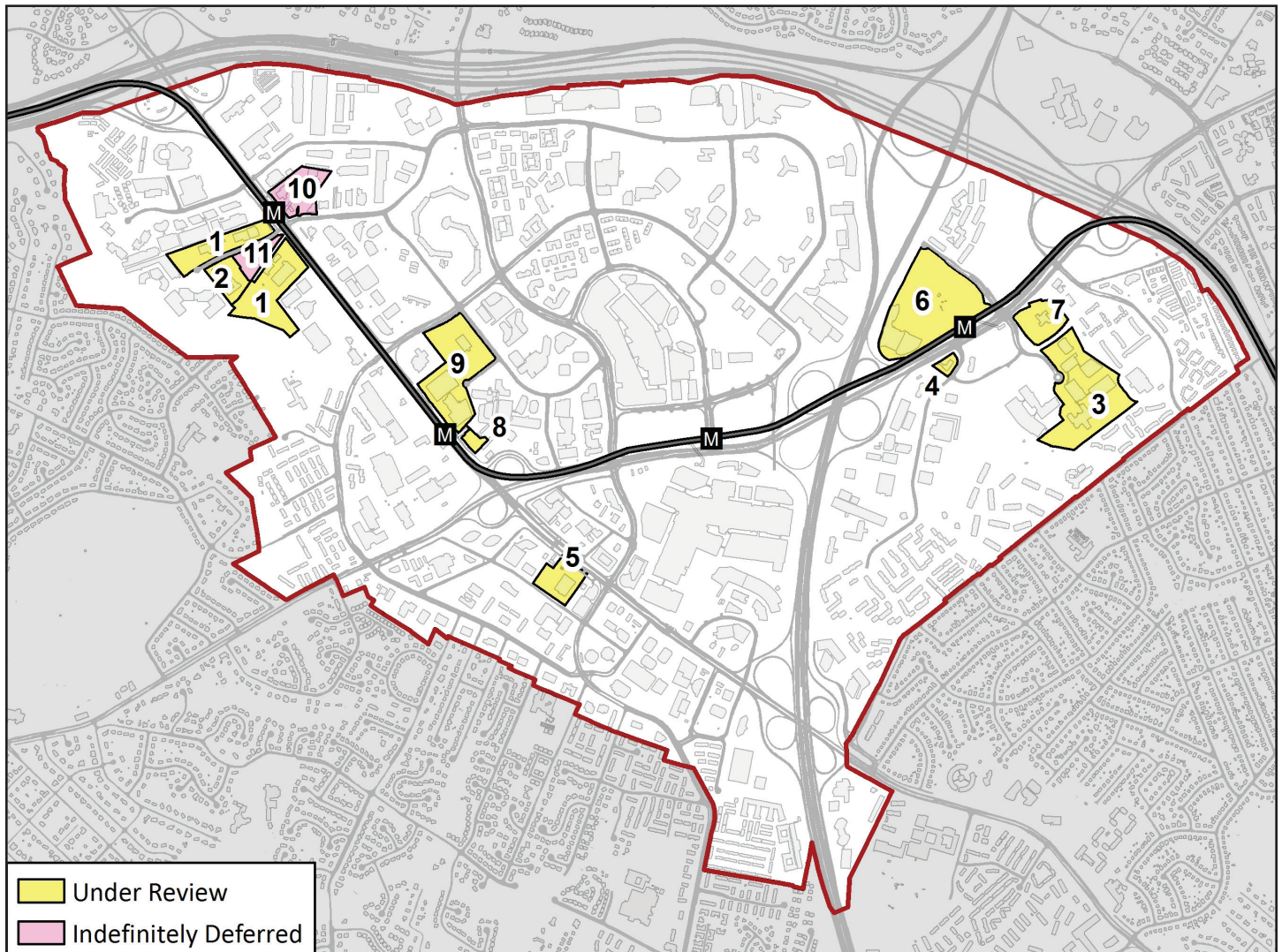
¹ Total may not equal sum of land uses shown as total includes public facility uses and/or applications may include a development cap that is less than the sum of individual land uses

Major Applications Under Review and Indefinitely Deferred

As of September 2016, nine major projects have applications under review. Collectively, these applications cover approximately 104 acres of land. In addition, two major rezoning applications previously under review have been deferred indefinitely. *Figure L6* illustrates the location of the pending and deferred applications. As with the approved applications, *Figure L6* treats concurrent applications by the same applicant as a single project (in this case, Dominion Square is technically two zoning applications, RZ 2011-HM-012 and RZ 2011-HM-013 but is shown graphically as one project). FDP-only applications are not listed as separate applications in this report, although their development data is included with the associated rezoning.

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

Figure L6: Major Applications Under Review and Indefinitely Deferred



Applications Under Review

- 1 – Dominion Square (CARS) (RZ 2011-HM-012, RZ 2011-HM-013)
- 2 – Sunburst at Spring Hill Metro (RZ 2011-HM-027)
- 3 – MITRE Campus (RZ 2010-PR-023)
- 4 – 1690 Old Meadow (GEICO) (RZ 2015-PR-014)
- 5 – International Place at Tysons (RZ 2015-PR-006)
- 6 – Capital One (PCA 2010-PR-021-2)
- 7 – Scotts Run South, Johnson Block (PCA 2011-PR-011-02)
- 8 – Tysons Central, Building A (PCA 2011-PR-005)
- 9 – The Boro (PCA 2010-PR-022)

Indefinitely Deferred Applications

- 10 – Spring Hill Station / Cherner (RZ 2010-PR-014C)
- 11 – Perseus at Spring Hill Metro (RZ 2011-HM-026)

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

	# of Buildings	Office	Retail	Residential		Hotel	Totals¹
				GFA	DUs		
Proposed by FDP							
	16	1,646,213	358,810	1,792,508	1,686	0	3,867,531
Proposed by CDP							
Options that Maximize Employment Options	28	4,681,461	453,900	3,261,680	3,225	205,000	8,661,541
Options that Maximize Residential Options	28	4,276,461	453,900	3,856,680	3,710	205,000	8,910,541

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

Tyson's Total Development Levels and Land Use Mix

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

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

	Existing Development	Under Construction	Approved, Unbuilt Development ¹	Proposed Development, Under Review ²	Total
Office ³	27,595,000	940,550	15,198,363	4,237,000	47,970,913
Retail ⁴	5,899,000	30,150	2,556,806	453,900	8,939,856
Hotel	2,740,000	0	2,378,467	205,000	5,323,467
Total Non-Residential	36,621,000 ⁶	970,700	20,201,636 ⁵	4,965,900 ⁵	62,759,236
Residential	13,908,000	782,041	20,677,346	3,261,680	38,629,067
Residential Units	11,879	714	19,562	3,225	35,380
Total Development	50,529,000	1,752,741	40,878,982 ⁵	8,227,580	101,388,303

1 Net increase over existing and under construction

2 Net increase over existing, under construction and approved

3 Includes industrial uses

4 Includes car dealerships

5 Includes public facilities

6 Includes government/institutional uses

Population

Staff is monitoring the number of dwelling units proposed, approved and constructed, which, along with other data, is used to develop population estimates. Staff is also monitoring non-residential land use, which will be used to develop employment population estimates. *Tables L7* and *L8* summarize the current estimates for existing residential and employment populations, as well as estimates based upon the approved major applications through September 2016, and pending major applications. Indefinitely deferred applications are not reflected in these tables.

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

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

	Existing	Under Construction	Approved, Unbuilt Development ¹	Proposed Development, Under Review ²	Total
Residential Population	21,006	1,250	34,234	5,644	62,134
Residential Units	11,879	714	19,562	3,225	35,380
Number of Jobs	88,304	3,202	58,105	15,284	164,895

1 Net increase over existing and under construction

2 Net increase over existing, under construction and approved

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

	Existing	Under Construction	Approved, Unbuilt Development ¹	Proposed Development, Under Review ²	Total
Residential Population	21,006	1,250	36,829	6,493	65,578
Residential Units	11,879	714	21,045	3,710	37,348
Number of Jobs	88,304	3,202	54,598	13,933	160,037

1 Net increase over existing and under construction

2 Net increase over existing, under construction and approved

In 2015, the number of jobs in Tysons was forecasted to be 93,000. This number was used in the 2015 Progress Report to generate the population estimates in *Tables L7* and *L8*, shown above. In 2016, an estimate for 2015 employment in Tysons was done based on actual employment in 2015, resulting in an estimate of 88,304 jobs. Because of the change in methodology, the apparent drop in employment may (or may not) represent an actual decrease in jobs. If an actual decrease did occur, it could be attributable to a variety of factors, including the economic slowdown and higher vacancy rates experienced in recent years, business relocation, recent vacation of buildings entering redevelopment and/or partial occupancy of new buildings.

Affordable Housing

In addition to providing sufficient housing to improve the jobs/housing balance, a critical aspect of the Plan is the provision of housing choices so that a population with a variety of income levels has the ability to live in Tysons. To that end, the Plan encourages affordable and workforce housing in Tysons, and recommends that all projects with a residential component provide 20% of their units as affordable and/or workforce dwelling units (ADUs/WDUs). All PTC rezoning applications approved to date have committed to provide 20% of their units as affordable/workforce units; based on the total number of approved units, development under residential maximums could result in the creation of as many as 4,200 workforce housing units in Tysons. No ADU or WDU for-sale units have been delivered in Tysons to date. Recent efforts relating to for-sale workforce housing in high-rise structures in Tysons are discussed in the Implementation chapter of this report.

Table L9: ADUs and WDUs Delivered in Tysons as of June 30, 2016

Project Name	Program	Date Delivered	Number of Units
Avalon Crescent	ADU - Rental	May 1996	35
The Reserve at Tysons Corner	ADU - Rental	April 2009	40
Ovation at Park Crest	ADU - Rental	April 2014	4
The Ascent at Spring Hill Station	WDU - Rental	May 2014	81
VITA	WDU - Rental	April 2015	39
Nouvelle	WDU - Rental	February 2016	77
Adaire	WDU - Rental	June 2016	80
TOTAL			356

In addition to the units provided by residential development, new non-residential development within Tysons is expected to contribute towards housing choice by providing a cash or in-kind contribution towards a housing trust fund to be used to create affordable and workforce housing. All approved PTC applications with non-residential development have proffered cash contributions to implement this Plan objective. Most approved applications have included the option to provide this as either a one-time contribution of \$3.00 per square foot of non-residential development, or as an annual payment of \$0.25 per square foot of non-residential development for a term of 16 years. To date, \$2,878,083 has been deposited into the Tysons Housing Trust Fund (the entire amount was contributed by Capital One based on its proffer commitments).

Amendments to the Comprehensive Plan

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

County staff initiated a public dialogue regarding the Plan amendments in 2013. As a result of the decision to modify the process to a phased review of the various sections followed by a single amendment, public input opportunities were incorporated into the Planning Commission's Tysons Committee review process. Since February 2014, staff has been working with the Planning Commission's Tysons Committee to review proposed edits to the Tysons Plan and gather additional feedback from the public. The draft Plan text (for all three phases) was made available for public review on September 11, 2015. The review of public comments to the draft Plan text were completed in July 2016. Public hearings on the complete proposed text are expected to occur in the winter of 2016/2017.

For more information on the current status of the Comprehensive Plan Amendment:
<http://www.fairfaxcounty.gov/tysons/tysonsplanamendments2013.htm>

In addition to the overall Plan Amendment, on July 26, 2016, the Board authorized a Comprehensive Plan Amendment narrowly focused on the provision of Workforce Dwelling Units in for-sale high-rise residential projects in Tysons. Additional discussion on this topic and proposed amendment may be found in the Implementation chapter of this report.



DEVELOPMENT & PUBLIC INFRASTRUCTURE BALANCE

DEVELOPMENT & PUBLIC INFRASTRUCTURE BALANCE

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

Figure B1: Comparison of Projected Development with Approved and Proposed Development (in square feet)

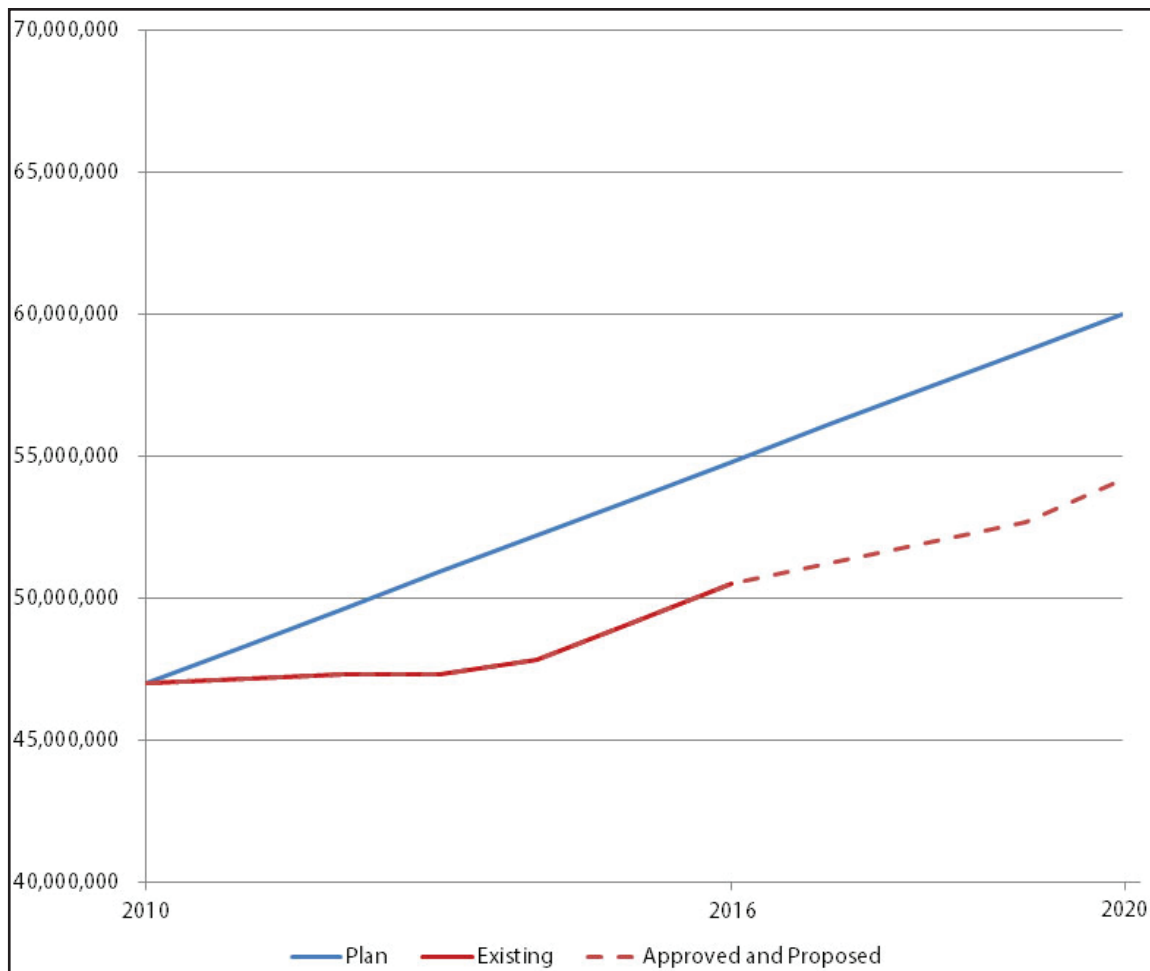


Figure B1 depicts the development levels projected in Tysons (Table L2) compared to existing development levels and those developments either under construction or anticipated to begin construction by 2020 (Table L6). The “Existing” line depicts actual annual development through today. The ‘Approved and Proposed’ line estimates the development rate of those buildings that are under construction or anticipated to be under construction and to be delivered by 2020. For example, the estimated timeline assumes that all of the buildings currently under construction will be completed by 2019. As shown, the development levels estimated for the near term closely track, but do not exceed, the Plan estimates. The gap between the two lines illustrate the current additional capacity for new development under the Plan projections.

Land Use

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

- The Avalon Park Crest, a six-story (354 unit) residential building, and Ovation at Park Crest, a nineteen-story (300 unit) residential building, associated with Park Crest (RZ 2002-PR-016);
- An urban-style Walmart store and a fitness center associated with Tysons West Promenade (RZ 2011-HM-032) but originally approved as a by-right use under the previous zoning;
- Tysons Overlook, an 11-story office building (SEA 94-P-040);
- The Ascent at Spring Hill Station, a 26-story (404 unit) residential building associated with Spring Hill Station (RZ 2010-PR-014A);
- Tysons Tower, a 22-story office building, VITA Residences, a 28-story (429 unit) residential building, the Hyatt Regency hotel, and additional retail associated with Tysons Corner Center Phase I construction (RZ 2004-PR-044);
- The Adaire, a 34-story (400 unit) residential building associated with Spring Hill Station (RZ 2010-PR-014D);
- The Nouvelle, a 27-story (461-unit) residential building associated with Arbor Row (RZ 2011-PR-023);
- 1775 Tysons Boulevard, an 18-story office building associated with Tysons II (PCA 84-D-049-5);
- The Haden Buildings, a 15-story (222-unit) residential building and a six-story (203-unit) residential building, on the Garfield Block of Scotts Run South (RZ 2011-PR-011); and,
- MITRE 4, a 14-story office building located on the MITRE campus and associated with Scotts Run South (RZ 2011-PR-011).

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

- Two multi-story residential buildings creating over 780,000 sq.ft. and 714 new residential units. These projects include The Commons Building 1 and 7915 Jones Branch Drive.
- One office building, the Capital One Headquarters, creating just under 1M sq.ft. of new office development.

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

Transportation

The Consolidated Traffic Impact Analyses (CTIAs), approved in 2013 and discussed in detail in previous Progress Reports, established a baseline for traffic conditions assumed under planned densities and serve as a tool to monitor development in Tysons during application review. If an applicant files a new application with a higher density than that assumed in the CTIAs, an Operational Analysis is requested to determine if and how the additional trips generated by the higher density could be accommodated. The CTIAs are a critical tool for ensuring the appropriate balance between infrastructure and new development.

In addition to monitoring the balance of development and infrastructure, there are a number of regional transportation improvements that have been completed since 2010, are currently under construction, or have been funded and programmed. These include:

- Phase I of the Silver Line began service on July 26, 2014. This critical transit service provides the underpinning for the redevelopment of Tysons and includes four Metrorail stations in Tysons and one in Reston providing access from those areas to the Metrorail system.
- The I-495 Express Lanes (opened November, 2012) created four new high occupancy toll lanes on I-495 and new access points from I-495 into Tysons.
- Three Express Bus Service routes to Tysons started operation in 2013, utilizing the Express lanes.
- The Jones Branch Connector (funded, programmed and in final design/preliminary engineering) will provide a major east-west connection within Tysons, connecting Rt. 123 with Jones Branch Drive via a new I-495 crossing designed to accommodate vehicles, bicycles, pedestrians and transit uses. Construction is expected to be substantially completed by late 2018.
- Twelve of the Tysons Area Metrorail Station Access Improvement Projects have been completed, six are under construction, and 15 are either in design or land acquisition. Information on individual projects may be found at: <http://www.fairfaxcounty.gov/fcdot/silverline/tysonsimp.htm>
- Preliminary design plans have been developed and a detailed traffic analysis has been completed for a section of the superstreet configuration on Route 123. This configuration will decrease traffic congestion significantly.

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

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

Public Facilities and Parks

Significant new public facilities and parks delivered in Tysons since 2010 include the following:

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

-
- Renovation and expansion of Westgate Elementary School to a total of over 90,000 sq. ft. is now complete. The existing youth baseball diamond has also been upgraded to synthetic turf and expanded to serve a dual purpose as a youth rectangle field.
 - Improvements to the Spring Hill Recreation Center were completed in 2015 using bond funds. These improvements had been noted as a needed recreational facility in the Comprehensive Plan.
 - The Jones Branch Fields and Arbor Row Stream restoration were completed and dedicated to Fairfax County in May 2015. This facility has a full-size rectangle field and an interim youth-size field and stream valley trails, and will serve as the site for a future elementary school.
 - Office space for the Fire Marshal review team was proffered by application RZ 2014-PR-004 for a period of 10-years in an existing (off-site) building. This no-cost lease has been implemented and the space is in use.
 - A number of new public facilities and parks have been proffered by the approved zoning applications, as detailed in the Public Facilities chapter of this report. The type and amount of new development delivered since adoption of the Plan is not anticipated to negatively impact public facility service levels in the Tysons area.



TRANSPORTATION

TRANSPORTATION

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

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

This section includes transportation data obtained through June 2016. The analysis and summary of this data includes the effects of the opening of the Metrorail Silver Line rail service, which began in July 2014.

Transportation Infrastructure Improvements Funding

The Plan recommends that increases in development be coordinated with the provision of transportation infrastructure to support additional demand. This includes new components of the infrastructure, such as an internal grid of streets, new transit routes, and roadway and transit connections into and out of Tysons. The needed improvements and their associated general timeframes can be found in the Comprehensive Plan: "Transportation Infrastructure, Programs, and Services, As They Relate to the Level of Development in Tysons" (Table 7; Comprehensive Plan) and in the "Transportation Infrastructure Resulting from Changes in Land Use Distribution and Resulting from Further Analysis and Planning of the Grid of Streets" table (Table 7B) in the proposed 2016 amendment to the Comprehensive Plan, currently under review.

The transportation improvements identified in Table 7 and Table 7B of the Plan and proposed plan amendment require significant capital investment as well as on-going operating funds to accommodate increased travel demand. At the direction of the Board, the Planning Commission and staff engaged in an inclusive process to address funding of the Table 7 items. On January 8, 2013, the Board endorsed the Planning Commission's transportation funding plan, and approved a series of motions directing staff to implement elements of the funding plan for Tysons. For more details on this process, see Appendix A of this report. The funding plan for Tysons does not include the projects listed in Table 7B, as they were identified after the development of the funding plan. For these Table 7B improvements, the County is exploring opportunities for local, state and federal funding sources, as well as optional developer contributions where appropriate.

The funding plan, originally estimated at \$3.1 billion dollars is reviewed annually and revised as necessary to reflect refined project cost estimates and schedule updates for project implementation. In Fall 2014, the revised total cost for the funding plan was \$2.8 billion, \$300 million less than the original estimate, primarily due to a recalculation of Table 7 Roadway Improvements and an assessment of the future transit needs for Tysons.

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

Road Funds

The funding plan includes two new road funds for Tysons, which were established on January 8, 2013. A third, previously existing, fund also remains. Contribution rates for all funds are reviewed annually. The three funds, with their 2016 contribution rates, are as follows:

- *The Tysons Grid of Streets Transportation Fund (Tysons Grid Fund):*
Creates a mechanism for redevelopment projects to provide construction of, or funding for, the local grid of streets. The 2016 contribution rates are \$6.73 per gross square foot (GSF) of non-residential building structure and \$1,045 per unit for new residential uses.
- *The Tysons-wide Transportation Fund (Tysons-wide Fund):*
Creates a mechanism for redevelopment projects to contribute towards the Table 7 Tysons-wide transportation improvements (as one of multiple funding sources). The 2016 contribution rates are \$5.90 per GSF of non-residential building structure and \$1,045 per unit for new residential uses.
- *The Tysons Road Fund (previously existing):*
Remains as a funding source for general transportation projects in Tysons. Applications approved prior to the new Plan continue to provide proffered contributions to this fund. The 2016 contribution rates are \$4.37 per GSF of non-residential building structure and \$970 per unit for residential uses.

As of August 2016, approximately \$18M from these funds was allocated to four projects: the Jones Branch Connector, the Modified Intersection Treatment projects on Route 123 east of I-495, the Route 123/Route 7 interchange project and the Tysons East Dulles Connector Ramps study. More detailed information about the status of these initiatives can be found in the “Infrastructure Improvements and Transportation Studies” section of this chapter.

Tysons Transportation Service District

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

The FY2016 tax rate for the Service District is set at \$0.05 per \$100 of assessed value. The Service District has collected \$13.6 million through FY2016. The policy is to retain 10% of the total amount for future debt service reserves, while the majority of the remainder (currently \$12.2 million) can be budgeted for projects in FY2016 and beyond.

In September 2015, the Board approved allocation of Service District funds totaling \$6.45 million for the preliminary engineering and design of the following projects:

- Route 7 Widening (Route 123 to I-495)
- Route 123 Widening (Old Courthouse to Rt. 7)
- Route 123 Widening (Route 7 to I-495)

Funding Progress of Tysons Transportation Projects

The Jones Branch Connector has a total project estimate of \$60 million, and is fully funded by the following revenues: \$13.5 million in state Revenue Sharing (RS), \$28 million in local commercial and industrial tax and proffer revenues, and \$18.5 million in federal Regional Surface Transportation Program (RSTP) funds. Substantial completion of construction is scheduled for December 2018.

The Route 7 Widening (Jarrett Valley Drive/Dulles Toll Road to Reston Avenue) has a total project estimate of approximately \$234 million and is fully funded from the following sources: \$104 million in federal RSTP funding; approximately \$120 million in state funding approved by the Commonwealth Transportation Board on June 15, 2016; and, \$10 million approved by the Northern Virginia Transportation Authority (NVTa) on July 14, 2016.

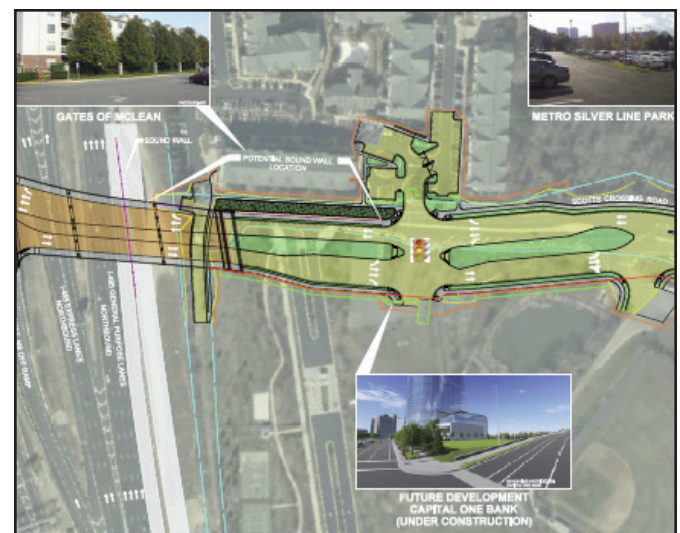
Infrastructure Improvements and Transportation Studies

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

Jones Branch Connector

The Jones Branch Connector will provide an alternative route between Tysons East (Route 123) and West (Jones Branch Drive), bypassing the I-495/Route 123 Interchange. The proposed connection is anticipated to improve the operations along the adjacent road systems and will include amenities for pedestrians and bicycles, and future Circulator transit. The segment of the Jones Branch Connector between the I-495 Express Lane ramps and Jones Branch Drive will be widened as part of this project.

Figure T1: Conceptual Design for Jones Branch Connector



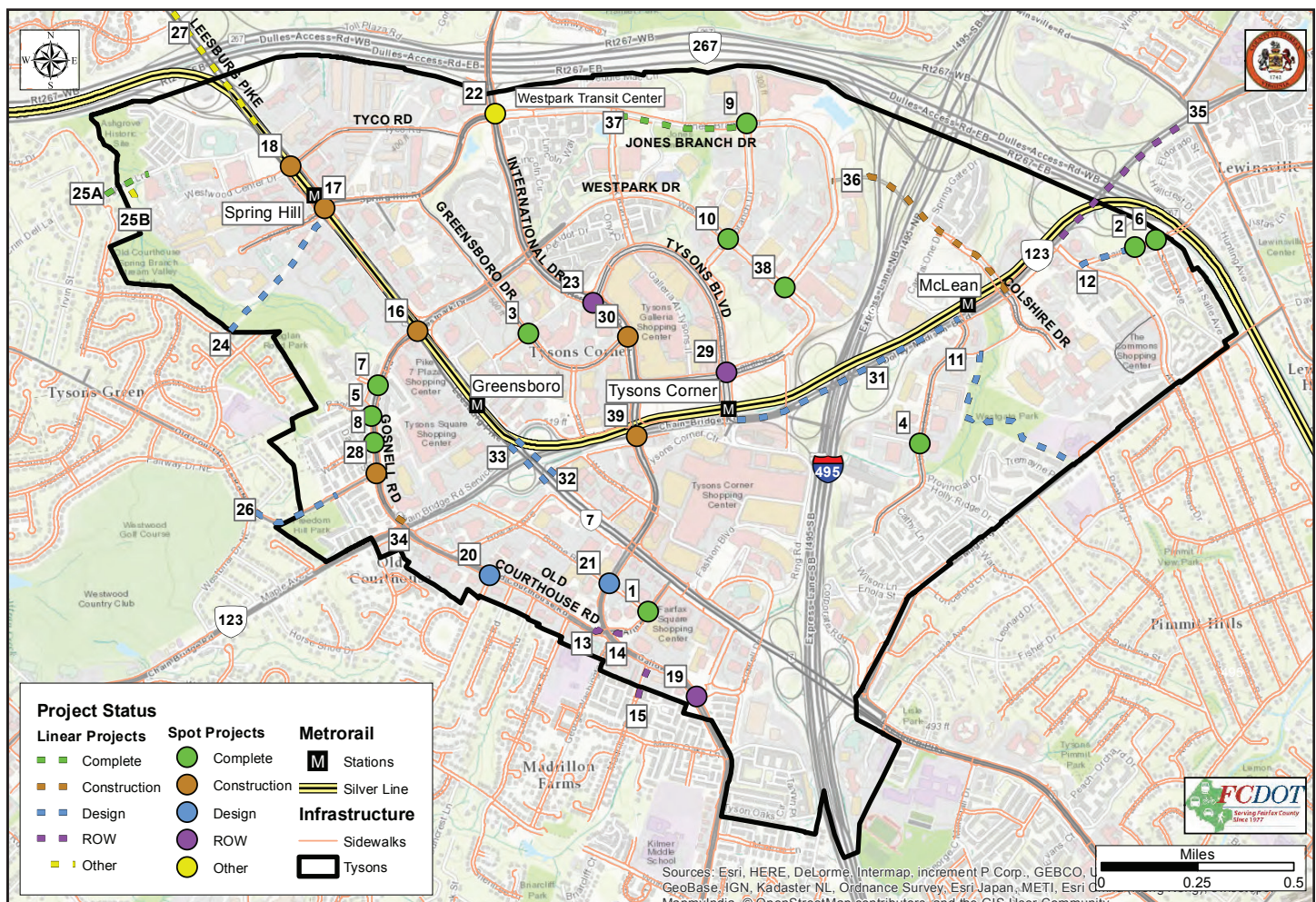
Status: Final design plans for the Jones Branch Connector project are complete. FCDOT administered the Preliminary Engineering Design and Right-of-Way phases, and VDOT is administering the Construction phase. The project is fully funded and was bid in August 2016. Construction is expected to be substantially completed by late 2018.

Tysons Metrorail Station Access Improvement Projects

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

Status: FCDOT staff continues to implement TMSAMS projects. Figure T1 depicts the status of each project. As of June 2016, 13 of the 39 projects have been completed, seven are under construction, eight are in design, and seven are in land acquisition/right of way (ROW). Additional information on TMSAMS, including the status of each of the projects, is available at: <http://www.fairfaxcounty.gov/fcdot/silverline/tysonsimp.htm>

Figure T2: Tysons Metrorail Station Access Improvement Project Status



Route 7 Corridor Transit Study

The Route 7 Corridor Transit Study (Envision Route 7) is an in-depth assessment of the travel needs within the Route 7 corridor between Tysons and the City of Alexandria. This study, branded as “Envision Route 7,” is being conducted by the Northern Virginia Transportation Commission (NVTC). Phase I of the study, identified a range of transit options that could improve mobility and accessibility in the corridor and narrowed the transit options to be evaluated further in Phase II. Key components of Phase II of the study are: ridership forecasting, conceptual cost estimates, funding and financial strategies, and alternatives evaluation.

Figure T3: Artist's Rendering of BRT Along Route 7
Photo courtesy of NVTC, 2016.



Status: Phase II is substantially complete. In July 2016, the NVTC board endorsed the study's recommendations for a Bus Rapid Transit (BRT) system along Route 7. The recommended route runs from the Spring Hill Metrorail Station in Tysons to the Mark Center in Alexandria, with a connection to the East Falls Church Metrorail Station. As a follow up item, the county will work with NVTC to examine alternative alignments to refine the route in Tysons.

Tysons Neighborhood Traffic Study

The Tysons Neighborhood Traffic Study analyzed 2030 traffic impacts and potential mitigation measures for signalized and unsignalized intersections in the neighborhoods surrounding Tysons. Phase I of the study analyzed 19 intersections and was completed in 2012. Phase II of this study was initiated in 2012 and incorporated updated land use information based on rezoning approvals and applications, and detailed results from the Tysons Consolidated Transportation Impact Analyses (CTIAs). Phase II analyzed 30 intersections including the 19 intersections assessed in Phase I.

Figure T4: Neighborhood Phase II Study Area



Status: Phase II of the Tysons Neighborhood Traffic Study will provide recommendations to mitigate the impacts of future Tysons development on 30 study intersections and is scheduled to be completed in Fall 2016. Phase I of the study was completed in 2012.

Countywide Transit Network Study

FCDOT conducted a Countywide Transit Network Study (CTNS) to identify the type of transit systems needed to accommodate desired economic growth throughout the county over the next several decades.

The study developed recommendations for a high quality transit network (HQTN) to meet the transportation needs of future growth, including the extension of Metrorail, proposed Light Rail Transit (LRT) or Bus Rapid Transit (BRT) systems, and proposed express bus connections. While the Countywide Transit Network Study is not specific to Tysons, the resulting recommendations do address the transit network that connects to Tysons.

***Status:** A recommendation on the HQTN concept (shown above) was presented to the Board's Transportation Committee in December 2015 and is expected to be presented to the Board of Supervisors for endorsement in Fall 2016. An amendment to the Transportation Plan Map and Comprehensive Plan text will follow.*

Recommendations in Tysons include a LRT/BRT connection along Gallows Road from Merrifield to Tysons, BRT along Route 7 (reflecting the recommendations from the Envision Route 7 study described in this report), and Express Bus service on I-495 from the Franconia-Springfield Metro Station to Tysons and from Bethesda to Tysons. The report can be found online: <http://www.fairfaxcounty.gov/fcdot/2050transitstudy/>

Figure T5: Proposed High Quality Transit Network Recommended in the CTNS

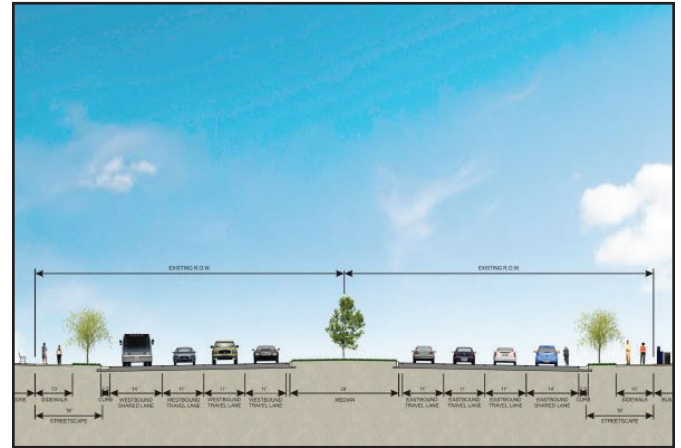


Route 7 Widening Study (Route 123 to the Capital Beltway)

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

Status: The study is being conducted in conjunction with the Route 7/123 Intersection Study. FCDOT and VDOT staff are reviewing initial results from the Route 7/123 study. FCDOT will continue to evaluate the need for separate ROW for future transit in the roadway cross-section, including ROW needs for recommendations in the Envision Route 7 Study. A recommendation for the preferred lane configuration is expected in Spring 2017.

Figure T6: Conceptual Cross Section for Route 7 Widening

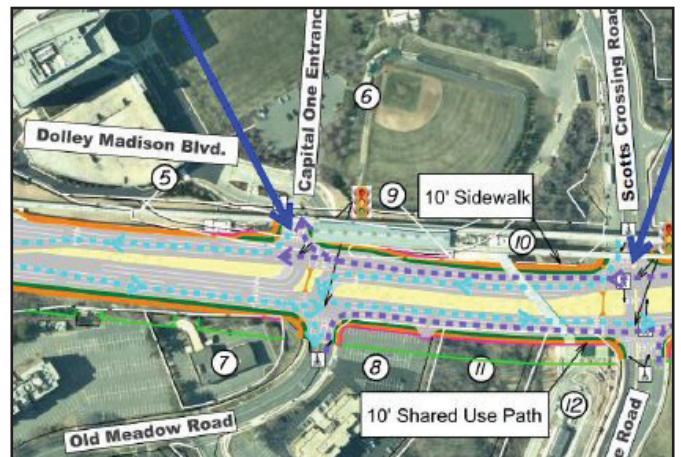


Route 123 Modified Intersection Treatment (Inside and Outside the Beltway)

A restricted crossing U-turn (RCUT) or “superstreet” modified intersection treatment was identified in the Consolidated Traffic Impact Analyses (CTIAs) for intersections along Route 123 between International Drive and Anderson Road. This proposed configuration changes the way left turns and through movements are made at intersections, mainly as it pertains to the side streets. In practice, these types of modified intersections have been shown to improve travel conditions and reduce crash frequency and severity.

Status: Preliminary design plans (30% level) have been developed and a detailed traffic analysis has been completed for the section of Route 123 "Inside the Beltway" between I-495 and Anderson Road. A traffic analysis of the Route 123 "Outside the Beltway" is expected to begin in Fall 2016, which will analyze intersection alternatives (including the superstreet treatment) on the segment of Route 123 between I-495 and International Drive.

Figure T7: 30% Level Design Plans for “Inside the Beltway” Modified Intersection Treatment



Route 7/123 Intersection Study

This study is evaluating options to reconfigure the intersection of Route 7 and Route 123 to accommodate 2040 future traffic demand. The three alternatives under review include:

- At-grade intersection
- Two quadrant intersection
- Elevated open plaza

Options will be examined with respect to their ability to accommodate projected traffic demand, as well as to facilitate the transportation needs of all modes (cars, transit, pedestrians and bicycles) in the context of the urban character planned for Tysons.

Status: A charrette (pictured at right) was held in Spring 2016 to receive feedback from stakeholders on the four options. Additional engineering for all options will also be a part of the analysis. A final recommendation regarding the preferred configuration is expected in Winter 2017 and will be reviewed by stakeholders and VDOT. This study is expected to be completed by Spring 2017.



Attendees at the 2016 Design Charrette

Tysons East Dulles Connector Study

The final recommendations for the Tysons East Dulles Connector Study, also known as the Cleveland Ramps Study, included two alternatives that could facilitate a new connection from the Dulles Connector Road to the Tysons East roadway network, as recommended in the Tysons East CTIA. The proposed connection would be located in the southwest quadrant of the interchange of Route 123 and the Dulles Connector Road. This connection would provide a parallel facility to Route 123, and would help relieve congestion on roadways in Tysons East.

Status: The Tysons East Dulles Connector Study was completed in 2016. Two preferred alternatives have been selected to be carried forward for further study in a future Interchange Modification Report (IMR). To date, \$2M has been approved for preliminary design.

Figure T8: One of Two Preferred Alternatives Selected for Further Study (Cleveland Ramps Study)

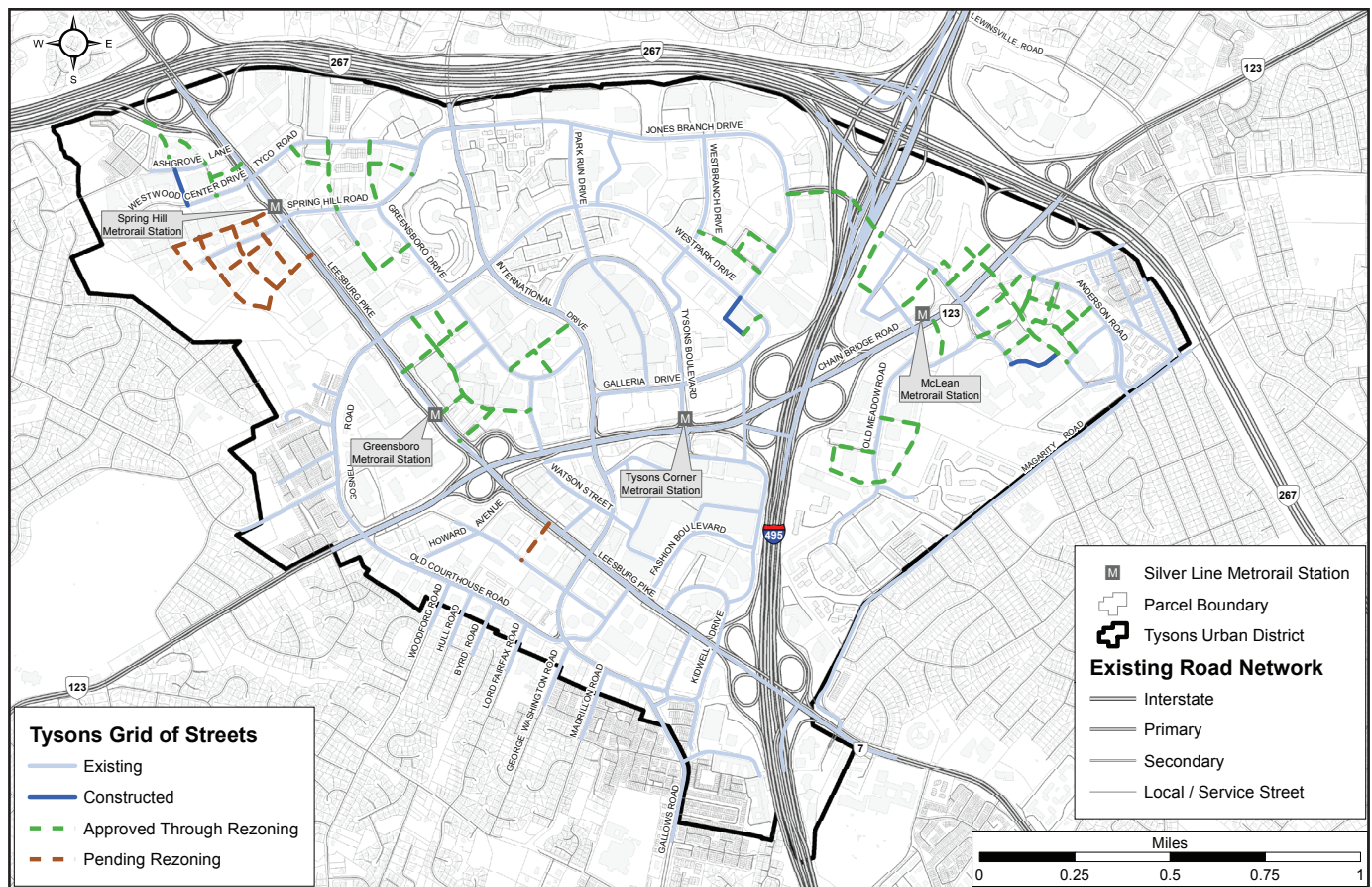


Tysons Grid of Streets - Implementation Progress

The conceptual grid of streets adopted in the Comprehensive Plan as Map 7 sets forth a street network in Tysons that provides greater network diversity, more direct connections among various locations, and accommodate a variety of modes of transportation. It is envisioned that the grid will be implemented primarily through the redevelopment process.

Figure T9 illustrates progress on the implementation of the conceptual Tysons road network as of September 2016. The map shows the existing road network prior to the adoption of the conceptual Tysons network in the Comprehensive Plan (“Existing”), network links that have been implemented since adoption of the Plan (“Constructed”), and network links that have been approved (“Approved Through Rezoning”) but not yet built, or are currently proposed (“Pending Rezoning”) by a rezoning application. The county will continue to monitor and report on the implementation of the grid of streets.

Figure T9: Tysons Grid of Streets Rezoning Status as of September 2016



Travel Monitoring

Travel monitoring is a critical element of assessing the performance of the transportation system serving Tysons. Metrorail to Tysons and the implementation of expanded bus service is expected to have a significant impact on the transit mode split. Improved pedestrian and bicycle accessibility, especially around Metrorail stations, will further encourage transit use and discourage single occupancy vehicle (SOV) use. These changes to travel behavior are important in fulfilling the vision for the transformation of Tysons.

Early identification of changes in travel patterns provides an opportunity to make timely transportation programming and funding decisions, and allows necessary adjustments to be made to the system.

Annual travel monitoring in Tysons began in 2011, with the exception of 2014 when monitoring was put on hold for the opening of the Silver Line. Travel patterns are assessed in the morning (AM) and evening (PM) peak travel times. Peak travel is measured in two ways: peak hour represents the single hour in the AM and PM with the highest number of trips, while peak period represents the top three consecutive hours in the AM and PM with the highest number of trips. In Tysons, the peak hour is 7:45 am – 8:45 am in the morning and 5:00 pm – 6:00 pm in the evening. The peak period is 7:00 am – 10:00 am in the morning and 3:45 pm – 6:45 pm in the evening.

For the purpose of this report, travel is characterized during the peak period, unless otherwise noted as being characterized in the peak hour. Three primary metrics used to monitor travel in Tysons are person travel, vehicle travel, and level-of-service analysis (LOS). These metrics are discussed in detail in the following sections.

Person Travel

A person trip is a trip made by one person in any mode of transportation. Person trips account for auto occupancy (the driver and the number of passengers in a vehicle), transit users and trips made by non-motorized modes, so that every traveler is counted.

Person trips entering and exiting Tysons, including through trips, are assessed using vehicle, pedestrian, and bicycle counts, as well as bus and rail ridership data collected at the boundaries of Tysons. Counts were conducted in April 2016.

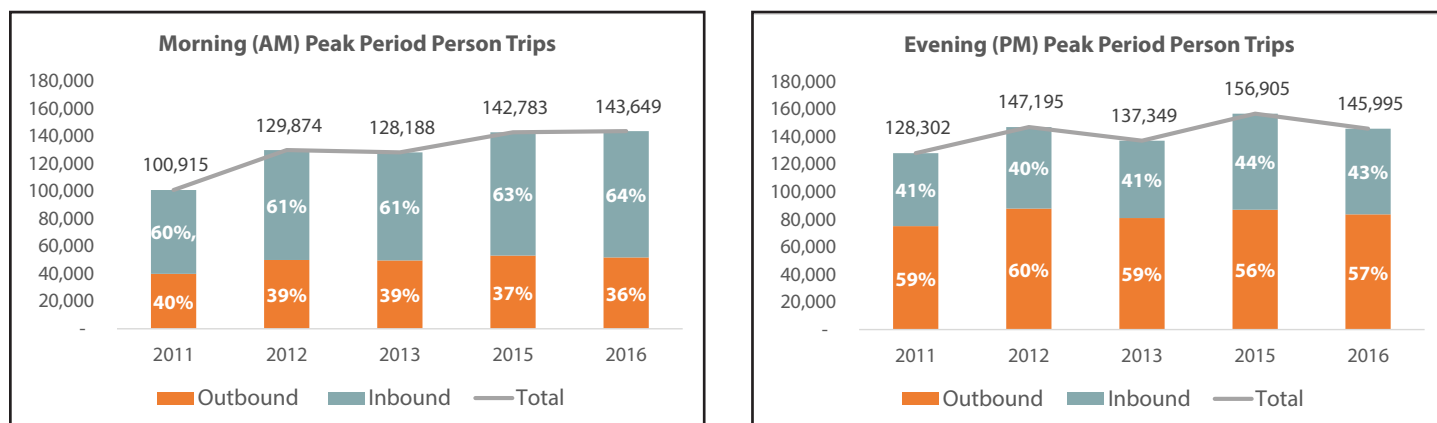
Why Measure Person Travel?

Vehicle counts only capture the number of vehicles entering and exiting a location. Person travel includes trips made by transit users, carpoolers, cyclists and pedestrians. Counting people, rather than cars, provides a more holistic evaluation of the number of travelers to, through and from Tysons.

Peak Person Travel Trends 2011-2016

Figure T10 below provides a graphic representation of the AM and PM peak period person trips from 2011 to 2016. A summary table of total person movement entering and exiting Tysons during the AM and PM peak periods on a typical weekday in 2016 can be found in Appendix C: Table C1.

Figure T10: Person Trips in AM and PM Peak Period



As in previous years, the number of person trips is slightly higher in the evening as compared to the number of person trips in the morning, with approximately 146,000 persons traveling in the PM peak period and 143,600 persons traveling in the AM peak period. The peak direction of travel during the AM and PM continues to be inbound in the morning and outbound in the evening, with inbound person trips accounting for 64% of AM peak period trips and outbound trips account of 57% of PM peak period trips. This reflects Tysons' status as a major employment center attracting trips in the morning and dispersing them in the evening. Inbound and outbound trips are less skewed in the evening because there is a greater diversity of trip purposes in the evening.

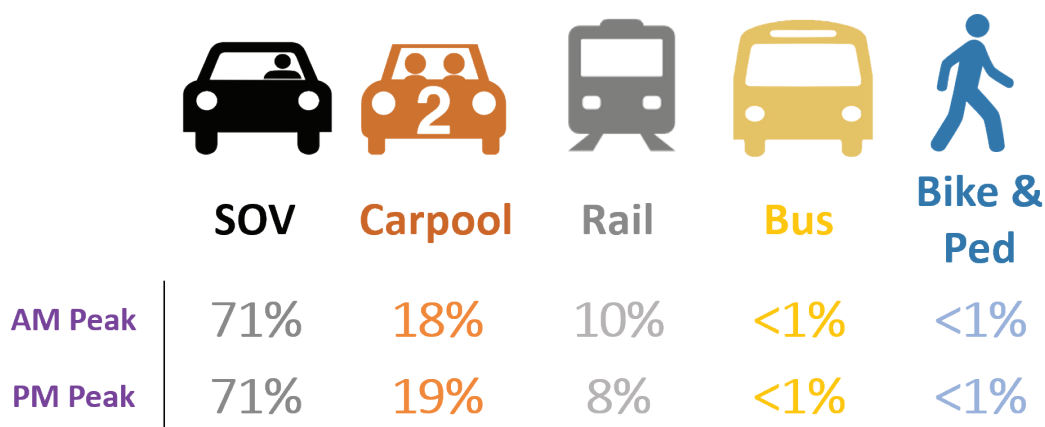
Figure T10 shows that, since 2011, total morning peak period person trips have grown at a relatively steady pace, while the number of person trips in the evening peak fluctuates between years. From 2011 to 2013, before the Silver Line opened, AM peak period person travel grew at 12.7% per year while PM peak period person travel grew by 3.5% per year. From 2014 to 2016, after the Silver Line opened, the AM peak period person travel grew at a rate of less than 3.8% per year, and the PM peak period person travel grew at a rate of 2.0% per year. Fluctuations could be due a number of factors and do not necessarily indicate a positive or negative trend in total person trips.

Trip Characteristics of Person Travel (2016)

Reducing travel demand for single-occupancy vehicles (SOV) is a major factor in fulfilling the vision of Tysons. The proportion of SOV person trips compared to other non-SOV modes demonstrates whether travelers are increasing the number of vehicles on the road or making trips by other modes. For the purpose of this report, SOV person trips are reported as trips made by an automobile with only once occupant (the driver). Carpool person trips are auto trips with more than one occupant and are derived from auto occupancy data. Non-SOV trips include carpool, bus, rail, bike and pedestrian trips.

Figure T11 provides a summary of the trip characteristics by mode during the AM and PM peak periods within Tysons in 2016.

Figure T11: Total Trips by Mode in the AM and PM Peak Period (2016)



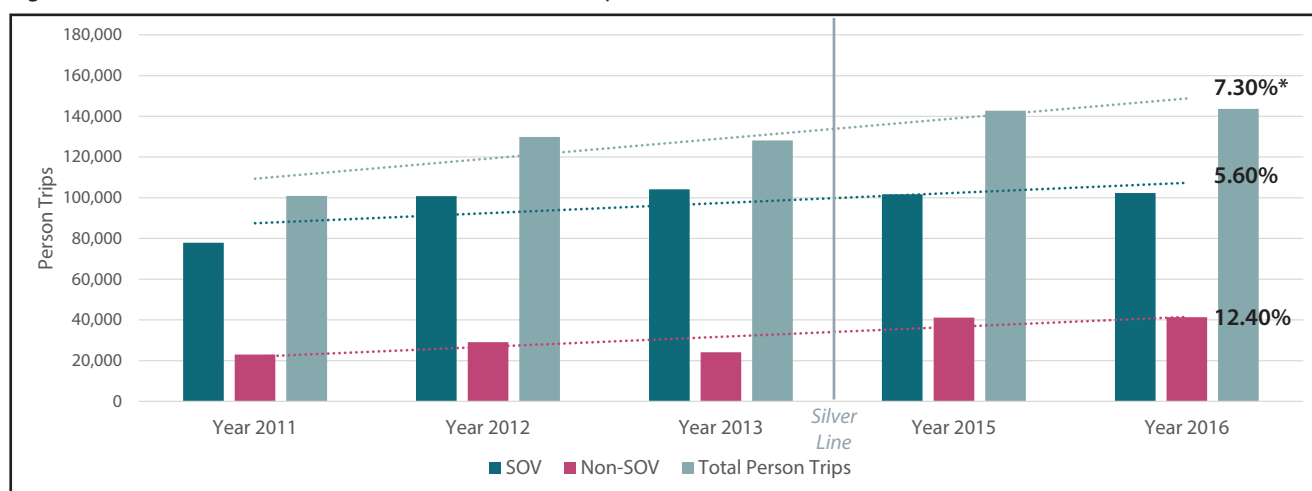
SOVs make up 71% of total person trips in the morning and evening peak period. Auto trips with more than one passenger (carpools) make up 18% of trips in the morning and 19% of trips in the evening peak period. In terms of transit, more transit users take rail than bus during both the AM and PM peak periods. The overall transit mode split (rail and bus combined) is approximately 11% in the AM and 9% in the PM. More information on transit use is available in the Transit Monitoring section of this chapter.

Trips by bike or foot make up less than 1% of all trips made in the AM and PM peak period. However, it should be noted that bicycle and pedestrian counts represent travel to and from Tysons, but do not account for travel within Tysons, which means that the use of these modes may be higher when internal trips within Tysons are counted. Non-SOV (carpool, bus, rail, bicycle and walking) trips make up 28% of the overall person trips to and from Tysons in the morning and evening peak.

Trip Characteristics of Person Travel (2011-2016)

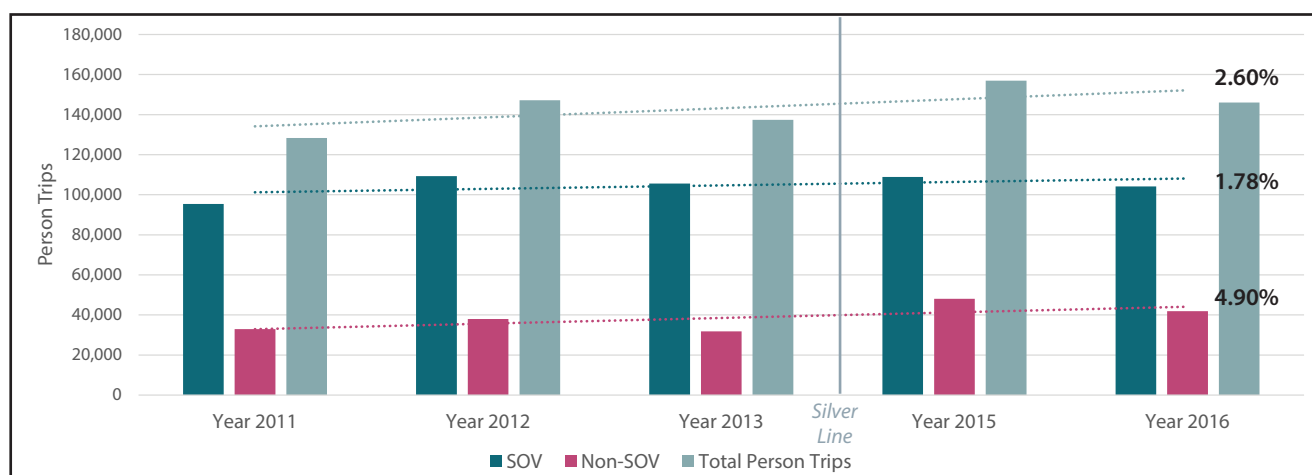
Figure T12 and Figure T13 show the change in SOV and non-SOV person trips in AM and PM peak periods from 2011 to 2016. A summary table of total person movement entering and exiting Tysons during the AM and PM peak periods from 2011 to 2016 can be found in Appendix C: Table C2.

Figure T12: AM Peak Period SOV and Non-SOV Person Trips (2011-2016)



*Growth rates 2011 to 2016

Figure T13: PM Peak Period SOV and Non-SOV Person Trips (2011-2016)



*Growth rates 2011 to 2016

Growth rates displayed in *Figure T12* and *Figure T13* show that total person trips have increased 7.30% in the morning and 2.60% in the evening between 2011 and 2016, and that non-SOV trips are growing at a faster rate than SOV trips: 12.40% compared to 5.60% in the morning, and 4.90% compared to 1.78% in the evening. AM and PM non-SOV trips showed the most growth in 2015, after the opening of the Silver Line.

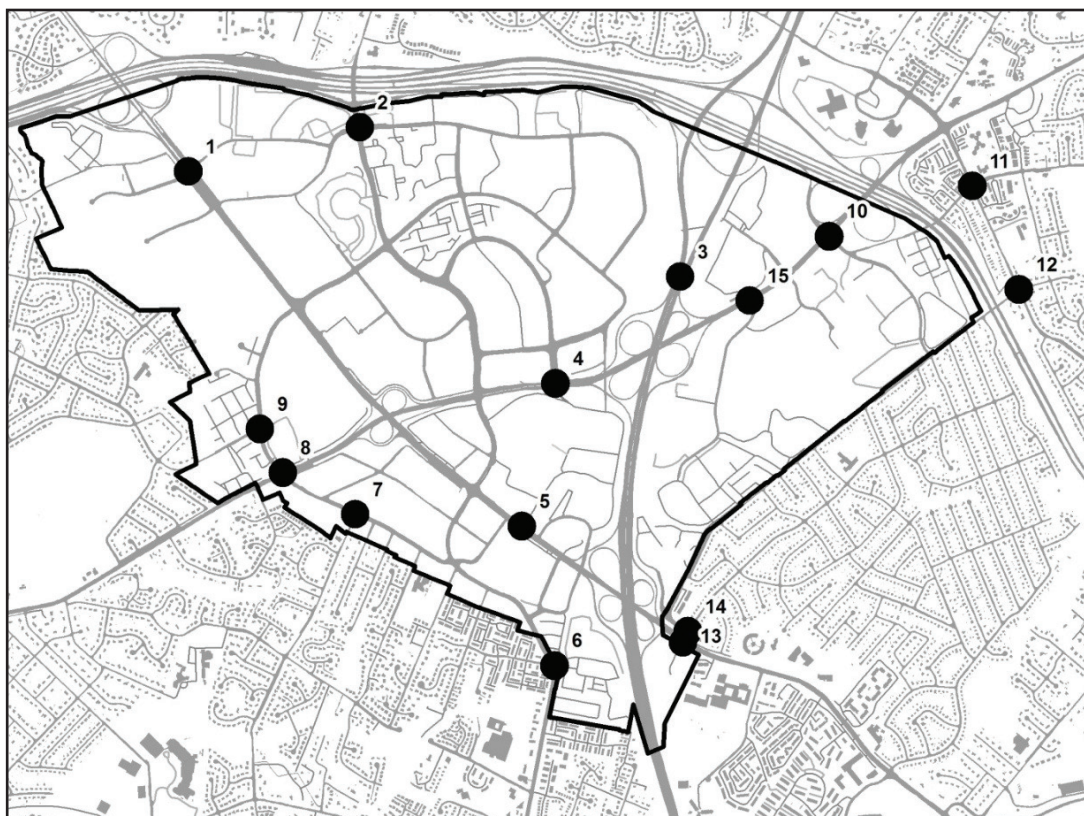
As the percentage growth for non-SOV modes of travel remains greater than, or on pace with, SOVs, strategies such as public transportation and other non-SOV modes of travel help lessen the burden on the existing street network. Successful non-SOV modes of travel can help attract development and improve overall travel time, all in an effort to help support Tysons' economic vitality and create a higher quality of life.

Characteristics of person trips will continue to be assessed in the future. As improvements to transit service, pedestrian access and bicycling are made over the coming years, and as additional high density development near Metrorail stations takes place, it is expected that the percentages of person trips made by transit, walking, and biking will increase to the target levels identified in the Plan. An increase in non-SOV trips could indicate that transit, bicycle and pedestrian facility enhancements, as well as other transportation demand management (TDM) strategies, are working in Tysons.

Vehicle Travel

Change in the number of vehicle trips entering and exiting Tysons is assessed annually through vehicle counts during the morning (AM) and evening (PM) weekday peak period of travel. Vehicle counts are conducted at 15 locations where traffic enters and exits Tysons, as depicted in *Figure T14*. Locations were selected to capture traffic using the roadways that provide the primary access to Tysons.

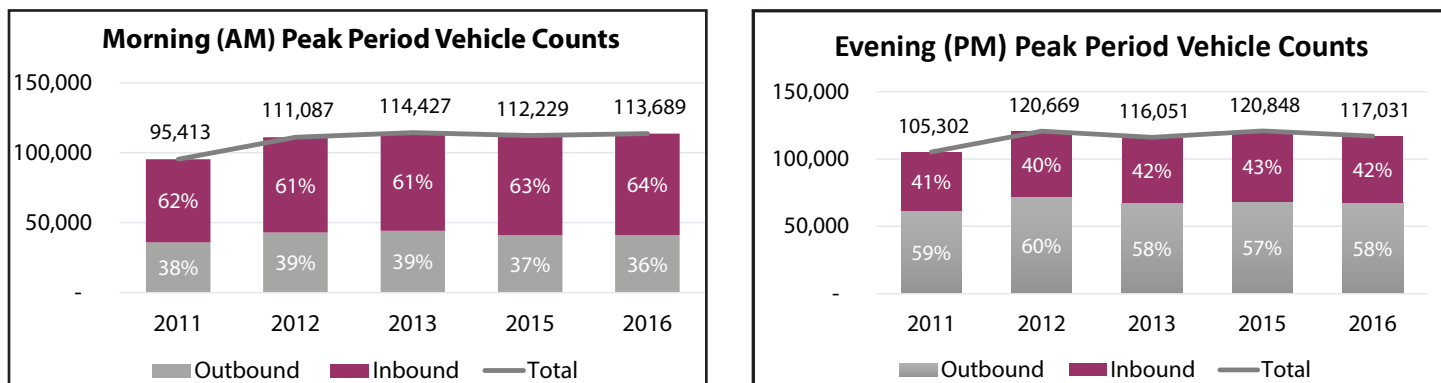
Figure T14: Vehicle Count Locations



Peak Vehicle Travel Trends 2011-2016

Figure T15 shows the total number of vehicles counted at the 15 locations during the peak AM and PM peak period from 2011 to 2016. Vehicle counts tabulated for the peak period (7:00 am-10:00 am and 3:45 pm-6:45 pm) are available in Appendix C: *Table C3*.

Figure T15: Vehicle Counts in AM and PM Peak Period



The figure shows that, as in the case of person trips, vehicle trips continue to grow at a relatively steady pace during the morning peak period and fluctuate slightly in the evening. The fluctuation could be due a number of factors and does not necessarily demonstrate a positive or negative trend in evening trips.

From 2011 to 2013, before the Silver Line opened, AM peak period vehicle inbound travel grew at a rate of 8.7% per year, while PM peak period vehicle outbound travel increased at 4.4 % per year. Between 2015 and 2016, the first measured period after the opening of the Silver Line, the growth rate of vehicles traveling inbound in the AM peak dropped to 2.0% and the growth in the number of vehicles traveling outbound in the PM peak dropped to -1.90%. The negative growth of outbound PM peak period trips means that there were slightly fewer vehicles traveling out of Tysons in 2016 compare to 2015. While it is too early to discern the long term trend of the Silver Line on vehicle trips in Tysons, the data show that the number of vehicle trips traveling in the peak direction during the morning and evening peak period has grown at a slower rate since the opening of the Silver Line.

Total traffic volumes are slightly higher in the PM peak period, with approximately 3,300 more vehicles traveling in the PM peak than in the AM peak; however, the distribution of inbound versus outbound traffic is more skewed in the AM peak period. This is likely due to more diverse trip purposes in the evening, including retail and other non-work trips in addition to commuting traffic.

Traffic Level-of-Service Analysis

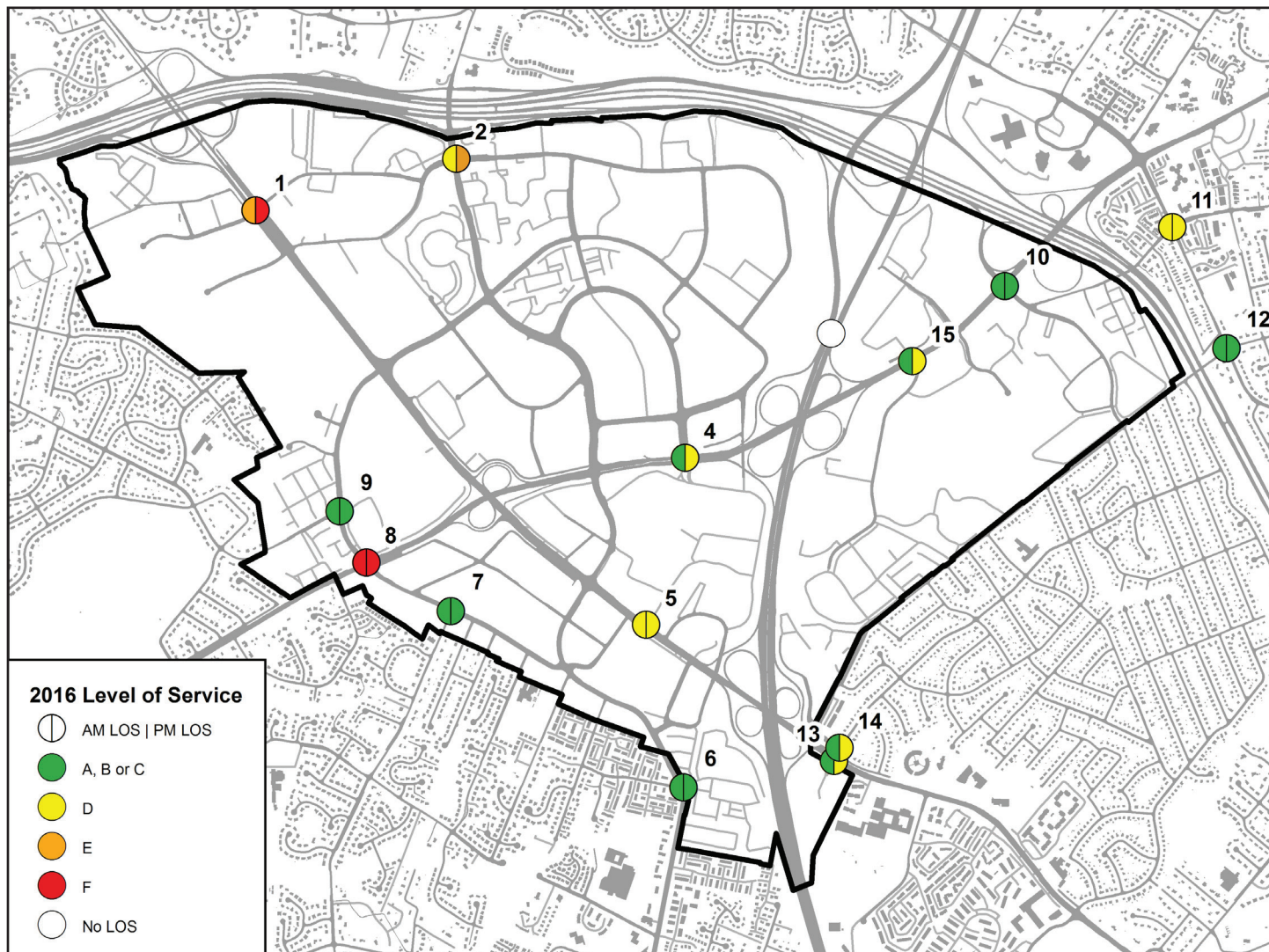
Traffic level-of-service (LOS) is a measure of vehicle delay (seconds per vehicle) used to determine transportation system performance. LOS scores are measured from LOS A (0-10 seconds of delay/vehicle) to LOS F (greater than 80 seconds of delay/vehicle). LOS E (55-80 seconds of delay/vehicle) is the standard for adequate vehicle travel conditions in Tysons during the AM and PM peak hour.

Annual LOS analysis of 15 key intersections in Tysons provides a representative sample of the level of traffic delay on a typical weekday during the AM and PM peak hour.

Assessed over time, LOS demonstrates changes in transportation system performance, indicating to what degree a balance is maintained between the growth of Tysons and the implementation of transportation improvements and the adequacy of the roadway system.

Figure T16 depicts the most recent LOS for the 15 key Tysons intersections during AM and PM peak hour. These intersections were assessed using the Synchro analysis software. Vehicle counts tabulated for the 2016 AM and PM peak hours (7:45 am-8:45 am and 5:00 pm-6:00 pm) are available in Appendix C: Table C3 and serve as the basis for LOS assessment.

Figure T16: Level-of-Service Analysis – AM and PM Peak Hour (2016)



The most congested intersections experience average delays of 60 to 100+ seconds during the peak hours. As the figure shows, in 2016 there are three intersections operating poorly (LOS E or LOS F) during either or both peak hours:

- Route 7 and Tyco Road (Intersection 1): LOS E in the AM and LOS F in the PM
- Spring Hill Road at International Drive (Intersection 2): LOS E in the PM
- Route 123 and Old Courthouse Road (Intersection 8): LOS F in the AM and PM

Peak Hour Vehicle LOS Trends 2011-2016

Appendix C: *Table C5* and *Table C6* show LOS from 2011 to 2016 at the 15 intersections assessed in Tysons during the AM and PM peak hour and show that, in recent years, the number of intersections operating poorly (LOS E or F) during either AM or PM peak hour has been reduced from nine intersections in 2011 to three in 2016. Completed transportation improvements, including the three ‘Express Lanes’ entry points from the Beltway, have had a significant positive impact on redistributing traffic volumes into and out of Tysons.

Between 2015 and 2016 two intersections fell in LOS but still remained at or above the acceptable LOS E in Tysons. Intersection 5, the Tysons Shopping Center Mall at Route 7, decreased in LOS from C to D in the AM due to increased westbound traffic volumes. Intersection 2, Spring Hill Road at International Drive, decreased from LOS D to E due to an increase in vehicle volumes and delay. More information on vehicle volumes and the change in LOS from 2015 to 2016 is available in Appendix C: *Table T5* and *Table T6*.

Saturated traffic conditions, demonstrated by poor or failing LOS, during the peak hour indicates that travel at intersections are at or near capacity, and growth in travel could be expected to take place before and after the peak hour. As a result, peak period traffic, rather than peak hour traffic, will exhibit growth and more peak spreading. Both peak hour and peak period traffic data will continue to be collected in the Tysons traffic monitoring program to provide an annual assessment of traffic and transportation utilization trends and changes to the underlying traffic patterns in the Tysons area.

Transit Monitoring

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

Silver Line Rail Service

Monitoring of Silver Line usage began with the first full month of Silver Line operation in August 2014. For the purpose of this report, however, changes in typical daily ridership (weekday entries) were assessed between 2015 and 2016, after the initial opening of the rail line. *Table T1* shows the typical weekday ridership of the Silver Line during the opening year of 2014, as well as ridership on a typical weekday in April 2015 and 2016. The final column displays the change in ridership between 2015 and 2016 conditions.

Table T1: Silver Line Ridership, Fairfax County Stations (Typical Weekday Riders Entries)

Stations	Silver Line Opening 2014*	April 2015	April 2016	Percent Change April 2015 - April 2016
Tysons Stations				
McLean	1,439	1,619	1,623	0%
Tysons Corner	2,993	3,032	3,147	4%
Greensboro	893	1,075	1,139	6%
Spring Hill	1,316	1,410	1,264	-10%
Total Tysons Stations	6,641	7,136	7,173	1%
Reston Stations				
Wiehle-Reston East	8,434	8,558	7,780	-9%

* August 2014, first full month of Silver Line Operation

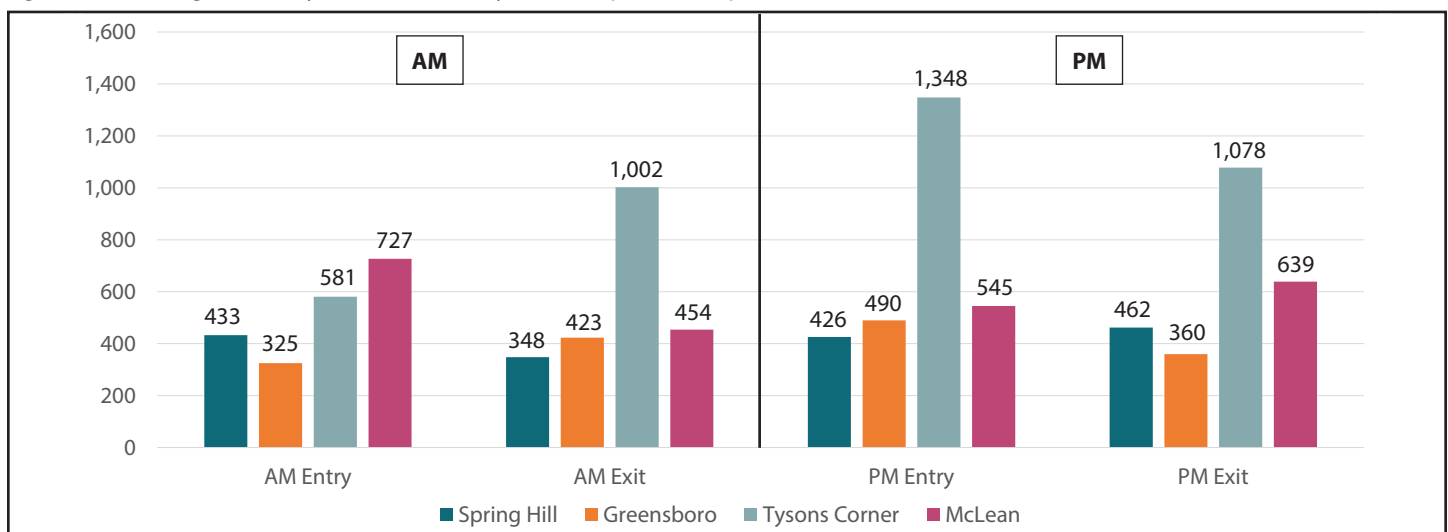
The table shows that between 2015 and 2016, weekday entries increased 4% at the Tysons Corner Station and 6% at the Greensboro Station. Ridership fell 10% at the Spring Hill Station and remained unchanged at the McLean Station. For comparison purposes, despite a 9% drop in weekday entries, the Wiehle-Reston East Station continues to have the highest number of weekday entries on the portion of the Silver Line in Fairfax County.

Fluctuations in ridership are expected with new service, and it will likely take several years of monitoring to see clear trends in ridership levels. Overall Metrorail ridership has declined over the course of the last year, and this context should be considered with future assessments of Silver Line travel trends. Typical weekday ridership will continue to be assessed annually to understand future trends.

2016 Silver Line Ridership Characteristics

The ridership information in *Table T1* can be further broken down by entries into and exits out of the various Tysons stations on the Silver Line. *Figure T17* below shows the details of this information for 2016 under both AM and PM conditions.

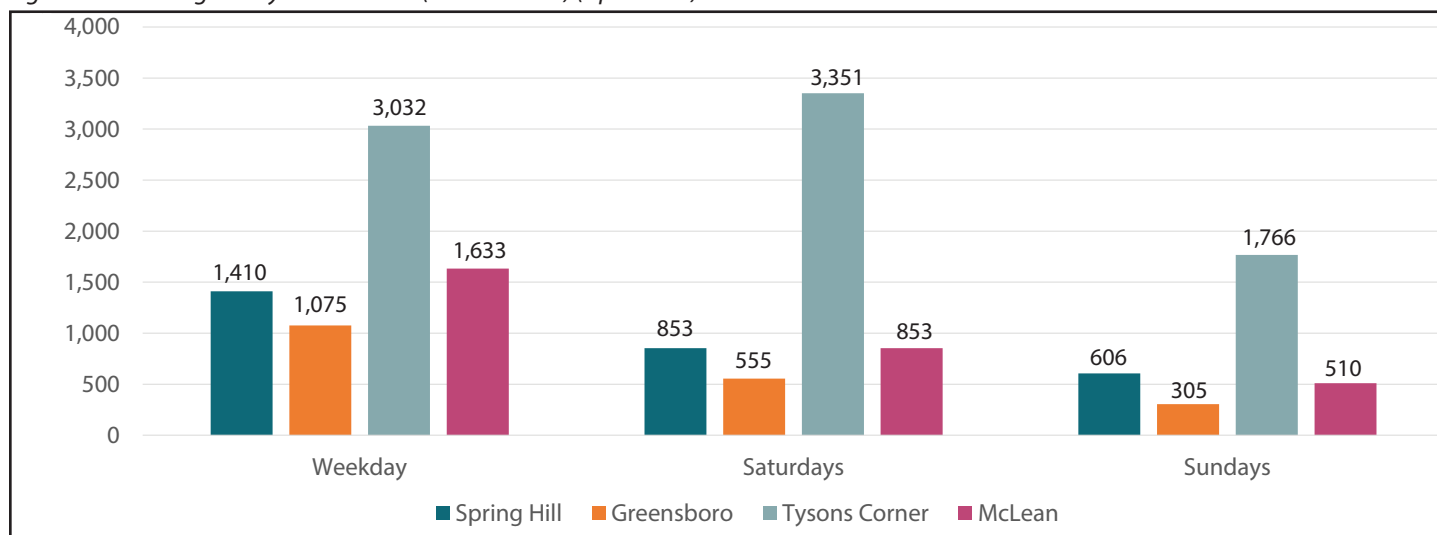
Figure T17: Average Weekday Peak Period Entry/Exit Comparisons (April 2016)



Based upon the information shown in *Figure T17*, individual station use is beginning to exhibit characteristics tied to the land use in the vicinity of each station. This is particularly noticeable at the Greensboro and Tysons Corner Stations, which show higher exits in the AM period (indicating people are leaving the Metrorail system to access the area surrounding the station) than entries (people arriving at the station to access the Metrorail system). Conversely, the Spring Hill and McLean stations show a greater demand for accessing the Metrorail system than exiting the system in the morning. The PM Period exhibits the reverse attractiveness: more riders access Metrorail at the Greensboro and Tysons Corner Stations, whereas more riders exit than enter at the Spring Hill and McLean Stations.

Another way to evaluate this information is by overall average activity based on weekday or weekend conditions. To gauge these scenarios, the ridership information was broken down into average daily station exits for a weekday, Saturday, and Sunday condition. That information is presented in *Figure T18*.

Figure T18: Average Daily Station Exits (Destinations) (April 2016)



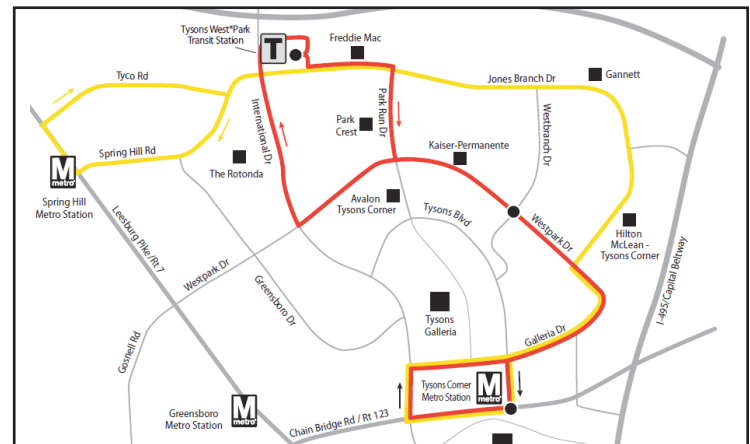
Based upon the information in this figure, the most active Metrorail station has been Tysons Corner, which averages over 3,000 passengers per day (total exits) on weekday and Saturday conditions. The highest Tysons Corner Station usage occurs on Saturdays, which can be expected based on the type of development located adjacent to the station. In fact, Saturday exits at the Tysons Corner Station exceed the combined usage at the other three stations. The same can be said for the exits at the Tysons Corner Station on Sundays. This reflects the strong presence of retail- and restaurant- based land uses at the Tysons Corner Station.

Transit Service Enhancement

The Plan calls for a robust transit network to provide alternatives to automobile travel and to support a balance between land use and transportation. As of Spring 2016, when ridership data was collected, 14 bus routes operated circulator, express, peak and local bus service in Tysons.

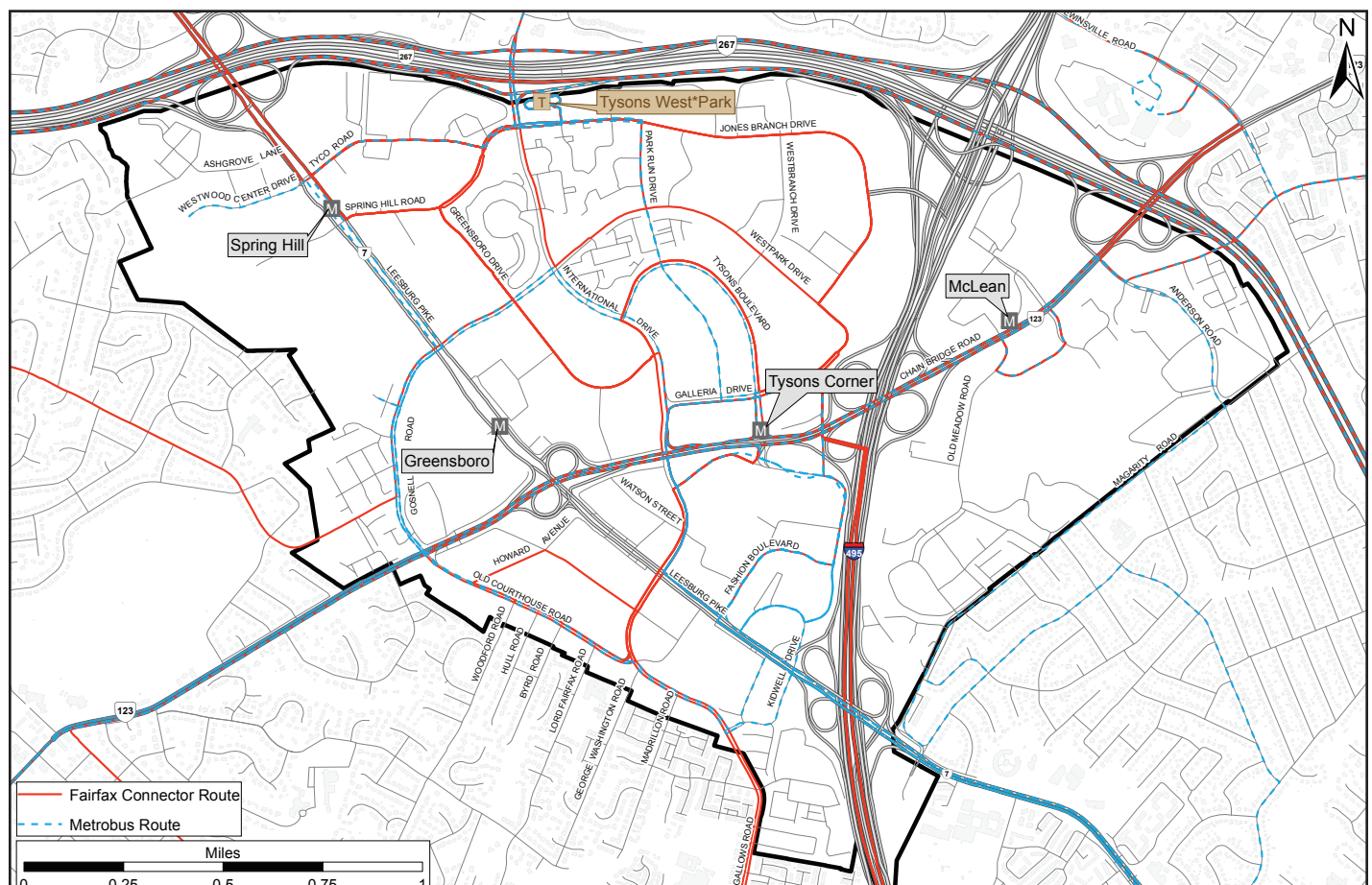
The first phase of the Circulator System, serving the Metrorail stations in Tysons, was implemented with the opening of the Silver Line Phase 1 and consists of bus service operating in mixed-traffic on existing rights-of-way. The routes were modified in their first year of operation to improve performance, reliability and attractiveness. As new roadway facilities open throughout Tysons, this initial circulator service will transition further. Descriptions of Fairfax Connector routes as of Spring 2016 are available in Appendix C: *Table T7*.

Figure T19: Tysons Circulator Routes 423 & 424



In 2013, bus routes in Tysons used one of the two major bus transfer locations: the Tysons West*Park Transit Station and the Tysons Corner Center bus transfer center. In 2014, the new transit network, as illustrated in *Figure T20*, oriented the primary transit transfer points to the Metrorail stations. *Figure T20* depicts the Metrorail line and stations, and Metrobus and Fairfax Connector routes and the non-Metrorail related bus transfer center at Tysons West*Park, as of Spring 2016. Providing multi-modal transportation hubs at the Metrorail stations provides greatly enhanced services designed to increase transit usage and facilitate efficient transfers between modes.

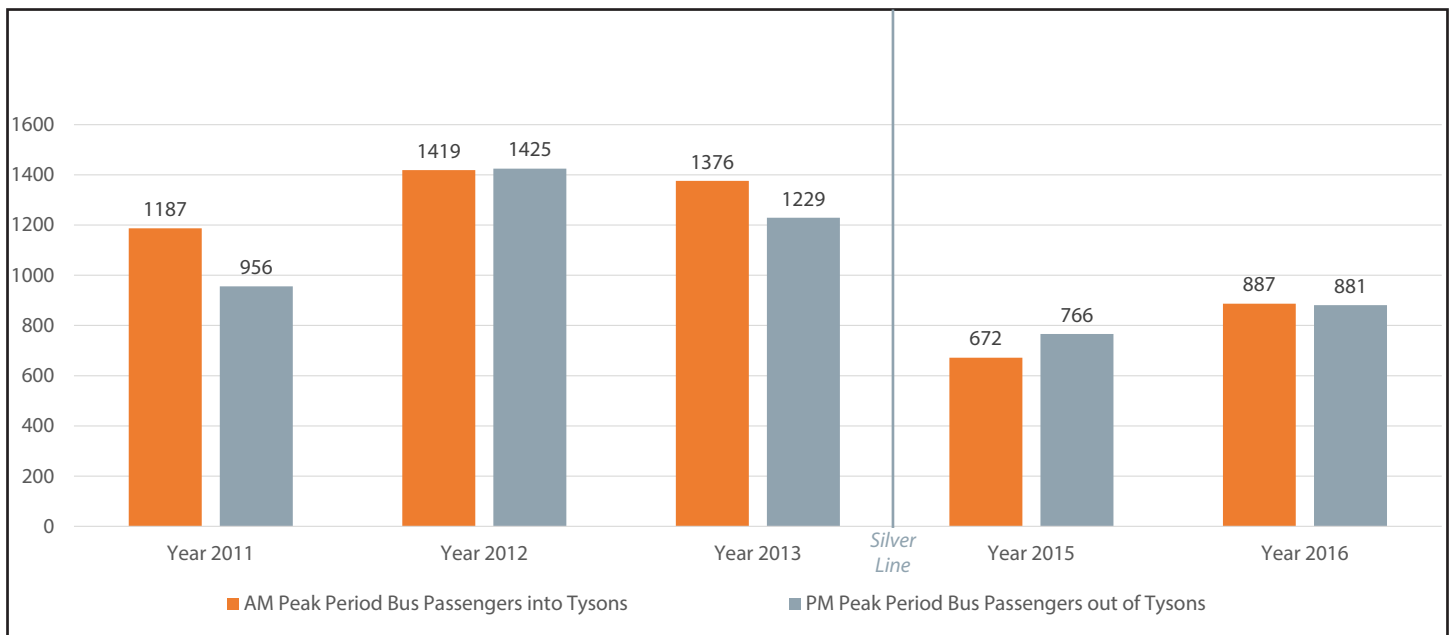
Figure T20: Transit System (Spring 2016)



Bus Transit Use

Estimates of bus ridership are assessed using manual counts of riders at select bus stops located on the border of Tysons and do not capture Circulator trips internal to Tysons. AM and PM peak period passenger counts by route are available in Appendix C: *Table C8*. *Figure T21* summarizes the results of peak period ridership counts for the years between 2011 and 2016.

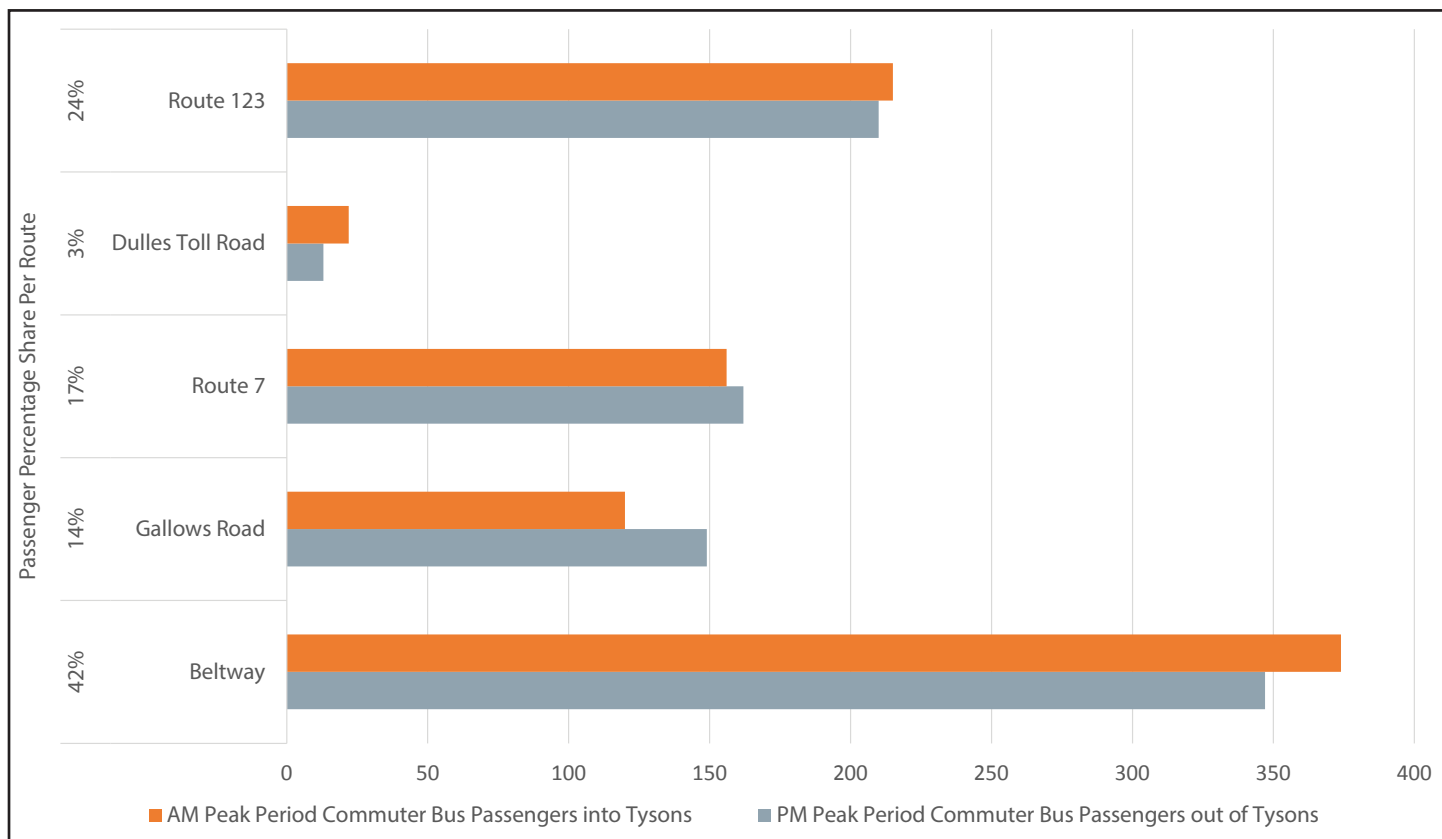
Figure T21: Bus Peak Period Passengers (2011-2016)



As shown in *Figure T21*, from 2013 to 2015 the number of bus passengers traveling into Tysons in the morning and out of Tysons in the evening decreased by 51% in the AM and 37% in the PM. This decrease is most likely due to the opening of the Silver Line. Bus ridership has since risen in 2016, with 31% more riders traveling into Tysons in the morning and 15% more traveling out of Tysons in the evening as compared to 2015.

This report also evaluated bus passenger volume as it relates to the main road that is taken by the route. *Figure T22* provides a summary of this information.

Figure T22: Tysons Bus Passengers Main Route Traveled (2016)



Based on *Figure T22*, bus routes that utilize the Capital Beltway and Chain Bridge Road (Route 123) stand out as transporting the highest number of passengers into and out of Tysons, with 66% of bus travelers in the peak period taking routes along one of these roadways.

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

Walking and Bicycling in Tysons

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

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

Bicycle and pedestrian counts were taken at the 15 sample locations shown in *Figure T14* of this report. These counts indicate that bicycle and pedestrian person trips make up less than 1% of person trips entering and exiting Tysons, as shown in *Figure T11*.

Bicycle and pedestrian counts are intended to reflect trips into and out of Tysons and do not necessarily capture internal trips. As a result, the number of bicycle and pedestrian trips may be higher than reflected in these counts. Additionally, while cyclists and pedestrians make up a small portion of overall trips in Tysons today, non-SOV trips (including cycling and walking) are growing at a faster rate than SOV trips, as shown in Figure T5 and T6 of this chapter. Progress toward creating safe pedestrian and bicycle networks through the rezoning applications approved to date and the TMSAMS will make biking and walking more attractive modes.

The TMSAMS developed a set of recommendations for improved access to the Metrorail stations. County staff, in conjunction with VDOT, has secured an agreement for the scoping, design and construction phases amounting to over \$20 million through FY2019. More information on these projects can be found in the “Infrastructure Improvements & Transportation Studies” section earlier in this chapter and at: <http://www.fairfaxcounty.gov/fcdot/silverline/tysonsimp.htm>

Route 7 - New Pedestrian Amenities

Late 2015 and early 2016 brought in new pedestrian amenities along Route 7 in Tysons. The improvements included new countdown pedestrian signals, audible push-button locators, Americans with Disabilities Act (ADA) curb cuts and new crosswalk striping. Pedestrian amenities were improved along Route 7 at the Dulles Toll Road, Tyco Road, Gosnell Road, West Park Drive, Chain Bridge Road and Spring Hill Road.

The photo below shows an example of the types of improvements provided along Route 7.



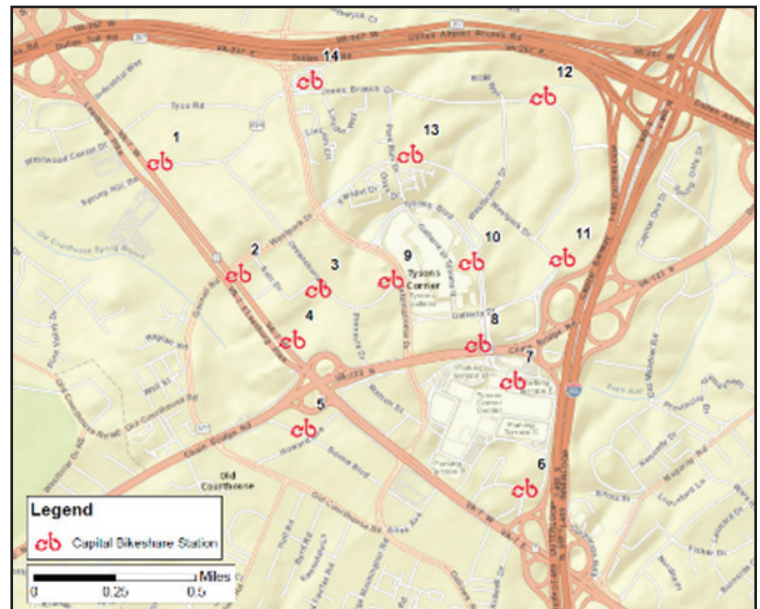
New crosswalk at Route 7 & Spring Hill Road installed in April 2016

Capital Bikeshare

There has long been interest in launching a bikeshare system in Fairfax County, and in recent years the County has made great strides toward making that vision a reality. In Summer 2015, after several miles of bike lanes were added in Tysons based on recommendations in the Tysons Bicycle Master Plan, in conjunction with VDOT repaving projects, the Tysons Partnership approached FCDOT with a proposal to bring a bikeshare system to Tysons. The Tysons Partnership has offered to partner with the County financially to support the cost of launching and running the system.

In January 2016, the Board of Supervisors approved a \$1.7 million plan to launch the Capital Bikeshare system in Reston and Tysons. The plan will bring 15 Capital Bikeshare stations and 132 bicycles to Reston, and 14 Capital Bikeshare stations and 80 bicycles to Tysons. *Figure T23* shows the station locations for the first phase of the Tysons system, anticipated to launch in Fall 2016. FCDOT will evaluate the operation of this new service and consider whether there are potential areas to expand the system in the future.

Figure T23: Tysons Capital Bikeshare Proposed Station Location Map



Bicycle Infrastructure

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



Climbing lane on West Park Drive in Tysons

In 2015, 7.7 miles of on road bicycle facilities (a combination of bike lanes, shared use markings and buffered bike lanes) were implemented in Tysons at a nominal cost through VDOT's 2015 summer repaving schedule. One of these improvements, a climbing lane on Westpark Drive, is pictured above.

Table T2 identifies the existing and planned location, type, and mileage of bicycle facilities in Tysons. Increased bicycle parking options, a goal identified in the Plan, are being secured through proffers with the rezoning of properties.

Table T2: Existing and Proposed Bicycle Facilities for Tysons

Implementation	Facility	Type	Lane Miles
Existing	Gallows Road (Cottage Street to Old Courthouse Road)	On-Road Bike Lane	4.2
	Towers Crescent Drive / Shop Tysons Blvd	On-Road Bike Lane	0.4
	Oak Street (Gallows Road to Sandburg Street)	On-Road Bike Lane	0.6
	Ashgrove Plantation Trail (on Park Authority property)	Shared-Use Path	1.0
	Greensboro Drive (Spring Hill Road to Solutions Drive)	On-Road Bike Lane	1.6
	Westbranch Drive (Westpark Drive to Jones Branch Drive)	On-Road Bike Lane	0.6
	Jones Branch Drive	Climbing Lane (7921 Jones Branch Drive to Westpark Drive) Shared-Use Markings (International Drive to 7921 Jones Branch Drive)	0.3
	Westwood Center Drive (Route 7 to the end)	Shared-Use Markings	0.4
	Park Run Drive (Jones Branch Drive to Tysons Boulevard)	On-Road Bike Lane	0.7
	Westpark Drive (Galleria Drive to International Drive)	Climbing Lane	1.8
Total Proposed (in Bicycle Master Plan)	Ashgrove Plantation (connecting to Westwood Center Drive); Vesper Trail and Scotts Run Trail	Shared-Use Paths	10.0
	Throughout the geographical area defined in the Bicycle Master Plan	On-Road Bike Lanes	23.2
	Throughout the geographical area defined in the Bicycle Master Plan	Signed Bike Routes	82.2

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

Monitoring Efforts

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

Parking Management

Parking in Tysons serves the existing and proposed land uses, and is an integral part of the overall transportation system. Limiting parking in the areas closest to rail stations is recommended in the Plan to encourage transit usage. Plan guidance, and the associated Planned Tysons Corner (PTC) zoning regulations, generally eliminate minimum parking levels for office and hotel uses and set maximum parking requirements.

While some parking capacity will be created via on-street parking spaces, off-street private parking is anticipated to be reduced commensurate with the Plan's vision to decrease automobile dependency and create a more walkable, transit-oriented urban center. Rather than providing parking for each individual use, parking should be shared and treated as a common resource for multiple uses.

Parking Monitoring

The supply of parking within Tysons is addressed through implementation of Plan guidance during the development review process. Each development is expected to not exceed the maximum parking ratios recommended in the Plan, to create shared parking solutions, and to use other recommended methods to minimize the amount of parking provided.

A parking study of the Tysons area was conducted prior to the opening of the Silver Line. Initial findings showed that there were 108,901 off-street spaces and 723 on-street spaces in Tysons at that time. The majority (approximately 63%) of off-street parking spaces were located in structured (garage) lots, and the remainder (approximately 37%) in surface parking lots. This inventory estimate, completed in 2014, utilized a more thorough methodology than that which was used to estimate the parking supply at the time the Plan was developed, and revealed a lower number of spaces than had been estimated at the time of Plan approval. During the survey, a peak occupancy of 57% was observed for a typical weekday at 1 PM. As future studies are done, the results will be analyzed to determine which parking reduction strategies seem to be successful, and if programs should be adjusted to improve effectiveness.

Interim Parking

The Board's Follow-On Motion #14 directed staff to "explore options for providing commuter parking at Metrorail station(s) in Tysons on an interim basis until Tysons development reaches a level where such commuter parking is not practical or desirable." To date, two interim parking agreements have been approved. On July 30, 2013, the Board approved an agreement with Cityline Partners for a 711 space commuter lot at the McLean Station. This facility opened in July 2014, concurrent with the beginning of rail service. In July 2016, approximately 450 of these spaces were filled on an average weekday, up from approximately 300 in July 2015. The lot is also open on weekends. The Board approved a second interim parking agreement for 100 spaces within an existing parking structure at the Silverline Center (7900 Westpark Drive) on September 9, 2014. This lot opened in Spring 2015 and was closed in Summer 2016, as the spaces were only available while the building was under renovation.

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

Transportation Demand Management

Transportation Demand Management (TDM) refers to a variety of strategies aimed at reducing the demand on the transportation system through reducing single-occupancy vehicle trips during peak periods, and expanding the transportation choices available to residents, employees, and visitors. TDM programs embrace the latest information technology techniques to encourage teleworking and increased transit ridership.

They also provide information to commuters and other trip makers to aid in choosing travel modes and the times they travel. Successful TDM outcomes result in decreased peak-period congestion and more efficient use of the transportation system.

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

Developers work with the county to set appropriate trip reduction goals for their developments and submit TDM plans. Various factors, such as accessibility to transit and type of development, help define the level of TDM participation needed.

TDM Policies in Tysons

TDM programs are a key method of supporting transit-oriented development in Tysons. In 2013, the County adopted new countywide TDM Guidelines, which set specific trip-reduction goals based on a site's distance from Metrorail Stations. The reductions (in percentages) are taken from the trip generation rates found in the Institute of Transportation Engineers (ITE) Trip Generation Manual. Tysons trip reduction goals, which are higher than the rest of the county, are shown in *Table T3*.

Table T3: Tysons Trip Reduction Goals

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

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

TYTran

TyTran, the Tysons Transportation Management Association (TMA), coordinates outreach and assists in coordinating TDM programs occurring through development proffers. To date, 11 companies have signed on with TyTran for help with implementing TDM strategies.

TyTran uses strategies such as the distribution of information via its website, mailings, events and meetings to achieve single-occupancy vehicle (SOV) trip reductions. Outreach to employers and employees is conducted to encourage the use of commuting alternatives such as ridesharing, use of rail and bus, flex-time and remote workplaces, among other TDM strategies. TyTran holds quarterly meetings that are attended by the group's board members, local developers and county staff to discuss TDM strategies and progress in Tysons.

Monitoring TDM Goals

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

In Tysons, developers volunteer monetary contributions to a "Remedy Fund" that will be drawn upon to enhance TDM programs, if the programs outlined in the TDM plan are not achieving their goals. The structure of the Remedy Fund creates an incentive to achieve higher goals than those specified in the Plan, as developers are able to receive portions of this fund back if they exceed their goals. Developments in Tysons also include a "Penalty Fund" fund in their proffers. The Penalty Fund is a cash escrow or Letter of Credit given to the County to utilize for TDM purposes if Remedy Funds are exhausted. In combination with improvements to transit service and service levels, effectively administered TDM programs result in significantly higher transit and non-single occupant vehicle usage among employees and residents in Tysons.

Table T4 illustrates the trip goals and the numbers reported in 2015 for those developments currently submitting annual reports. Due to the age of the proffers for these developments, the metrics and methodologies may differ from the standardized methods used in more recent zoning cases (after the 2013 TDM Guidelines were adopted).

Table T4: Summary of TDM Reporting for 2015

Development	Primary Method	Goal	2015 Performance
Towers Crescent	Counts	24% trip reduction	64% trip reduction
Tysons II	Surveys	20% non-SOV	No report submitted
The Reserve	Surveys	20% non-SOV	32% non-SOV
Park Crest	Surveys	18% non-SOV	21% non-SOV
Tysons Corner Center - Office	Surveys	29% non-SOV	21% non-SOV
Tysons Corner Center - Residential*	Surveys	47% non-SOV	49% non-SOV
MITRE	Counts	31% trip reduction	Not required to report until 2016
Arbor Row	Counts	30% trip reduction	Not required to report until 2016

Note: SOV = Single-occupancy vehicle.

*In 2015, the Tysons Corner Center proffers were updated to meet current TDM standards through the Proffered Condition Amendment process. This resulted in the removal of the retail goal for Tysons Corner Center, as current standards only apply to office and residential.

To date, most developments in Tysons that have submitted TDM Annual Reports have met or exceeded their trip reduction goals. As part of the Planned Tysons Corner (PTC), numerous other developments have taken on TDM programs, but have not yet reached a point where an Annual Report needs to be submitted. Fairfax County will continue to collect annual reports to monitor progress and achievement of TDM goals. Where TDM reports are not submitted or goals are not met the County will take further action as dictated by proffers. Further actions include non-compliance fees and utilization of Remedy and/or Penalty funds.



ENVIRONMENTAL STEWARDSHIP

ENVIRONMENTAL STEWARDSHIP

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

Stormwater Design and Management

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

Stormwater Management within Proposed Developments

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

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

Stormwater designs encouraged by the toolkit have been included in the design of recent buildings, and several have been constructed. Bioretention basins have been included in the streetscape design of a number of sites, including the recently completed Nouvelle apartment building, as discussed below. In addition, the MITRE 4 commercial office building was completed and occupied this year. The building design for MITRE 4 is notable for including the capture and use of rainwater from the roof for cooling the building.

Other Stormwater Initiatives

As has been previously reported, on September 12, 2011, the County and VDOT signed a Memorandum of Agreement (MOA) on design and maintenance standards for the public streets in Tysons. The MOA allows for certain non-standard facilities to be installed within the right-of-way, including “special drainage features, underground storage and mechanical vault structures, and innovative drainage features such as rain gardens.” County staff continues to work with VDOT to ensure that appropriately designed facilities can receive permits and be installed in the public right-of-way. The first successful street acceptance associated with Tysons development per the 2011 MOA occurred in 2016 along Westpark Drive. As part of the Nouvelle residential building associated with the Arbor Row rezoning (RZ 2011-PR-023), additional right-of-way for Westpark Drive was dedicated and accepted into the state system for maintenance. This right-of-way included privately maintained bioretention basins serving both as stormwater management and landscaping along the streetscape.

Bioretention basins at the Nouvelle



Under Construction



Complete

Stream Restoration and Natural Resource Management

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

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

Stream Stabilization project at Westpark Drive and Jones Branch Drive



Before



After

Green Building Design and Energy/Resource Conservation

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

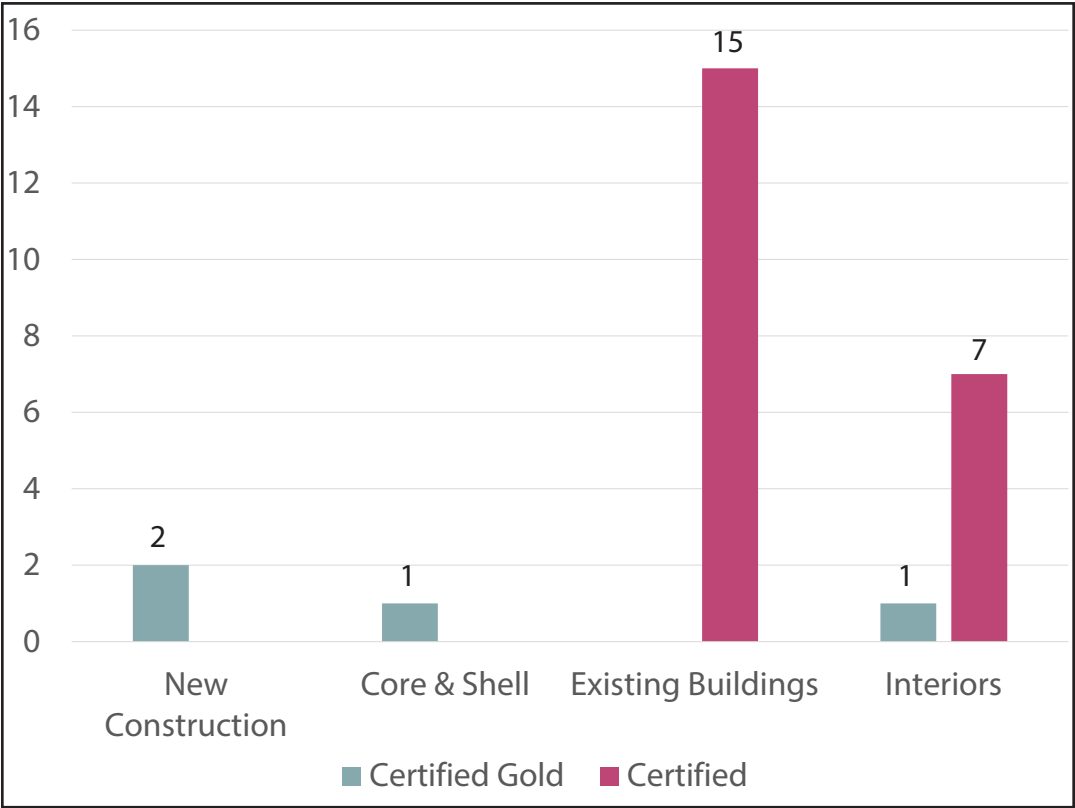
Green Building Design

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

According to the U.S. Green Building Council’s database, 25 buildings in Tysons have achieved some category of LEED certification, as shown in *Figure E5*. The Tysons Tower office building at Tysons Corner Center is counted twice, as it has achieved both LEED Gold for Core and Shell, as well as for Commercial Interiors. The two buildings that have achieved LEED Gold for New Construction are both residential buildings: the Ovation at Park Crest and the Ascent at Spring Hill.

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

Figure E1: USGBC LEED Certifications in Tysons



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

Energy/Resource Conservation

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

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

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

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

¹ The Ascent, a residential building constructed under RZ 2010-PR-014A, proffered to study electrical vehicle charging stations, but chose instead to install charging stations that will accommodate four cars.



PUBLIC FACILITIES & PARKS

PUBLIC FACILITIES & PARKS

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

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

Public Facilities (Not Including Parks and Recreational Facilities)

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

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

Existing, Proffered and Needed Public Facilities

In addition to the public facilities existing in Tysons today, an additional eight facilities have been proffered by major zoning cases but not yet delivered. *Figure P1* illustrates the existing and unbuilt proffered major public facilities in Tysons. *Table P1* lists existing facilities while *Table P2* lists proffered but unbuilt facilities. Both tables provide additional information about the facilities, where applicable. In addition to the facilities discussed here, it should be noted that the expansion of the Spring Hill Recreational Center (located outside the boundaries of Tysons) was discussed in previous versions of the Progress Report as a "need" but has been removed as the expansion was funded through bonds and has been completed.

Figure P1: Public Facilities, Existing and Proffered

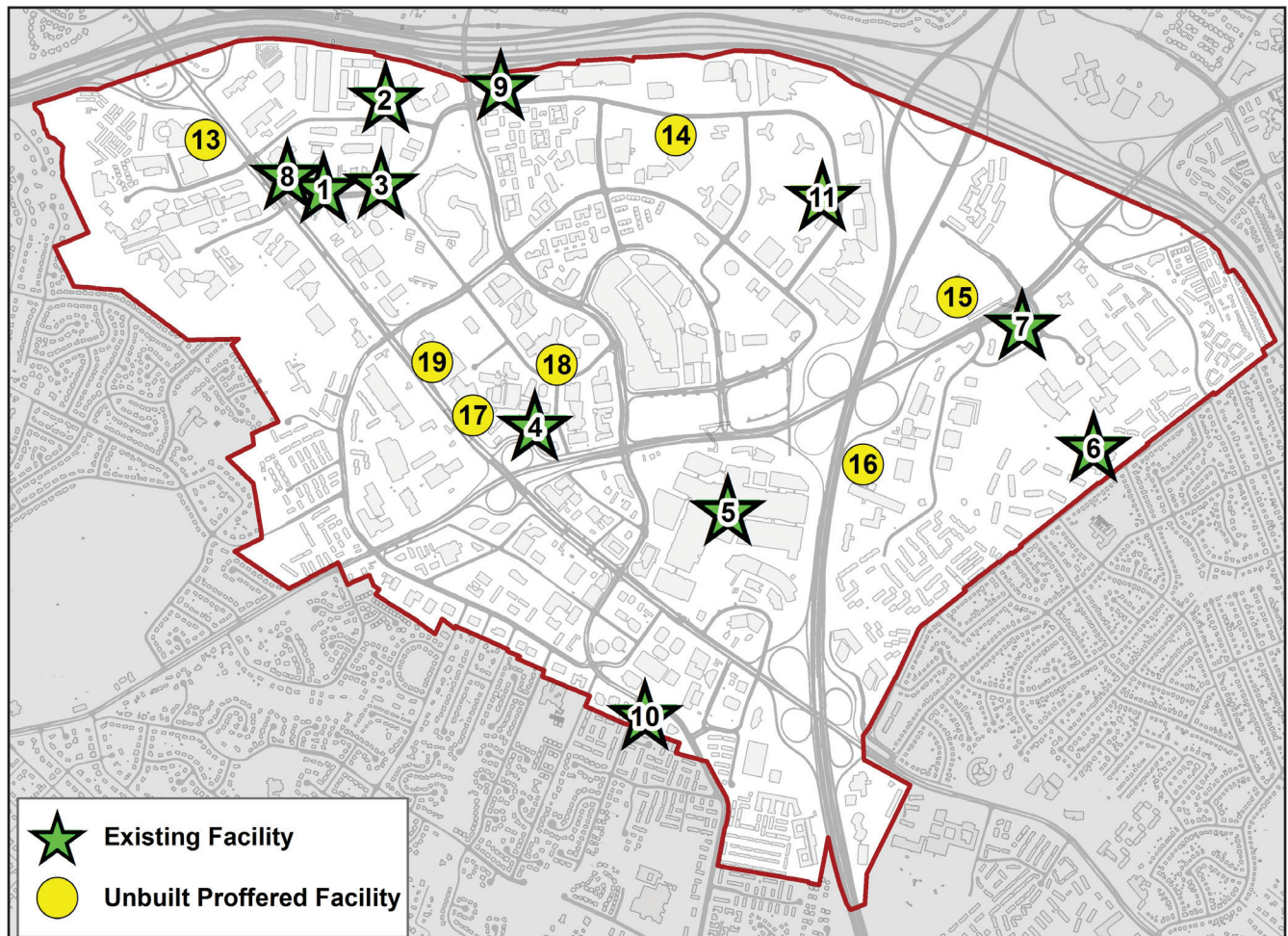


Table P1: Existing Public Facilities (as shown in Figure P1)

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

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

Facility		Associated Application	Commitment
12.	Replace Fire Station #29 (NOT SHOWN)	Spring Hill Station (RZ 2010-PR-014A, 014B, 014D, 014E)	Provide funding for replacement fire station (on current site), with options for other locations
13.	Arts Office & Funding	Tysons West Promenade (RZ 2011-HM-032)	Construct and fit out 3,500 sf arts office in mixed use building, 50 yr lease option; Provide \$350,000 funding for arts master plan
14.	New Elementary School	Arbor Row (RZ 2011-PR-023)	Dedicate land for school (complete); Provide \$600,000 for school design costs
15.	Community Center	Capital One (PCA 2010-PR-021)	Construct and fit out 30,000 sf community center in office building, 70 yr lease option ¹
16.	New Fire Station (East)	Scotts Run Station South (RZ 2011-PR-010/11) Scotts Run Station North (RZ 2011-PR-009)	Construct, fit out, and dedicate 15,000 sf free-standing fire station by 2020
17.	College/Community Space	Tysons Central (RZ 2011-PR-005)	Construct and fit out 5,400 sf for public/community use, identified as an institution of higher learning, 50 yr lease option; Additional 9,100 sf available for expansion
18.	Indoor Recreation Space	Greensboro Park Place (RZ 2012-PR-002)	Construct 3,000 sf for community/recreational programming, 50 yr lease option; \$225,000 for fit-out costs
19.	Community Library	The Boro (RZ 2010-PR-022) Westpark Plaza (RZ 2013-PR-009)	Construct and fit out 19,000 sf library in office building, 60 yr lease option (The Boro); funding contributed by Westpark Plaza
20.	Bike/Pedestrian Facilities & Fire Station fit out (NOT SHOWN)	Highland District (RZ 2014-PR-021)	Provide funding for pedestrian and bicycle improvements in Tysons East District and for fire station fit out (station provided by others)

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

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

Table P3: Additional Public Facility Needs

Type of Facility	Threshold	Associated with Pending Zoning Application
Dominion VA Power Distribution Substation #2 (Spring Hill)	2020	Dominion Square (RZ 2011-HM-011/012), Sunburst (RZ 2011-HM-027)
Dominion VA Power Transmission Substation	2019	--
Two additional Indoor Recreation Spaces	No set threshold	--
Dominion VA Power Distribution Substation #3	Development in North Central & Central 123	--
Performing and Visual Arts Center (or multiple separate smaller theaters)	50,000 pop.	--
Civic Commons	No set threshold	--
Third Fire Station (Central)	64,000 pop. & 188,600 jobs	--
Police Station	Undetermined	--
Interim Police Office Space	Current Need	--
Elementary School	20,700 new households	--
Expansion of Middle School(s) and High School(s)	33,600 new households	--
Additional higher education facilities	No set threshold (one provided in Tysons Central 7)	--

Parks and Recreational Facilities

As recognized in the Plan, parks are essential to creating a high quality of life for residents and to achieving important environmental goals. The Plan calls for a “green network” of parks, a comprehensive system of parks and open spaces connecting all of the districts in Tysons and integrating urban parks with existing environmentally sensitive areas. This green network should include publicly accessible parks in an amount consistent with the County’s adopted urban park service level standards and the Plan’s recommendations. The Tysons park system is planned to include a mix of small urban pocket parks, larger civic plazas, common greens and recreation-focused parks. The Plan for Tysons also includes a recommendation for 20 new athletic fields to serve Tysons by 2050, a level of service based on countywide levels of service as adjusted for the urban character of Tysons. Subsequent to the Plan adoption, the Tysons Park System Concept Plan was created to further guide the development of the Tysons park system. The Tysons Park System Concept Plan is available at: <http://www.fairfaxcounty.gov/parks/plandev/tysons-parks/downloads/tysons-park-system-concept-plan-final.pdf>

Existing, Proffered and Needed Park Facilities

Prior to 2010, there were approximately 90 acres of publicly owned or accessible park land in Tysons; this included privately owned parkland that has a public access easement to allow a park use. In addition, prior to 2010, approximately 8.5 acres of parkland was committed via proffers to either be dedicated to the Park Authority or accessible for public use. *Table P4* shows the change in existing park acreage between 2010 and 2016.

Table P4: Existing Public Park Acreage by Ownership Type

Existing Park Acreage 2010		Existing Park Acreage 2016	
Publicly Owned	Privately Owned	Publicly Owned	Privately Owned
89	1	99.3	2.5

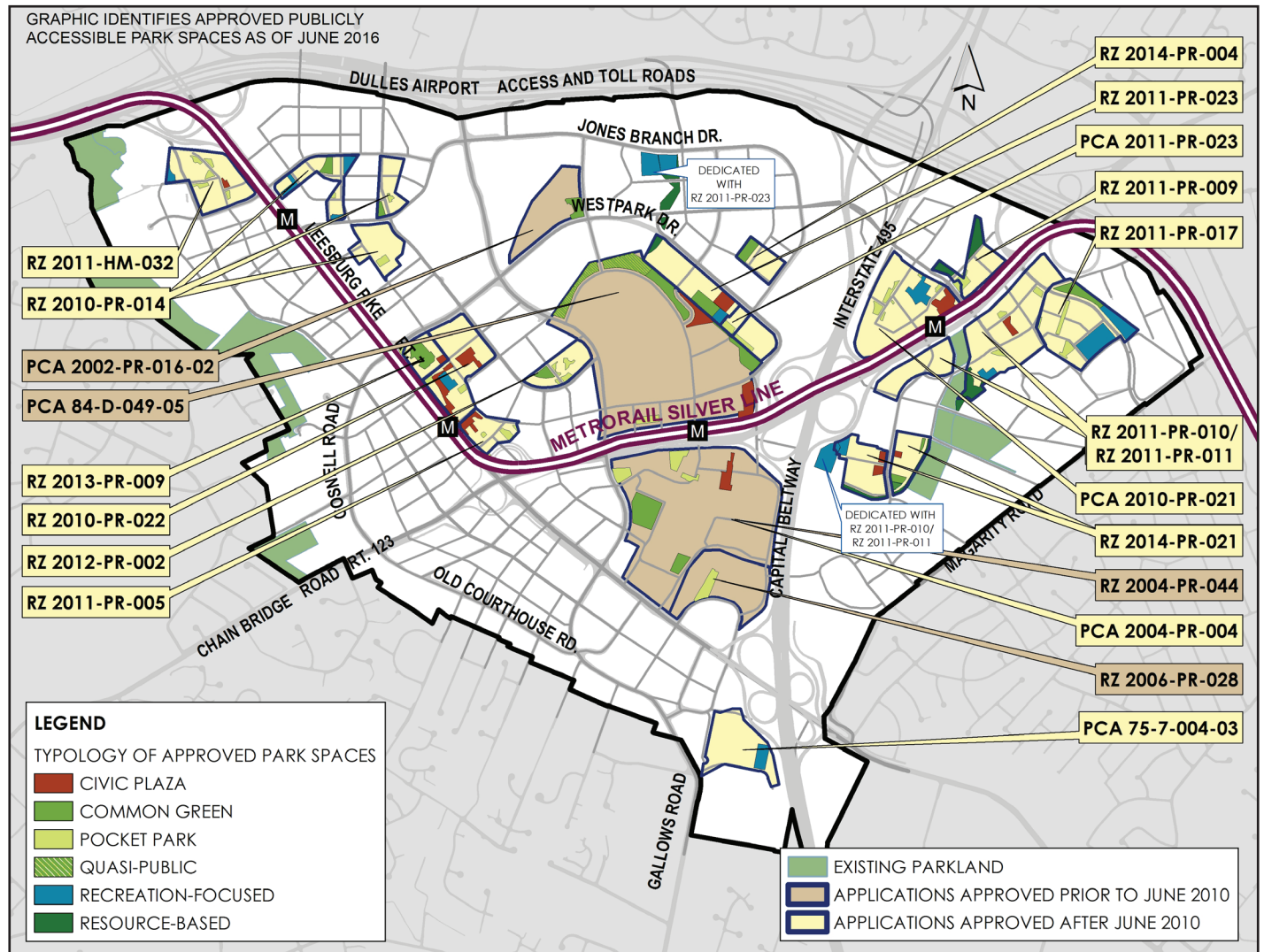
In addition to the 8.5 acres which had been proffered but not yet provided prior to 2010, the major applications approved since 2010 collectively provide commitments for an additional 62.3 acres of new publicly owned or accessible urban park space in Tysons. During the zoning review process, proposed parks are evaluated against the park typology contained in the Comprehensive Plan and the Tysons Park System Concept Plan. *Table P5* shows proffered public park acreage by type and includes all acreage proffered since 2010; those parks that have been provided to date are also included in the existing public park acreage shown in *Table P4*.

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

Park Type	Proffered Acreage
Civic Plaza	5.06
Common Green	14.73
Pocket Park	12.53
Recreation Focused	24.41
Resource Based	5.56
Total	62.29

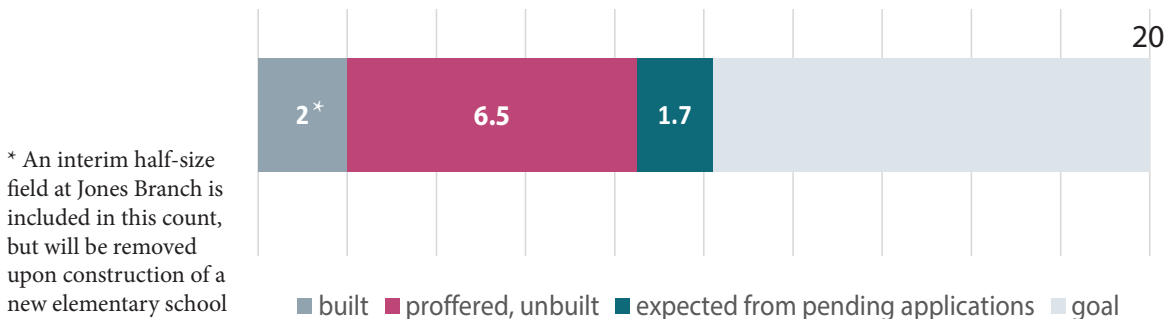
Figure P2 illustrates approved applications and their park spaces by type, as well as existing parks. A majority of the new park spaces are smaller pocket parks remaining in private ownership, with public access easements and private maintenance.

Figure P2: Proffered Parks



Collectively, the major rezoning applications approved since 2010 generate a need for eight new athletic fields at their maximum development levels; the equivalent of two have been provided and 6.5 remain to be built but have been proffered through land dedication, facility construction and/or contribution of funds (*Figure P3*). The current pending rezoning applications, if approved, will generate a combined need for 1.7 additional athletic fields.

Figure P3: Progress towards Comprehensive Plan Athletic Field Goal



Proffered Stream Valley Improvements

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

Table P6: Stream Restoration Proffer Commitments

	Location			Commitment			
	Scotts Run	Arbor Row Stream Valley	Old Courthouse Spring Branch	On-site restoration	Adjacent to site restoration	Design plans for restoration	Cash contribution
Capital One PCA 2010-PR-021	X			X			
Scotts Run Station North RZ 2011-PR-009	X						
Scotts Run Station South RZ 2011-PR-010/011	X				X	X	
Arbor Row RZ 2011-PR-023		X		X ¹			
Tysons West Promenade RZ 2011-HM-032			X				X
Amherst (Jones Branch Drive) RZ 2014-PR-004	X			X ²	X ²		
The Highland District RZ 2014-PR-021	X						X

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

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

Park Projects Delivered: 2015-2016

Westgate Elementary School Field Upgrade

The existing youth baseball diamond located on the property of Westgate Elementary School adjacent to Westgate Park was upgraded to synthetic turf and expanded to serve a dual purpose as a youth rectangle field. The field had been taken out of service in Fall 2013 to serve as a construction staging area for an expansion of the school building. Proffered funds from multiple approved rezoning applications in Tysons helped to fund the nearly \$1 million upgrade to synthetic turf and construction of new dugouts and backstop. This upgrade will allow for year-round use of the field and reduced downtime after rain events. In addition, while the field is designed to support youth baseball, the rectangular shape will also support the practice and play of other sports, increasing the effective field capacity by 50%.



Westgate Field



The Park at Tysons II

This 2.3 acre urban park includes a pocket park at the corner of Tysons Boulevard and Westbranch Drive. The space is designed with a hardscape plaza, terraced seating, benches, walkways, and a landscaped hillside. This space was constructed and dedicated to the Park Authority in 2016 pursuant to a proffered commitment related to PCA 84-D-049-5, Tysons II. The applicant has entered into an agreement with the Park Authority to perpetually maintain the landscaping and features in this park. Additional adjacent



The Park at Tysons II

land will be dedicated in the future, with timing linked to additional construction in the Tysons II development.

Arbor Row Pocket Park

This half-acre pocket park in the Tysons Central District is located to the rear of a new high rise apartment building on Westpark Drive (the Nouvelle). It was completed in accordance with proffers associated with approval of RZ 2011-PR-023 (Arbor Row). The new park space includes a small plaza, with seating, an open lawn area, landscape plantings, a meandering trail, and a staircase and a series of ramps to provide an accessible connection to the Tysons II development to the south.



Pocket Park at the Nouvelle





IMPLEMENTATION

IMPLEMENTATION

The Plan for Tysons and the accompanying PTC Zoning District provide flexibility to accommodate a new model of development. The Plan and the PTC District envision and encourage development at densities that had not previously been implemented in Fairfax County, and it was understood that this new style of development might raise new issues. A number of the Board's Follow-on Motions adopted on June 22, 2010, expressly addressed this challenge by directing staff to be flexible in their review of developments and by directing County agencies to allocate staff and resources to this effort. This chapter provides information on recent **process modifications** that have been made to facilitate the redevelopment of Tysons, **current issues** that have arisen during recent development review, and an overview of **urban design elements** that offers examples of how the new community vision for Tysons is emerging. As the process modifications discussed below progress, and the current issues are resolved, these implementation elements will be incorporated into the On-going Implementation section of Appendix A.

Process Modifications

Process modification actions intended to provide development flexibility that have occurred since June 2015 are discussed in this section. Additional process modifications which are on-going or were discussed in previous editions of this Progress Report are included in Appendix A.

Tysons Workforce Dwelling Unit (WDU) Policy Guidelines

With several new high-rise condominium projects in the planning phase for Tysons, concerns were raised that the Tysons WDU Administrative Policy Guidelines (the Policy) should be evaluated to ensure that for-sale product could be provided, given the construction costs in highly amenitized buildings with commensurate condominium fees. An advisory group, comprised of stakeholders and county staff, was assembled to review the provisions of the Policy relating to for-sale projects, and to consider changes.

The primary objective of the for-sale component of the Policy is to promote homeownership opportunities in Tysons across a wide range of income groups. As a result, the advisory group reviewed a range of approaches that could be used to address the creation of affordable for-sale units in high-rise construction as well as the potential for a cash-in-lieu scenario.

The advisory group's recommendations can be found at the following link:
<http://www.fairfaxcounty.gov/dpz/fairfaxforward/pa/tysonsworkforcehousing/>

On July 26, 2016, the Board of Supervisors authorized a Comprehensive Plan amendment to consider adopting the recommendations of the workgroup relating to for-sale workforce housing in Tysons into the Plan.

Partnering with the Partnership: Tysons Open House

The Board of Supervisors recognized the Tysons Partnership in 2011 as a community "implementation entity" for Tysons (see Follow-On Motion #2 in Appendix A for additional information). The Partnership is a private, non-profit membership organization where members of the Tysons community work together to implement the goals of the Comprehensive Plan, enhance the amenities found in Tysons, publicize and promote the area, and attract and retain residents, visitors and businesses. While the County has always worked closely with the Partnership, in 2015 the Partnership refocused its organizational goals.

One area of emphasis is better communication and coordination with the County. In 2016, County staff and the Partnership worked together to refocus the annual Tysons Open House. The Open House was begun as an opportunity for the County to share information about County projects relating to Tysons with the community, as well as an opportunity for the community to learn about proposed development projects by the private sector. By working with the Tysons Partnership, County staff hopes to grow the Open House into an opportunity for the Tysons community to come together as a real community, learning about new retail and recreational opportunities, while retaining the function as an outreach opportunity for County projects.

Multi-story Construction Process Improvements

High-rise buildings are the norm in Tysons, and an increasingly common practice is to request incremental or phased occupancy of such high-rise structures. An example of this practice would be allowing residents or tenants to move into the ground floors of a building, while work continues on upper floors. This approach is particularly helpful in larger buildings where market forces may not readily accommodate occupancy of an entire building at one time. To standardize and streamline the occupancy process, the Land Development Services (LDS) division of DPWES published a standard operating procedure (SOP) for phased occupancy of high rise buildings on March 24, 2015. The SOP describes expectations for safety provisions, approval of core and shell permits, completion of site plan related work, issuance of building permits subsequent to the core and shell permit, elevator usage, and treatment of construction materials and equipment. The policy is based on the need to provide safe vehicular and pedestrian access to the building and a safe environment inside the facility.

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

Since its publication in March 2015, the phasing option made available by this policy has been utilized by both the office building at 1775 Tysons Boulevard and the Nouvelle residential building, new developments associated with Tysons II and Arbor Row, respectively.

Updates to Parking Tabulations in Tysons

With the update to the Comprehensive Plan and adoption of the PTC Zoning District, a parking maximum for certain uses in Tysons was implemented. In addition to this feature of the PTC District, the zoning ordinance was amended to allow any use located within the boundary of Tysons to "opt-in" to the parking rates of the PTC District, provided it meets certain standards. This was seen as a way to encourage reduced parking in the transit area, even before redevelopment. Although available, the process for utilizing this "opt-in" provision was not clearly defined and few property owners had taken advantage of the option. As more existing developments undergo upgrades to take advantage of the Metro; however, more requests have been made for the "opt-in" to lesser parking requirements. In addition, as interim uses begin to be placed in rezoned but not yet redeveloped sites, more questions have been raised about the parking requirements for interim uses.

In addition to these Tysons issues, County staff were concurrently addressing related issues such as overhauling the parking tabulation forms and clarifying parking redesignation plans. County staff worked together to identify and publicize the process to “opt-in” to the PTC parking rates for non-PTC projects, the process for identifying parking rates for interim uses in the PTC District, and the relationship of the Tysons parking processes to County-wide forms (like the parking tabulation forms and the parking redesignation plans).

A new parking website locates all of this information in one place, including information on the Tysons processes. This website may be found at: <http://www.fairfaxcounty.gov/dpwes/construction/off-street-parking.htm>

Current Issues

The following is an overview of some of the issues that have been identified and are being addressed during the rezoning and site plan processes for Tysons applications. While these issues may have been raised first with development applications in Tysons, some are also applicable to urban-style development in other parts of the County and their identification and resolution adds value to the review of development applications throughout Fairfax County. Issues that have been identified in earlier chapters of this report are not duplicated here.

Streetlights

A major component of the streetscape is lighting, with implications for design as well as safety and performance standards. In previous years, County staff has worked with the development community to formalize standards for lighting design plans to streamline site plan review and provide for lighting that meets the PFM standards and the goals of the Plan. This has included developing performance standards for lighting sidewalks.

The preferred streetlights for Tysons, which honor both the environmental goals and the design considerations found in the Plan, are considered a non-standard fixture by Dominion Virginia Power (DVP). This has serious implications along major roads such as Routes 7 and 123 and the Jones Branch Connector. Staff continues to evaluate guidance for lighting in Tysons with a goal of ensuring visual cohesiveness along street corridors. Towards that end, staff is developing guidance relating the proposed light fixtures to street widths, and evaluating the light fixtures recommended in the Tysons Corner Urban Design Guidelines as that document is reviewed and updated. In the short term this has included selecting a pole and fixture for the major roads that meets all standards, is a DVP standard and complements the proposed fixtures from the Guidelines. In the longer term, this may mean working with DVP to add additional, desirable, poles and fixtures to their ‘standard’ catalog.

Pedestrian Connectivity During Construction

Since the opening of the Silver Line, County and VDOT staff have received complaints about the loss of pedestrian connectivity during active construction of sites in Tysons. While most development sites are required to include pedestrian traffic in their “maintenance of traffic” plans, lack of coordination between adjacent sites has sometimes resulted in missing links, especially in areas where sidewalks do not already exist on both sides of a street. County and VDOT staff have responded by working with construction managers to install temporary crosswalks to address existing issues, and are scrutinizing proposed construction plans to ensure that pedestrian management and access routes are adequately provided during construction in the future.

Building Repositioning

Fairfax County has a long standing growth policy of concentrating new development in mixed-use activity centers such as Tysons. This policy, combined with changes in the regional office market, is resulting in increased interest from commercial office owners in repositioning existing office buildings and office sites. This rethinking of buildings ranges from adding uses to an existing building (i.e. building repositioning), to changing the use of the entire building (i.e. building repurposing). In addition, owners are looking to add new residential structures on an existing site while maintaining the current office building (i.e. site repositioning) and embracing emerging trends in office design which respond to changing office user demands. All of these trends mentioned can be found occurring in Tysons.

The office building at 7900 Westpark Drive has undergone a building repositioning to make the structure competitive in the Tysons office market. Through changes in the façade, updates to the amenity areas, and site appearance the building has become a landmark structure in the Tysons skyline.

The former West*Park Fairfax office building is a building repurposing project that has converted the structure into the BASIS Independent McLean School, a private school for students from Preschool – 12th Grade (312-MSP-004). The Greensboro Park Place application (RZ 2012-PR-002), approved in 2014, is an example of site repositioning. This application was approved to integrate two new residential buildings into surface parking lots while retaining the existing two office structures.

In addition to these site and structural improvements, new office and building uses have expanded to Tysons, with co-working spaces such as Launch Workplaces (8607 Westwood Center Dr.) and Make Offices (1751 Pinnacle Dr.) opening locations within Tysons.

The Fairfax County Building Repositioning Workgroup recently developed recommendations to the Board of Supervisors on these issues across the County as a whole. Given the prevalence of older office buildings on the edges of Tysons, and the supply of new metro-accessible buildings being delivered close to the Silverline Metrorail Stations, this issue is likely to continue to have an impact on the future development of Tysons.

The four primary recommendations made by the Workgroup to the Board of Supervisors include:

1. Consider changes and modifications to the County's Zoning Ordinance to facilitate building repositioning, repurposing, and emerging trends.
2. Improve the County's development process for the repositioning and repurposing of existing structures.
3. Make changes and modifications to the County's land use planning policy.
4. Improve information distribution and education on building repositioning and repurposing opportunities and processes.

A number of these recommendations are based upon successful practices and policies that have been put into place in Tysons. It is anticipated that Tysons will continue to provide opportunities for building owners to experiment with ways to increase the value of aging office structures.

Urban Design Elements

Design Guidelines

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

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

The Guidelines contain a dynamic set of recommendations that are intended to be updated over time so that the recommendations remain relevant, innovative and include current sustainable building methods and materials. The Plan amendment currently under review proposes edits to the Urban Design section of the Plan, both to align the Plan and the Guidelines and to reflect lessons learned and current practice in zoning review. Updates to the Guidelines to address similar issues of alignment and current practice are underway and are expected to be delivered following adoption of the Plan amendment.

Placemaking, Pop-up Parks and Interim Uses

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



Cirque du Soleil, 2016. Credit: The Tysons Partnership.



Tour de Tysons, 2016. Credit: The Tysons Partnership.

A new event for Tysons in 2016 was the “Slide the City” water slide block party. The travelling 1,000-foot-long water slide came to Westbranch Drive in Tysons in August, and included live music and food as well as the main event of the giant water slide.

In addition to the events programmed by the Partnership, developers in Tysons have also embraced the idea of temporary uses to enliven a space that is slated for redevelopment in the future. This has included the development of a temporary park at Solutions Drive (now removed to make way for the Boro redevelopment). It has also included the interim use of existing buildings. An example of this is the Tysons Biergarten restaurant on the site of the approved (but unbuilt) Tysons Central development. This restaurant, in a building which will eventually be torn down, utilizes a portion of the existing surface parking lot and a vacant grassy area directly adjacent to the Greensboro Metro Station as an outdoor extension of the restaurant.

Public Art

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

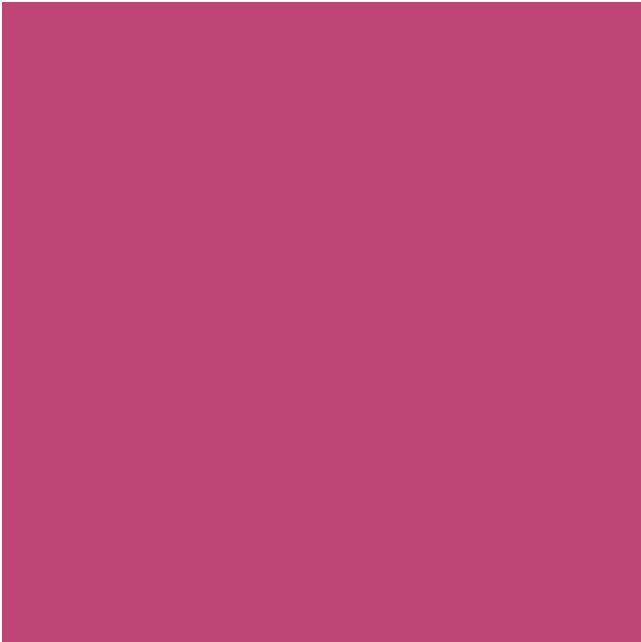


Sculpture by Alice Aycock at 1775 Tysons Boulevard

An example of the incorporation of public art with temporary placemaking is the “Tysons Luxury Lilies” mural project by the artist Naturel. This roughly 25 by 100 foot mural was painted on a cement wall facing the entrance to the Greensboro metro station, between two recently-approved mixed-use development projects (the Boro and Tysons Central). Adjacent to the new Tysons Biergarten, the mural serves to invigorate both that interim use and the metro station landing itself. Fitting for the transformation of Tysons, lilies are symbols of rebirth and transformation.



Tyson's Biergarten, 2016. Credit: Tyson's Biergarten.

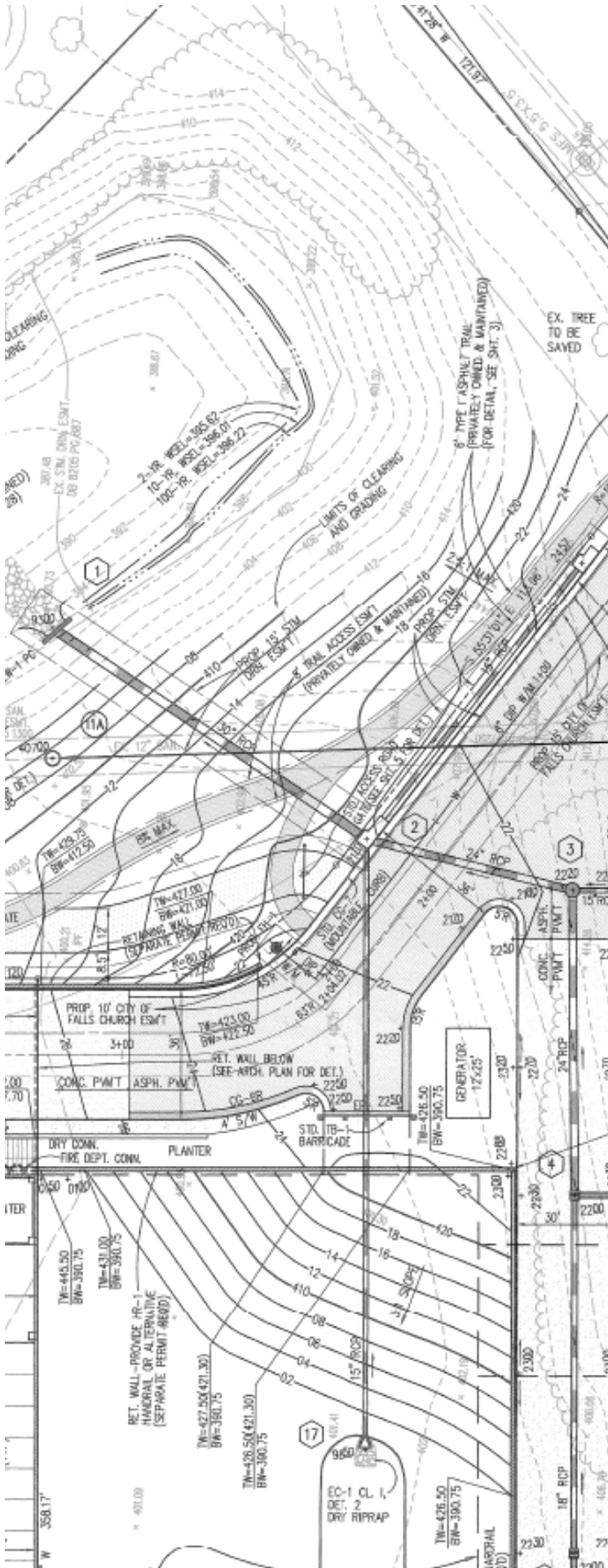


Tyson's Biergarten, 2016. Credit: Tyson's Biergarten.



"Tysons Luxury Lilies"





APPENDIX A - Tracking Implementation

After recommending approval of the Tysons Corner Urban Center Plan Amendment, the Planning Commission approved 16 additional motions that recommended Board action on a number of issues related to Plan implementation. The Board of Supervisors approved the Tysons Corner Urban Center Plan Amendment on June 22, 2010. At that time, the Board also approved 20 Follow-On Motions to address the 16 motions of the Planning Commission and four additional items.

This appendix provides the 20 Follow-On Motions with a status update on each, and provides a brief list of the on-going implementation initiatives that have been undertaken to address the Board's directives, including staffing, process, parks, and transportation initiatives.

Follow-on Motions

	Follow-On Motion as adopted by BOS June 22, 2010	2016 Status Update
#1	The Board directs staff to continue its work on potential arrangements for financing the public share of Tysons infrastructure improvements; to facilitate co-operative funding agreements with the private sector; and, to return to the Board with its recommendations. The Board further directs that this include funding for transit systems, including Metrorail. The Board strongly believes that public and private reinvestment in Tysons is both critical and responsible for ensuring that Tysons continues to be the economic engine for the County. The portion of revenue stemming from growth at Tysons that is proposed to be applied in Tysons should take into account the past and continuing contribution of Tysons to the County's economy.	On October 16, 2012, the Board adopted a comprehensive funding plan for Tysons' infrastructure improvements. The Board created the Tysons Transportation Service District on January 8, 2013. FY16 collections totaled \$6.4M. Of the total Service District balance of \$13.6M, \$12.2M is budgeted for allocation to projects through FY17, with 10% (\$0.73M) to be kept in reserve per Board policy. The Board adjusted its Tysons Road Fund policy to create two new road club funds with associated implementation guidance on January 8, 2013. Staff continues to implement the Board's funding plan through the rezoning process, including commitments to in-kind construction of local streets and Road Fund contributions.
#2	The Board directs staff to work with stakeholders to produce the necessary organizational and resource requirements for the Tysons Partnership by October 15, 2010 so that it is positioned to be in place prior to any redevelopment activity in Tysons. This should include the aspects of the Partnership presented previously, such as BID-like functions, Transportation Management Association functions and development advisory services.	The Tysons Partnership was established on January 19, 2011, as a private, non-profit membership organization. On July 1, 2014, the Partnership was named the operator of the new Tysons Transportation Management Association (TyTran). Major recent initiatives of the Partnership include a branding campaign begun in 2015; establishment of a series of organizational councils including: Sustainability, Community Responsibility, Transportation, Land Use and Emerging Leaders; and, a monthly meeting with County Senior Staff to discuss issues of importance to the County and the members of the Partnership.
#3	The Board recommends that the Tysons Partnership initiate a process to review and potentially change district names to enhance community character and identity.	In April 2012, WMATA approved the Board's recommended names for the eight Silver Line Metrorail stations (including four in Tysons). Updating the station names in the Plan is part of the Plan Amendment currently in process. Staff anticipates working with the community and the Tysons Partnership on the issue of renaming the districts and defining neighborhood character.

	Follow-On Motion as adopted by BOS June 22, 2010	2016 Status Update
#4	The Board recommends that the Tysons Partnership work with Tysons landowners, County agencies, non-profit housing organizations, and interested private entities to establish options for workforce and affordable housing and to help develop options for meeting the workforce and affordable housing elements of this Plan by establishing off-site options for developers when the cost of constructing workforce housing in high rise developments is cost prohibitive. The Tysons Partnership should report back to the Board by January 2011 on the status of these efforts.	All rezoning applications in Tysons are reviewed against the Plan's recommendations to provide affordable and workforce housing options. To date, all PTC rezoning applications have proffered to the applicable Plan recommendations. Staff worked with the development community and housing advocates to address the issue of providing workforce housing in condominium projects, using the Arbor Row application (PCA 2011-PR-023) as a test case. On July 26, 2016, the Board of Supervisors authorized an amendment to the Comprehensive Plan to update the Plan recommendations on for-sale high-rise workforce housing in Tysons.
#5	In order to create a greater sense of community for the residents of Tysons, a residential organization that represents all of the residential stakeholders and entities in Tysons should be established.	The Tysons Partnership has residential representation and forms the basis to create a Tysons-wide residential organization.
#6	The Board directs staff to make recommendations to the Legislative Committee on financial incentives such as tax abatement, which can offset the initial cost and help to encourage green buildings, especially at the LEED or equivalent Gold and Platinum levels; and the authority to require adequate public facilities as a condition for development in urban areas like Tysons.	The Board's Legislative Committee reviewed staff's recommendations on September 21, 2010, and accepted staff's recommendations to not seek legislation on tax incentives for green buildings and to not seek legislation allowing Fairfax County to require adequate public facilities.
#7	The Board directs that staff report annually or as requested on the various aspects of the Plan that call for periodic monitoring , particularly in regard to the information needed to determine when it is appropriate to increase the initial development levels for office uses set forth in the Plan, based on the criteria outlined in the Plan as well as the pace of actual redevelopment.	Staff has established monitoring parameters for Tysons and reports on them in these Progress Reports. Review of and updates to the Plan's monitoring recommendations are part of the authorized Plan Amendment currently in progress.
#8	The Board directs staff to commence the planning and operational analysis necessary to implement the higher priority transportation facilities listed in the Plan table titled "Transportation Infrastructure, Programs, and Services, As They Relate to the Level of Development in Tysons."	Staff continues to implement a number of transportation related projects listed in the referenced Plan table. Funding from the Transportation Service District was allocated to three of the projects by the Board in September 2015: - Route 7 Widening (Rt. 123 to I-495) - Route 123 Widening (Old Courthouse to Rt. 7) - Route 123 Widening (Rt. 7 to I-495)
#9	The Board directs staff to begin planning for long-term mass transit projects in and around the area, to include investigating a new north-south transit corridor that serves Tysons, and to accelerate all planning and efforts for the extension of mass transit on I-66.	The Countywide Transit Network Study began in 2012. A recommendation on the countywide High Quality Transit Network (HQTN) concept was presented to the Board Transportation Committee in December 2015 and is expected to be presented to the Board of Supervisors for endorsement in Fall 2016.

	Follow-On Motion as adopted by BOS June 22, 2010	2016 Status Update
#10	The Board directs staff to work with representatives of communities adjacent to Tysons to formulate policies and procedures for addressing traffic congestion , including measurable strategies to be included as part of the overall plan monitoring.	The Neighborhood Traffic Study analyzed 30 intersections outside of Tysons to determine the impact of the adopted Tysons Comprehensive Plan on these intersections. Phase I (19 intersections), was completed in 2010 and Phase II (an additional 11 intersections) will be completed in 2016. The study provides recommendations to mitigate the impacts of future Tysons development on each of the 30 intersections.
#11	The Board directs staff to issue an RFP for the circulator study and bring the results of that study to a future Board transportation committee meeting for discussion. In the circulator study and other future studies, such as the one on Enhanced Public Transportation Corridors, the Board directs staff to include consideration of dedicated transit lanes on Route 7 and other roads in and around Tysons and tie into the mass transit and HOV coming off the HOT lanes on 495.	The Tysons Circulator Study recommended a three-route network, with buses as the preferred mode of transit. Changes to the Plan to update the circulator network map and related text are part of the authorized Plan Amendment currently in progress. The full text of the study can be found at: http://www.fairfaxcounty.gov/tysons/transportation/tysonscirculator.htm
#12	The Board applauds the work already begun on operational analysis of the grid of streets and directs staff to continue with this effort, particularly in the vicinity of the intersection of Greensboro Drive and Spring Hill Road.	The Consolidated Transportation Impact Analyses (CTIA) for Tysons East, Tysons West, and Tysons Central have been completed and approved by VDOT as part of the Chapter 870 process. These analyses were done in coordination with landowners and applicants, and have reviewed and refined operations on a specific grid of streets within each district and between adjacent districts. Changes to the Plan to update the conceptual road network map and related text are part of the authorized Plan Amendment currently in progress.
#13	The Board directs staff to continue the work already begun on the Tysons Metrorail Station Access Management Study (TMSAMS) under the guidance of the Stakeholder Advisory Group, and directs the TMSAMS to engage the public in identifying and prioritizing projects that provide multi-modal access to the four new Metrorail Stations in Tysons Corner.	The TMSAMS recommendations and project list were approved by the Board on May 22, 2012. In May 2013, the Board approved a project agreement with VDOT for over \$20 million in federal Regional Surface Transportation Program (RSTP) and Congestion Mitigation and Air Quality (CMAQ) funds, for preliminary engineering, right-of-way and utilities, and construction expenses for TMSAMS transportation improvements. Additional information on TMSAMS, including project status, is available at: http://www.fairfaxcounty.gov/fcdot/silverline/tysonsimp.htm
#14	The Board directs staff to explore options for providing commuter parking at Metrorail station(s) in Tysons Corner on an interim basis until Tysons development reaches a level where such commuter parking is not practical or desirable.	On June 30, 2013, the Board entered into an interim Park-and-Ride Lot agreement with Cityline Partners for 711 spaces in a new surface lot at 1820 Dolley Madison Blvd. The lot opened on July 26, 2014. On September 9, 2014, the Board entered into an interim Park-and-Ride Lot agreement for 100 spaces in an existing structure at the Silverline Center (7900 Westpark Drive); these spaces became available in May 2015, but were discontinued in Summer 2016. Staff continues to pursue additional locations for potential commuter parking.

	Follow-On Motion as adopted by BOS June 22, 2010	2016 Status Update
#15	The Board directs staff to bring to the Board an official map of those streets associated with the first rezoning to the Planned Tysons Corner Urban Center (PTC) district. The official map should be adopted concurrently with the rezoning or as soon as possible subsequent to the rezoning and should include existing streets and future street alignments that have been conceptually engineered. The Board further directs staff to bring forward amendments to the official map associated with subsequent rezonings when such are required to address the alignments of new or modified streets that have been conceptually engineered.	No official map is proposed. The Conceptual Grid of Streets map contained within the Comprehensive Plan will be updated as part of the authorized Plan Amendment currently in progress. A map of streets that have been delivered and streets that have been proffered but not yet built is included in the Transportation chapter of this report.
#16	The Board directs staff to bring to the Board for adoption an official map of public facilities concurrently with the first rezoning to the Planned Tysons Corner Urban Center (PTC) district. The official map should include the locations of existing and planned public facilities, including parks and athletic fields, that have been identified within the district or subdistrict of the rezoning application. The Board further directs staff to bring forward amendments to the official map with subsequent rezonings when such are required to reflect the locations of additional public facilities as they are identified.	No official map is proposed; amendments to the Comprehensive Plan are preferred as the method to reflect changes over time. An interdepartmental team has refined the type, location, space needs, timing and costs for public facilities in Tysons, including parks and athletic fields. A Tysons Park System Concept Plan has been developed to refine and elaborate upon the Conceptual Parks and Open Space Network in the Plan. The plans for public facilities and for parks are conceptual in nature and provide guidance without being overly prescriptive. Changes to these sections of the Plan are also part of the authorized Plan Amendment currently in progress. See "Parks Initiatives" section that follows for additional information about the Tysons Park System Concept Plan.
#17	The Board directs staff to bring back to the Board an evaluation of two possible changes to the Policy Plan , one of which would modify the County's workforce housing policy to encourage monetary contributions to affordable and workforce housing from future non-residential development; and, the other would modify the Transit Oriented Development policy to incorporate specific conditions related to walking distance from station entrances rather than station platforms.	On March 29, 2011, these two items were referred by the Board to the Planning Commission. On February 23, 2014, the Board directed staff to further study the "3-2-1 proposal" for per square foot contributions to affordable housing from developers of commercial properties in activity centers; to prepare analyses of actual cases once sufficient new commercial developments which proffered \$3.00 per square foot in Tysons come online; and, to subsequently return to the Board with any recommendations for modifications for Tysons and potentially other areas of the County.
#18	The Board directs staff to prepare, in coordination with appropriate stakeholders, the urban design guidelines manual that expands upon, and provides additional detail on the urban design elements contained in the Plan.	The Tysons Urban Design Guidelines were endorsed by the Board on January 21, 2012. Updates to the Comprehensive Plan for consistency with the Guidelines are part of the authorized Plan Amendment currently in progress. The Office of Community Revitalization is currently reviewing the Guidelines and anticipates an update in coordination with the Plan update.
#19	The Board directs staff to assess the need for dedicated staffing and staff resource requirements for development applications, plan monitoring and other activities necessary to implement the Plan for Tysons and return to the Board with its recommendation.	A staff resource plan was developed, approved and implemented to support the implementation of the Plan for Tysons. See additional details in the "On-going Implementation" section that follows.

	Follow-On Motion as adopted by BOS June 22, 2010	2016 Status Update
#20	The Board directs staff to be flexible when reviewing projects that include minor deviations from a strict interpretation of the Plan if such projects exhibit excellence in architecture and urban design; contribute significantly to the urban nature of Tysons; meet transportation and public facility guidelines; and, on balance, meet the objectives of the Plan.	Implementation activities are on-going. The following section provides additional details on the progress that staff has been making to provide additional flexibility for projects in Tysons.

On-going Implementation

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

Staffing Initiatives

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

Process Initiatives

As noted previously, one benefit of the Tysons teams has been to resolve issues relating to a more urban form of development; the lessons learned in Tysons are being transmitted to urban development in other areas of the County. In addition to those items discussed in other chapters of this Progress Report, the following amendments, letters to industry, formalized processes and similar items implemented prior to Fall 2016 are listed below. More detailed information may be found in previous Progress Reports.

- *VDOT Level of Service (LOS) Waivers:* The developers, the County and VDOT have collectively developed a process to address LOS waivers to allow an emphasis to be placed on alternative modes of transportation such as biking and walking, and to permit the streets to have an urban character.
- *Implementation of Section 2-1200 of the Public Facilities Manual (PFM), Tysons Corner Urban Center:* allowing “alternative” specifications for infrastructure and/or design. Design alternatives are listed in site plan submittals, but do not require the submission of a stand-alone PFM waiver.
- *Streetlight standards:* Technical Bulletin 14-07, dated May 5, 2014, provides guidance and criteria for lighting design for public roads and sidewalks using the fixtures recommended in the Tysons Urban Design Guidelines.
- *Underground Stormwater Management in Residential and Mixed-use Projects:* This PFM amendment applies throughout the County, not just in Tysons. The Board adopted a PFM amendment on June 3, 2015, that eliminated the need for a Board waiver for most underground stormwater detention facilities. The amendment can be found under “Recently Adopted Amendments” at: <http://www.fairfaxcounty.gov/dpwes/publications/pfm/amendments.htm>
- *Electric Utility Vaults:* Working together, county staff, VDOT, developers and Dominion Virginia Power (DVP) identified mutually acceptable recommendations for locating electrical vaults housing transformers. The preferred location is either in electrical rooms located within the building footprint along a less active building edge, or in underground vaults located in alleys or driveways. If site or building design precludes these options, locating underground vaults in a plaza or in the building zone adjacent to the public right-of-way is appropriate, although design integration issues would need to be addressed.

Parks Initiatives

The Tysons Park System Concept Plan (Concept Plan), endorsed by the Park Authority Board in October 2014, was created subsequent to adoption of the Comprehensive Plan to further guide the development of the Tysons park system. The Concept Plan includes a refined conceptual park network map as well as guidance and implementation strategies for providing parks and recreational facilities in Tysons. The Concept Plan is not a regulatory document, but rather a conceptual guide that is intended to stimulate public discussion and participation to ensure the intended benefits are maximized as the future park system evolves. The Concept Plan is organized according to several key elements of the park system, including: park placement and typology; connectivity; athletic fields and other recreational facilities; civic spaces and community building features; and, cultural and natural resource preservation and interpretation. The Tysons Park System Concept Plan is available at: <http://www.fairfaxcounty.gov/parks/plandev/tysons-parks/downloads/tysons-park-system-concept-plan-final.pdf>

Transportation Initiatives

On October 16, 2012, the Board heard public comment on the Planning Commission's funding recommendations. Following the public comment, the Board endorsed the Planning Commission's transportation funding plan and directed staff to implement elements of the funding plan for Tysons. The Board's directions are summarized below, along with subsequent actions. The full text of the Board's endorsement and follow-on motions to implement the funding plan recommendations can be found at: http://www.fairfaxcounty.gov/tysons/implementation/trans_funding_followonmotions_fall2012.htm

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

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

On January 8, 2013, the Board established the Tysons Grid of Streets Transportation Fund (Tysons Grid Fund) and adopted guidelines for how to implement the fund. The contribution rates were initially established at \$6.44 per gross square foot (GSF) for new non-residential space and \$1,000 per unit for new residential uses. Rates are reviewed and updated annually with all other County transportation fund rates.

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

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

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

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

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

The Board directed staff to continue to proactively seek federal, state, and other funding opportunities to maximize revenue from state and federal funding partners, so as to minimize the impacts of funding the transportation infrastructure on County taxpayers. The overall Tysons funding plan included approximately \$200 million in “unidentified state and federal transportation revenues”. To date, funding for transportation improvements has come from a variety of sources including: Revenue Sharing (RS), local commercial and industrial proffer revenues, federal Regional Surface Transportation Program (RSTP) funds, state funds approved by the Commonwealth Transportation Board, and the Northern Virginia Transportation Authority (NVTa). More information on the funding process and sources is available in the Transportation chapter of this report.

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

Transportation Studies

- Dulles Toll Road Ramp Study (2014) – This study included an operational analysis of and conceptual designs for new ramps from the Dulles Toll Road to Tysons. Options were presented at public meetings in May 2012 and May 2013. A final study report was developed in November 2013, and recommendations were presented to the Board’s Transportation Committee in December 2013, and as a Board Item on March 25, 2014. More information is available at: <http://www.fairfaxcounty.gov/tysons/transportation/tollroadramps.htm>

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

- State Street Study (2014) – State Street is a new roadway proposed in the Plan to connect a future section of Boone Boulevard with Greensboro Drive via a full-movement at-grade intersection with Leesburg Pike (Route 7), entailing a crossing under the Silver Line superstructure. The State Street Study reviewed a number of potential alignments, assessed land use and development impacts of three preferred alignments, and evaluated these with stakeholders, including adjacent property owners. The study identified challenges associated with the potential alignments, but did not designate one as the ultimate alignment. The final alignment will be contingent upon future redevelopment of the surrounding properties.

-
- Tysons Multimodal Transportation Hub Analysis (2013) – The Transportation section of the Plan includes a goal of establishing multimodal transportation hubs “strategically placed close to Metrorail and circulator stations and/or other retail, employment and residential centers to allow flexibility in trip making within Tysons”. The hubs permit transit users to reach a final destination that is beyond walking distance from a transit station. The Tysons Multimodal Transportation Hub Analysis was begun in November 2011 and completed in 2013. The analysis provided a plan for each station, including recommendations for service implementation as well as locations for car share programs, bike share programs, bike racks and lockers, taxi stands, kiss and ride lots, commuter kiosks and civic greens. These plans are utilized by staff in reviewing zoning applications around the Metrorail stations.
 - Consolidated Traffic Impact Analyses (CTIAs) (2013) – Three CTIAs were conducted (Tysons East, Tysons Central and Tysons West) to determine, at a high level of detail, current and future traffic conditions projected to arise from the implementation of planned densities and new developments in Tysons; to evaluate and optimize the grid of streets; and, to determine associated right-of-way needs. These studies used a sophisticated modeling tool to analyze growth in Tysons, determine the best possible traffic flow through the area, and analyze the most cost-effective solutions while minimizing property and environmental impacts. The model is also being used to help determine the phasing of elements of the grid of streets and road requirements. In addition to existing conditions, land use scenarios were tested for 2030 and 2050. The three CTIAs have collectively examined how Tysons can be transformed into a walkable urban center through redevelopment of land and development of a corresponding grid of streets that would offer alternative paths for travel within Tysons. These alternative paths are designed to disperse traffic that would otherwise use primary roadways, such as Route 7 and Route 123. The three CTIA studies were submitted to VDOT as Chapter 870 Small Area Plan Submissions. The Tysons East CTIA was approved in April 2013; the Tysons West CTIA was approved in October 2013; and, the Tysons Central CTIA was approved in December 2013. In addition to satisfying VDOT Chapter 870 requirements for the Plan, the CTIAs are used by staff and applicants in developing traffic studies for individual applications.
 - Ultimate Operation Study for the Tysons Circulator (2013) – This study focused on the development of a long term Circulator System intended to support Tysons by 2050, when the residential population is anticipated to be 100,000 and the employment population is anticipated to be 200,000. The purpose of the study was to design a circulator system to support the County’s overall goal of maximizing transit trips and minimizing vehicular trips to, from, and within Tysons. Key recommendations from the study are provision of a three route network; use of buses (although streetcars are not excluded from consideration) which can provide sufficient capacity for future demand; and, provision of strategically placed exclusive lanes and queue jumps with shared right-of-way travel for routes without exclusive lanes. The final report was published in Spring 2013 and is posted at:
<http://www.fairfaxcounty.gov/tysons/transportation/tysonscirculator.htm>



APPENDIX B

APPENDIX B - Development within Tysons

Appendix B contains information on all of the major zoning applications in Tysons. These include six major applications that were approved prior to Plan adoption in anticipation of rail, as well as all major rezoning applications (PTC rezonings) that have been approved or reviewed in Tysons between Plan adoption and September 2016. Case sheets for each application (approved, pending and deferred) are provided, organized by District.

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

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

Each case sheet includes a section on current development activity on the site. Current development activity is defined as submission, review or approval of a site plan or actual construction work on the site. The current development information from all major applications is consolidated into *Table L4* for approved applications and *Table L5* for pending applications which are found in the Land Use chapter of this report (pages 19 and 21).

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

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

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

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

Twenty-seven major Tysons rezoning applications have been approved. Aggregated information for these 27 approved applications can be found in the table below under their non-residential maximum development options.

Total Development Levels for Approved Major Applications

	Existing Development ¹	Under Construction	Approved by Site Plan ²	Approved, Unbuilt Development ³	Total
Office ⁴	7,482,930	940,550	397,480	14,027,892	22,848,852
Retail ⁵	4,150,638	30,150	119,366	1,040,054	5,340,208
Hotel	1,050,545	0	0	2,004,655	3,055,200
Total Non-Residential	12,684,113	970,700	516,846	17,072,601	31,253,828
Residential	3,482,074	782,041	1,564,480	18,825,250	25,047,346
Residential Units	3,127	714	1,576	17,698	23,515
Total Development	16,170,588	1,752,741	2,081,326	26,102,115	46,506,685

1 Existing development (to remain and to be removed) on land associated with major applications only

2 Approved by Site Plan, not yet under construction

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

4 Includes industrial uses

5 Includes car dealerships

In addition to the approved applications, an additional 12 rezoning applications have been filed. Of these 12, two have been indefinitely deferred. The remaining ten pending rezoning applications currently propose a net maximum total development of approximately 9.5 million square feet of development under their non-residential maximum options, with approximately 37% of the development potential proposed as residential uses.

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

TYSONS WEST DISTRICT

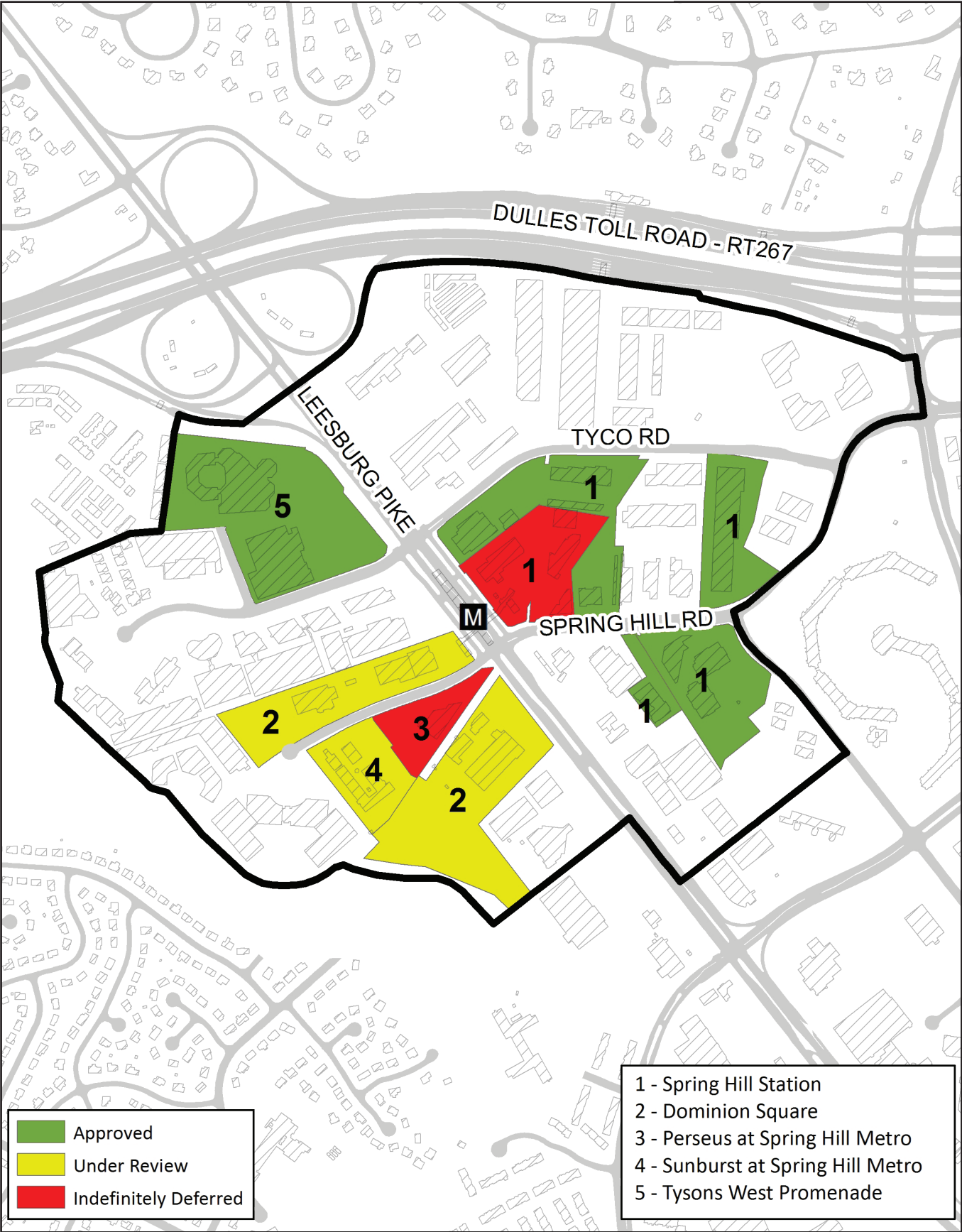
TYSONS WEST DISTRICT

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

	# of Buildings	Office	Retail	Residential		Hotel	Totals¹
				GFA	DUs		
Existing							
To Be Removed	14	0	394,324	0	0	80,259	484,151
To Remain	6	459,938	159,787	810,335	804	430,820	1,860,880
Under Construction							
	0	0	0	0	0	0	0
Approved by Site Plan, Not Under Construction							
	1	0	44,092	388,538	390	0	432,630
Approved by FDP							
	5	28,768	213,373	1,242,000	1,314	430,820	1,914,961
Approved by CDP							
Maximum of Employment Options	22	2,531,938	383,473	4,092,000	4,409	754,820	7,790,731
Maximum of Residential Options	23	2,096,938	367,473	4,792,500	5,328	430,820	7,716,231
Proposed by FDP (Change from Approved)							
	0	0	0	0		0	0
Proposed by CDP (Change from Approved)							
Maximum of Employment Options	+18	+2,522,000	+265,000	+3,811,000	+3,710	+405,000	+7,003,000
Maximum of Residential Options	+18	+2,972,000	+265,000	+3,216,000	+3,225	+405,000	+6,858,000
Total Proposed or Approved by CDP							
Maximum of Employment Options	40	5,053,938	648,473	7,903,000	8,119	1,159,820	14,793,731
Maximum of Residential Options	41	5,068,938	632,473	8,008,500	8,553	835,820	14,574,231

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

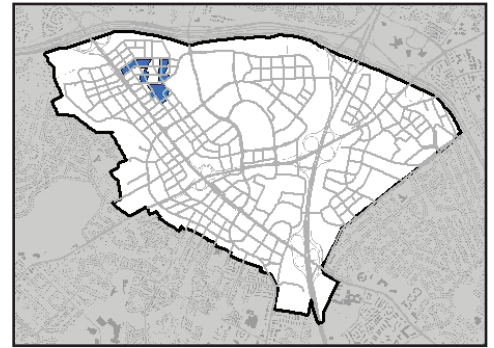
TYSONS WEST MAJOR PROJECTS



Spring Hill Station

Zoning Applications

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



Site Plans

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

Site Area

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

Development Overview



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

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

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

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

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

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

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

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

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

Current Development Activity

Building D2A (the Adaire), a 34-story residential building with 400 units, has been delivered pursuant to Site Plan 8158-SP-004.

Summary Land Use

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

	# of Buildings	Office	Retail ¹	Residential		Hotel	Totals	FAR
				GFA	DUs			
Existing								
To Be Removed	7	0	242853	0	0	0	252,421 ²	
To Remain ³	4	431,170	6,414	810,335	804	0	1,247,919	
Under Construction								
	0	0	0	0	0	0	0	
Approved by Site Plan, Not Under Construction								
	0	0	0	0	0	0	0	
Approved by FDP								
	2	0	10,000	842,000	914	0	852,000	
Approved by CDP								
Option 1	17	2,123,170	130,100 ⁴	3,392,000	3,740	324,000	5,994,270 ⁵	5.63
Option 2	18	1,688,170	114,100 ⁴	4,092,500	4,659	0	5,919,770 ⁵	5.56

1 Includes car dealerships and industrial use for existing uses

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

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

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

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

Residential and Employee Populations

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

Maximum Employment Option (Option 1)

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

Maximum Residential Option (Option 2)

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

Detailed Approved Development Information

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

RZ 2010-PR-014A

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

RZ 2010-PR-014B

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

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

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

RZ 2010-PR-014D

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

RZ 2010-PR-014E

	Option	Office	Retail	Residential		Hotel	Totals
				GFA	DUs		
Existing to Remain							
Building E1¹	N/A	215,585	0	0	0	0	215,585
Building E2¹	N/A	215,585	0	0	0	0	215,585
Under Construction							
	N/A	0	0	0	0	0	0
Approved by Site Plan, Not Under Construction							
	N/A	0	0	0	0	0	0
Approved by FDP							
	N/A	0	0	0	0	0	0
Approved by CDP							
Building E1	Options 1 & 2	215,585	0	0	0	0	215,585
Building E2	Options 1 & 2	215,585	0	0	0	0	215,585
Building E3	Options 1 & 2	420,000	7,000	0	0	0	427,000
Building E4	Option 1	0	0	0	0	135,000	135,000
	Option 2	0	0	200,000	222	0	200,000
Building E5	Option 1	0	16,000	0	0	0	16,000
		0	0	25,000	12	0	25,000

1 Existing to remain; are not included on an approved FDP

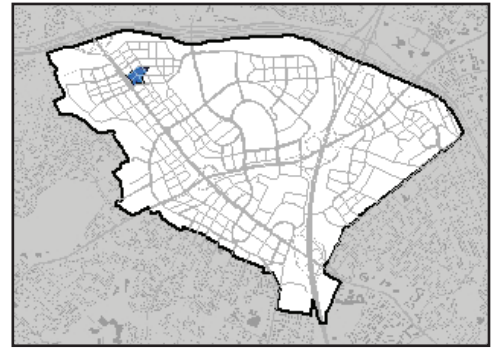
Spring Hill Station (Cherner Property)

Zoning Applications

RZ 2010-PR-014C indefinitely deferred

Site Area

7.13 acres



Development Overview



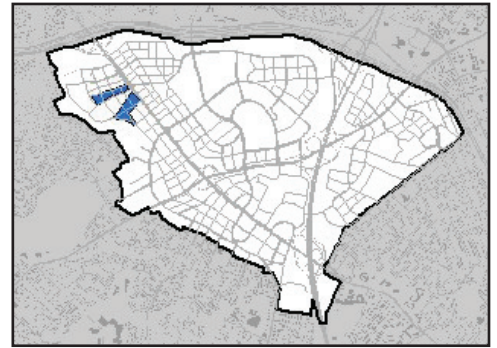
**Image depicted is from CDP - Illustrative Plan, dated November 30, 2011*

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

Dominion Square (CARS)

Zoning Applications

RZ 2011-HM-012 under review
RZ 2011-HM-013 under review
SE 2014-HM-034 under review
FDP 2011-HM-013 under review



Site Area

19.64 acres (012: 7.69 acres, 013: 11.96 acres)

Development Overview



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

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

The three applications, which were filed by a single applicant, propose to redevelop an area which is currently developed with several automobile dealerships. The rezoning proposes a total of 12 structures, including a mix of office, residential and hotel uses. The buildings would range in height from 150 to 400 feet, with the larger structures closer to the Spring Hill Metrorail station. None of the existing structures are proposed to remain.

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

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

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

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

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

Current Development Activity

None.

Summary Land Use

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

	# of Buildings	Office	Retail¹	Residential		Hotel	Totals	FAR	
				GFA	DUs				
Existing									
To Be Removed	5	0	145,048	0	0	0	145,048		
To Remain	0	0	0	0	0	0	0		
Under Construction									
	0	0	0	0	0	0	0		
Approved by Site Plan, Not Under Construction									
	0	0	0	0	0	0	0		
Proposed by FDP									
	0	0	0	0	0	0	0		
Proposed by CDP									
	12	2,140,000	215,000	2,000,000	2,000	205,000	4,560,000		5.33

1 Includes car dealerships for existing uses

Residential and Employee Populations

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

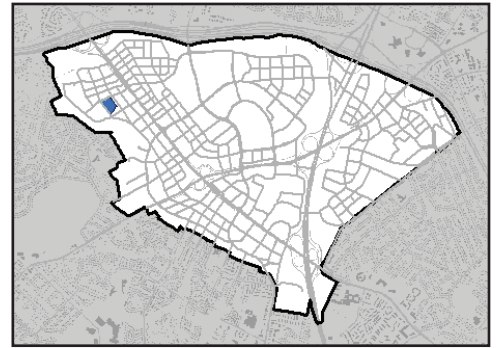
	Residents	Employees
Estimated Current	0	322
Estimated Proposed	3,500	7,760

Sunburst at Spring Hill Metro

Zoning Applications

RZ 2011-HM-027 under review

FDP 2011-HM-027 under review



Site Area

4.09 acres

Development Overview



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

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

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

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

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

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

Discussions regarding LEED standards and stormwater management goals are ongoing.

Current Development Activity

None.

Summary Land Use

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

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
Existing								
To Be Removed	2	0	6,423	0	0	80,259	86,682	
To Remain	0	0	0	0	0	0	0	
Under Construction								
	0	0	0	0	0	0	0	
Approved by Site Plan, Not Under Construction								
	0	0	0	0	0	0	0	
Proposed by FDP								
	0	0	0	0	0	0	0	
Proposed by CDP								
Option A	4 ¹	0	25,000	1,426,000	1,325	0	1,451,000	7.59
Option B	4 ¹	450,000	25,000	831,000	840	0	1,306,000	6.84

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

Residential and Employment Population

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

Maximum Employment Option (Option B)

	Residents	Employees
Estimated Current	0	74
Estimated Proposed	1,470	1,556

Maximum Residential Option (Option A)

	Residents	Employees
Estimated Current	0	74
Estimated Proposed	2,319	56

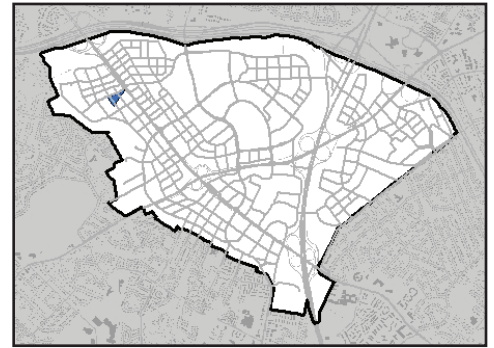
Perseus at Spring Hill Metro

Zoning Applications

RZ 2011-HM-026 indefinitely deferred

Site Area

3.51 acres



Development Overview



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

The subject site is currently developed with a six-story office building. The rezoning application proposed to redevelop the site with two buildings: one office or hotel and one residential building. The application was being reviewed in connection with the Dominion Square (RZ 2011-HM-012 and RZ 2011-HM-013) and Sunburst at Spring Hill Metro (RZ 2011-HM-027) applications; however, this application has been deferred indefinitely.

Tysons West

Zoning Applications

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

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

Site Plans

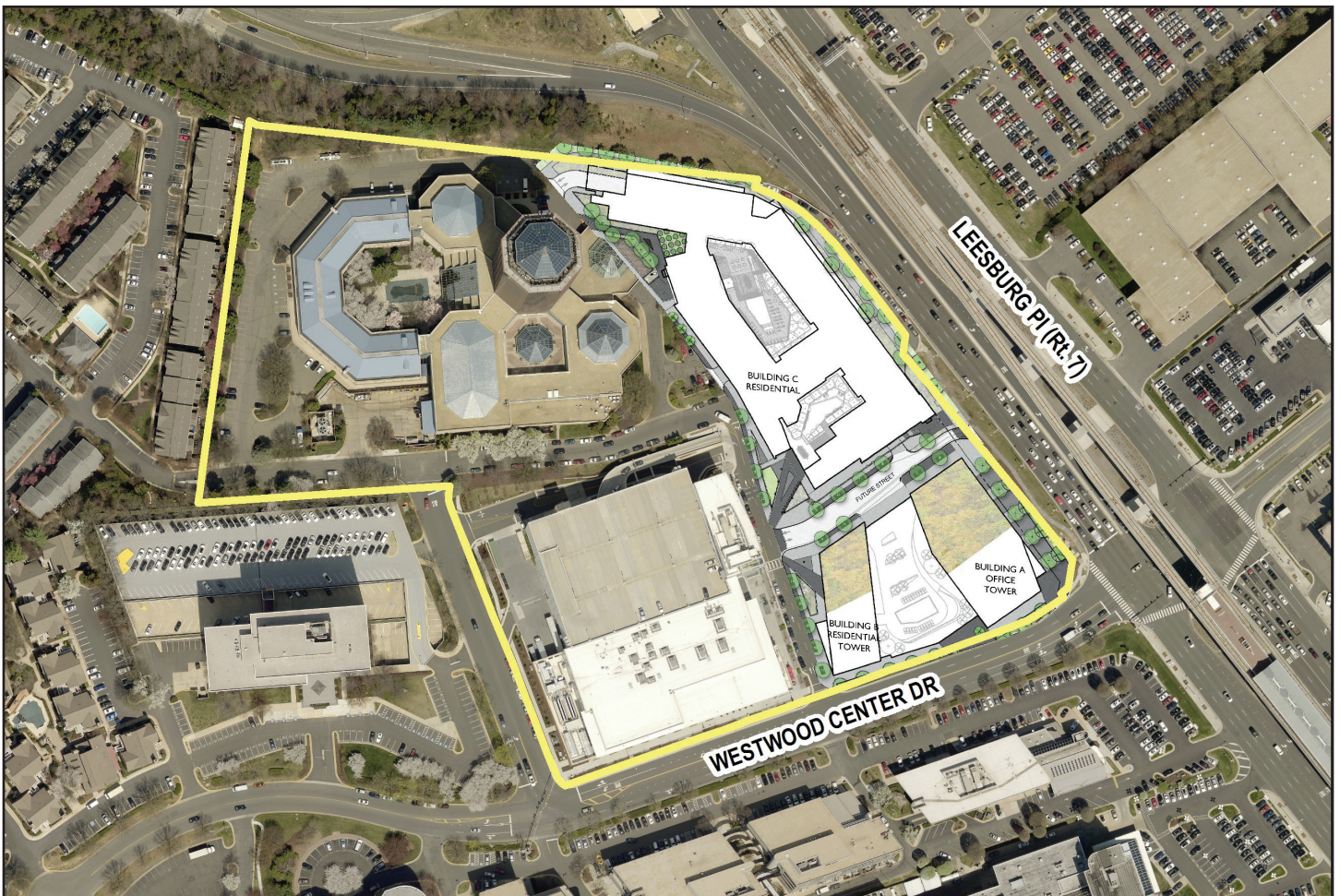
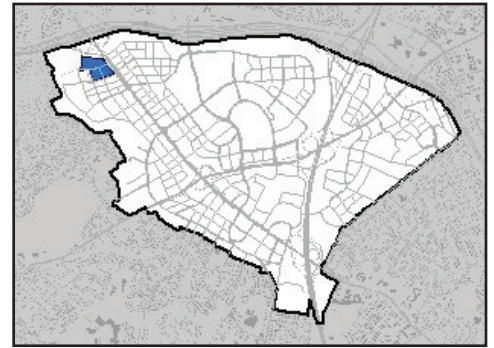
6279-SP-003 approved 10/23/15 (Building C)

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

Site Area

16.02 acres

Development Overview



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

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

The redevelopment will add a mix of uses that integrate with the existing uses. Three new buildings are planned, including residential and office uses with ground floor retail. The new buildings range in height from 78 to 225 feet. The existing hotel/conference center (Building E) and retail use (Building D) will remain. The FDP was filed on the entire land area of the CDP, but only depicts the two existing buildings and proposed Building C; Buildings A and B will be the subject of future FDPs.

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

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

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

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

Current Development Activity

Building C has been approved pursuant to Site Plan 6279-SP-003, for a 6-story residential building with 390 residential units and approximately 44,000 sq.ft. of ground floor retail.

Summary Land Use

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

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
Existing								
To Be Removed	0	0	0	0	0	0	0	
To Remain	2	28,768	153,373	0	0	430,820	612,961	
Under Construction								
	0	0	0	0	0	0	0	
Approved by Site Plan, Not Under Construction								
	1	0	44,092	388,538	390	0	432,630	
Approved by FDP								
	3 ¹	28,768	203,373	400,000	400	430,820	1,062,961	
Approved by CDP								
	5	408,768	253,373	700,000	669	430,820	1,796,461 ²	2.75

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

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

Residential and Employee Population

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

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

Detailed Approved Development Information

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

RZ 2011-HM-032

	Option	Office	Retail	Residential		Hotel	Totals
				GFA	DUs		
Existing to Remain							
Building D	N/A	28,768	153,373	0	0	0	182,141
Building E	N/A	0	0	0	0	430,820	430,820
Under Construction							
	N/A	0	0	0	0	0	0
Approved by Site Plan, Not Under Construction							
Building C	N/A	0	44,092	388,538	390	0	432,630
Approved by FDP							
Building C	N/A	0	50,000	400,000	400	0	450,000
Building D	N/A	28,768	153,373	0	0	0	182,141
Building E	N/A	0	0	0	0	430,820	430,820
Approved by CDP							
Building A	N/A	380,000	15,000	0	0	0	395,000
Building B	N/A	0	35,000	300,000	269	0	338,500 ¹
Building C	N/A	0	50,000	400,000	400	0	450,000
Building D	N/A	28,768	153,373	0	0	0	182,141
Building E	N/A	0	0	0	0	430,820	430,820

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

TYSONS CENTRAL 7 DISTRICT

TYSONS CENTRAL 7 DISTRICT

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

	# of Buildings	Office	Retail	Residential		Hotel	Totals ¹
				GFA	DUs		
Existing							
To Be Removed	6	0	82,402	0	0	0	82,402
To Remain	5	1,100,414 ²	0	0	0	0	1,100,414 ²
Under Construction							
	0	0	0	0	0	0	0
Approved by Site Plan, Not Under Construction							
	1	0	14,331	393,702	398	0	408,033
Approved by FDP							
	16	1,530,414	388,999	2,568,438	2,379	0	4,490,851 ³
Approved by CDP							
Maximum of Employment Options	28	3,131,184	629,499	5,132,438	4,740	955,000	8,567,011 ⁴
Maximum of Residential Options	28	2,820,184	629,499	5,725,438	5,364	955,000	8,789,011 ⁴
Proposed by FDP (Change from Approved)							
	+1	+365,000	+35,000	0	0	0	+400,000
Proposed by CDP (Change from Approved)							
Maximum of Employment Options	0	0	-27,000	0	0	0	-40,500
Maximum of Residential Options	0	+45,000	-27,000	0	0	0	+63,500
Total Proposed or Approved by CDP							
Maximum of Employment Options	28	3,131,184	602,499	5,132,438	4,740	955,000	8,526,511 ⁵
Maximum of Residential Options	28	2,865,184	602,499	5,725,438	5,364	955,000	8,852,511 ⁵

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

2 Total existing office GFA to remain has been updated based on more accurate DTA data

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

4 Includes 34,500 sq.ft. of public facility uses

5 Includes 34,500 sq.ft. of public facility uses

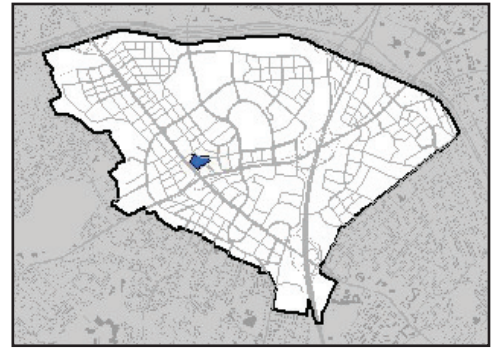
TYSONS CENTRAL 7 MAJOR PROJECTS



Tyson's Central (NV Commercial)

Zoning Applications

RZ 2011-PR-005 approved 11/19/2013
FDP 2011-PR-005..... approved 11/6/2013
SEA 2008-MD-036 approved 11/19/2013
PCA/CDPA 2011-PR-005..... under review (Building A)
FDP 2011-PR-005-2 under review (Building A)
RZ/FDP 2015-PR-017 under review (Building A)



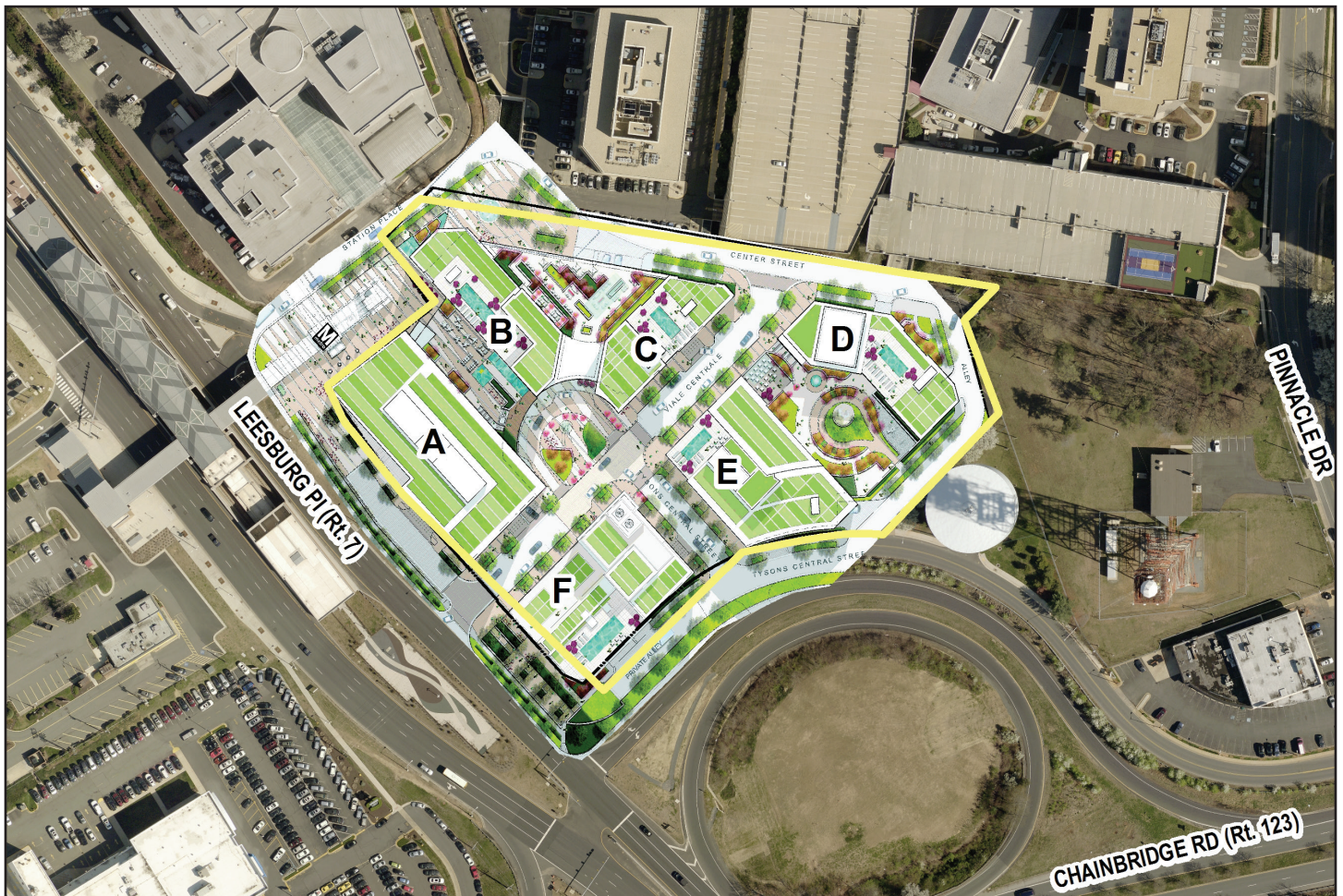
Site Plans

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

Site Area

5.79 acres

Development Overview



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

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

The approved rezoning application seeks to redevelop the site into a high density, transit-oriented, mixed-use development, which would include a mix of office, hotel, residential, and retail uses in six new buildings. None of the existing structures are proposed to remain. Two layout options have been approved, one that maximizes residential uses and one that maximizes office uses. Building heights range from 75 to 400 feet. The approved FDP application is for Building F, located in the southeast corner of the site.

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

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

The applicant has also proposed to provide a "pop-up" retail experience in the area surrounding the Greensboro Metro Station to provide interest and activity in the near term, prior to full site redevelopment.



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

The pending applications have been submitted to modify certain aspects of Building A, located at the northwest quadrant of the Leesburg Pike (Route 7) and Chain Bridge Road (Route 123) intersection. The applicant seeks to expand the footprint of Building A at the southwest corner (into right-of-way to be vacated), increase office and decrease retail uses, and proposes an alternative design for the previously-approved skypark, at grade on the interior level. Expansion of the Building A footprint requires the rezoning of 1,119 square feet of existing VDOT right-of-way to the PTC zoning district, proposed in RZ/FDP 2015-PR-017.

Current Development Activity

Tyson's Biergarten opened in Spring 2016 concurrently with the unveiling of the Tyson's Luxury Lilies Mural – a 100' x 25' mural outside of the Greensboro Metro Station by renowned artist Naturel. In addition, the applicant has constructed an interim sidewalk from Solutions Drive to the Greensboro Metro Station, and the residential option for Building F has been approved pursuant to Site Plan 1682-SP-001.

Summary Land Use

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

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
Existing								
To Be Removed	6	0	82,402	0	0	0	82,402	
To Remain	0	0	0	0	0	0	0	
Under Construction								
	0	0	0	0		0	0	
Approved by Site Plan, Not Under Construction								
	1	0	14,331	393,702	398	0	408,033	
Proposed by FDP (Change from Approved)								
	+1	+365,000	+35,000	0	0	0	+400,000	
Proposed by CDP (Change from Approved)								
Option 1	0	0	-27,000	0	0	0	-40,500	-0.14
Option 2	0	+45,000	-27,000	0	0	0	+63,500	+0.28
Approved by FDP								
	1	0	17,000	394,000	414	0	411,000	
Approved by CDP								
Option 1- Office	6	631,000	173,000	848,000	885	155,000	1,821,500 ¹	7.17
Option 1 - Hotel	6	560,000	173,000	848,000	885	347,000	1,942,500 ¹	7.64
Option 2	6	320,000	173,000	1,441,000	1,509	155,000	2,043,500 ¹	8.04

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

Residential and Employee Population

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

Maximum Employment Option (Option 1)

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

Maximum Residential Option (Option 2)

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

Detailed Approved Development Information

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

RZ 2011-PR-005

	Option	Office	Retail	Residential		Hotel	Totals
				GFA	DUs		
Existing to Remain							
	N/A	0	0	0	0	0	0
Under Construction							
	N/A	0	0	0	0	0	0
Approved by Site Plan, Not Under Construction							
Building F	N/A	0	14,331	393,702	398	0	408,033
Approved by FDP							
Building F	Option 2	0	17,000	394,000	414	0	411,000
Approved by CDP							
Building A	Options 1 & 2	320,000	62,000	0		0	382,000
Building B	Options 1 & 2	0	33,000	170,000	175	155,000	358,000
Building C	Options 1 & 2	0	8,000	335,000	350	0	357,500¹
Building D	Options 1 & 2	0	20,000	343,000	360	0	363,000
Building E	Option 1 - Office	212,000	33,000	0	0	0	245,000
	Option 1 - Hotel	0	33,000	0	0	192,000	225,000
	Option 2	0	33,000	195,000	210	0	228,000
Building F	Option 1	240,000	17,000	0	0	0	257,000
	Option 2	0	17,000	398,000	414	0	415,000

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

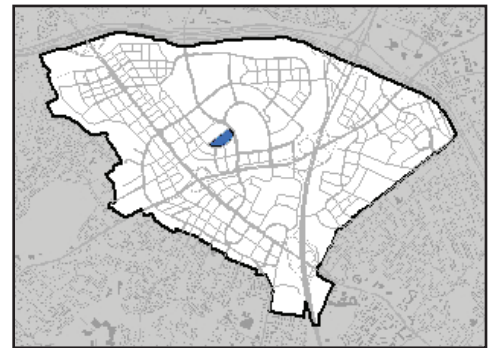
Greensboro Park Place

Zoning Applications

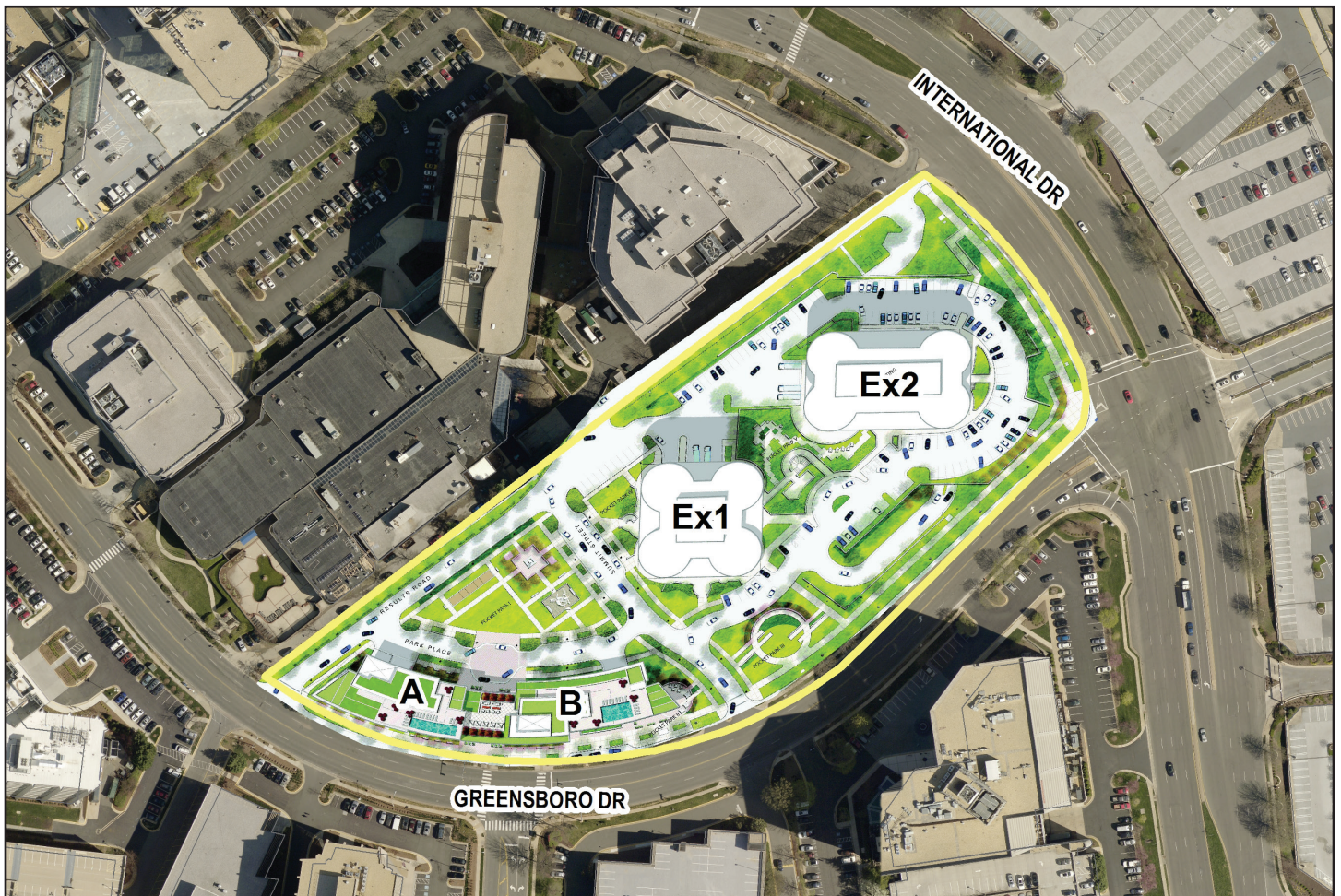
RZ/FDP 2012-PR-002..... approved 2/25/2014

Site Area

6.98 acres



Development Overview



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

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

The applicant has proffered contributions to the Tysons-wide and Tysons Grid of Streets transportation funds. Several at-grade park spaces are to be developed. The applicant also proffered a cash contribution to purchase land and develop an athletic field to serve Tysons. To address the Plan's public facility objective, the applicant proffered 3,000 square feet of indoor space on the ground floor of Residential Tower B for use by the County for up to 50 years, with an intended use as an adjunct recreational facility. The applicant has committed to meet the LEED standards for the residential buildings.

Current Development Activity

None.

Summary Land Use

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

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
Existing								
To Be Removed	0	0	0	0	0	0	0	
To Remain	2	504,574	0	0	0	0	504,574	
Under Construction								
	0	0	0	0	0	0	0	
Approved by Site Plan, Not Under Construction								
	0	0	0	0	0	0	0	
Approved by FDP								
	4	504,574	1,999	479,438	520	0	989,011 ¹	
Approved by CDP								
	4	504,574	1,999	479,438	520	0	989,011 ¹	3.25

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

Residential and Employee Population

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

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

Detailed Approved Development Information

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

RZ 2012-PR-002

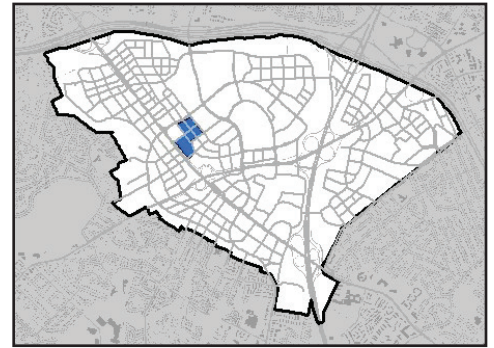
	Option	Office	Retail	Residential		Hotel	Totals
				GFA	DUs		
Existing to Remain							
Existing 1	N/A	264,862	0	0	0	0	264,862
Existing 2	N/A	239,712	0	0	0	0	239,712
Under Construction							
	N/A	0	0	0	0	0	0
Approved by Site Plan, Not Under Construction							
	N/A	0	0	0	0	0	0
Approved by FDP							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

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

The Boro

Zoning Applications

RZ 2010-PR-022 approved 1/12/2016
FDP 2010-PR-022..... approved 10/7/2015 (Blocks A & B)
FDP 2010-PR-022-02 approved 12/3/2015 (Blocks C & F)
PCA 2010-PR-022 under review



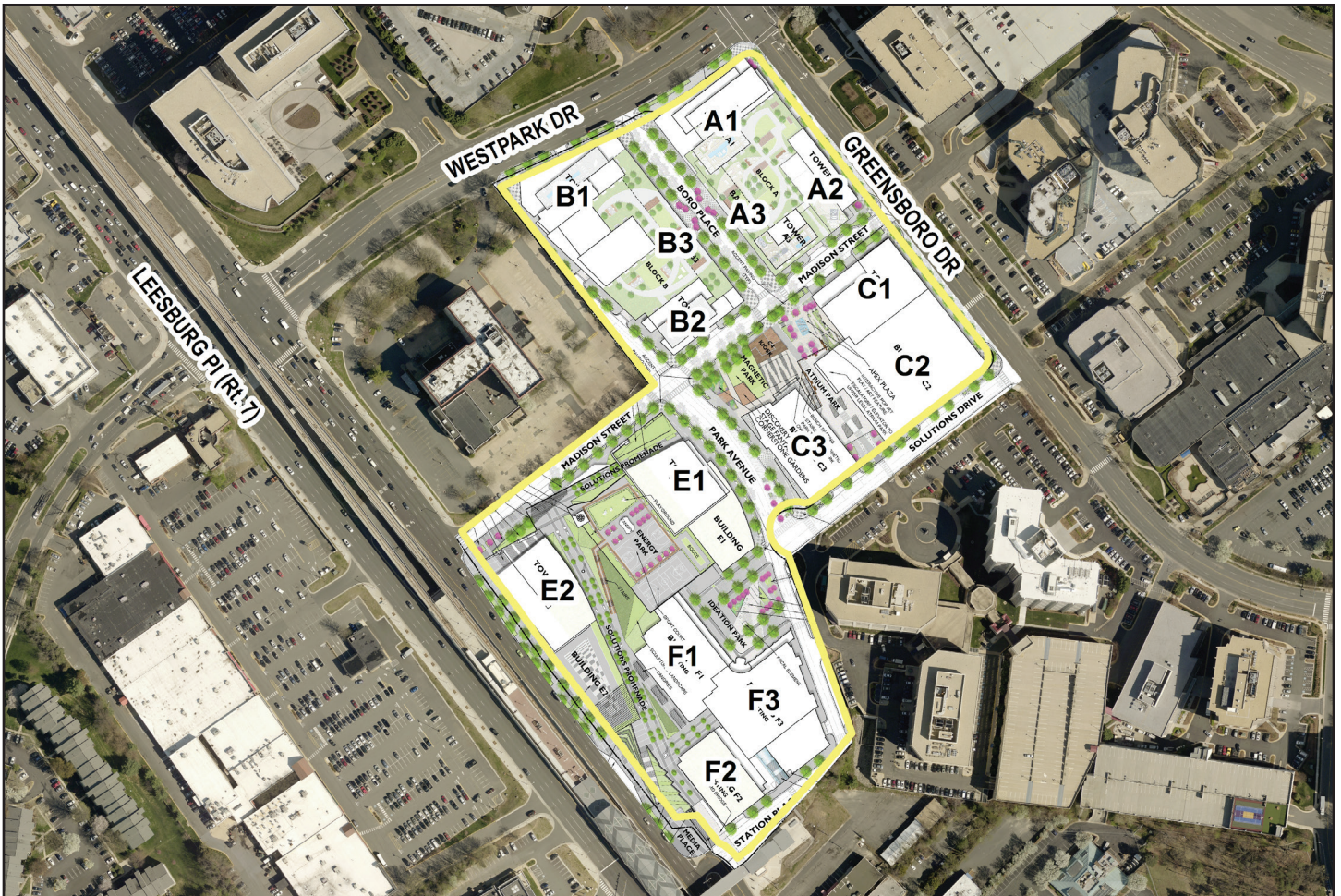
Site Plans

0826-SP-009 under review (Block A & Building B3)
0826-SP-010 under review (Buildings C2 & C3)

Site Area

18.11 acres

Development Overview



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

The subject site is currently developed with four office buildings and associated structured and surface parking. Under the approved redevelopment, twelve new buildings would be added; the three existing office buildings closest to Leesburg Pike and the Greensboro Metrorail Station would remain. The redevelopment would include a mix of uses, including office, hotel and residential with supporting retail including a movie theater and grocery store. Excluding the proposed park kiosk, building heights would range from 50 to 400 feet.

This application was reviewed in conjunction with RZ 2013-PR-009 (Westpark Plaza), which was initially included in the application, but subsequently separated into its own case.

Major transportation improvements include the creation of several new grid streets, the most significant of which is Park Avenue, running parallel to Greensboro Drive and Leesburg Pike. Park Avenue will be part of a crucial new collector that, in the long term, is intended to extend through the entire north side of Tysons. In addition, Station Place, a proposed local street, will provide improved access to the Greensboro Metro Station. The Tysons Circulator is accommodated along the Westpark Drive frontage. The applicant has also proffered monetary contributions to the Tysons-wide and Tysons Grid of Streets transportation funds, as well as toward improvements to Route 7.

The approved layout includes seven on-site public parks, including four pocket parks and a promenade traversing Blocks E and F. The applicant has proffered to meet or exceed LEED Core and Shell Silver certification, and retain on-site and/or reuse the first inch of rainfall for all new buildings through such techniques as rainwater harvesting, green roofs, bio retention areas, and dry swales. As part of the redevelopment, the applicant has proffered to provide approximately 19,000 square feet of space to accommodate a new library within either Building E1 or E2. Separately, a special exception application was approved on 5/17/2016 to provide an athletic field off site (see Tysons Technology Center; SE 2015-PR-021).

Application Changes Under Review (PCA 2010-PR-022)

The PCA currently under review (PCA 2010-PR-022) seeks to amend previously approved proffers to increase allowable conversion of residential use to office use in building B3 from 60,000 sq. ft. to 80,000 sq. ft. With this proposal, the overall maximum square footage of GFA allocated to office would not change, nor are any changes proposed to the approved CDP or FDP.

Current Development Activity

An interim food truck park was opened in 2014 through painting and repurposing a portion of an existing surface parking area. This pop-up park operated until Summer 2016 when it was removed to allow for redevelopment. Site Plans are under review for Block A & Building B3, and Buildings C2 & C3, and the pre-existing SAIC office building (48,666 sf) – which was known as the Enterprise Building - has been demolished.

Summary Land Use

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

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
Existing								
To Be Removed	0	0	0	0	0	0	0	
To Remain	3	595,840 ¹	0	0		0	595,840 ¹	
Under Construction								
	0	0	0	0	0	0	0	
Approved by Site Plan, Not Under Construction								
	0	0	0	0	0	0	0	
Approved by FDP								
	10	1,025,840	356,500	1,080,000	835	0	2,462,340	
Approved by CDP								
	15	1,995,610	430,000	2,500,000	2,035	640,000	4,267,000 ²	5.33

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

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

Residential and Employee Population

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

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

Detailed Approved Development Information

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

RZ 2010-PR-022

	Option	Office	Retail	Residential		Hotel	Totals
				GFA	DUs		
Existing to Remain							
F1	N/A	271,215	0	0	0	0	271,215
F2	N/A	129,140	0	0	0	0	129,140
F3	N/A	195,485	0	0	0	0	195,485
Under Construction							
	N/A	0	0	0	0	0	0
Approved by Site Plan, Not Under Construction							
	N/A	0	0	0	0	0	0
Approved by FDP							
A1	N/A	0	0	490,000	390	0	490,000
A2	N/A	0	0	310,000	170	0	310,000
A3	N/A	0	110,000	165,000	150	0	275,000
B3	N/A	0	55,000	115,000	125	0	170,000
C2	N/A	0	140,000	0	0	0	140,000
C3	N/A	430,000	50,000	0	0	0	480,000
C4	N/A	0	1,500	0	0	0	1,500
F1	N/A	271,215	0	0	0	0	271,215
F2	N/A	129,140	0	0	0	0	129,140
F3	N/A	195,485	0	0	0	0	195,485
Approved by CDP							
A1	N/A	0	0	515,000	390	0	515,000
A2	N/A	0	0	310,000	170	0	310,000
A3	N/A	0	0	170,000	150	0	170,000
B1	N/A	0	0	520,000	425	0	520,000
B2	Hotel/Residential Mix	0	0	260,000	150	290,000	550,000
	Residential Only	0	0	550,000	400	0	550,000
B3	N/A	0	0	115,000	125	0	115,000
C1	Hotel/Residential Mix	0	8,000	225,000	0	200,000	433,000
	Hotel Option	0	23,000	0	0	350,000	373,000
	Residential Option	0	23,000	350,000	350	0	373,000
C2	N/A	0	160,000	0	0	0	160,000
C3	N/A	450,000	53,500	0	0	0	503,500
C4	N/A	0	1,500	0	0	0	1,500
E1	N/A	615,000	21,000	0	0	0	636,000
E2	N/A	610,000	16,000	0	0	0	643,000¹
F1	N/A	271,215	0	0	0	0	271,215
F2	N/A	129,140	0	0	0	0	129,140
F3	N/A	195,485	0	0	0	0	195,485

1 Total includes 17,000 sq.ft. of public uses

Westpark Plaza

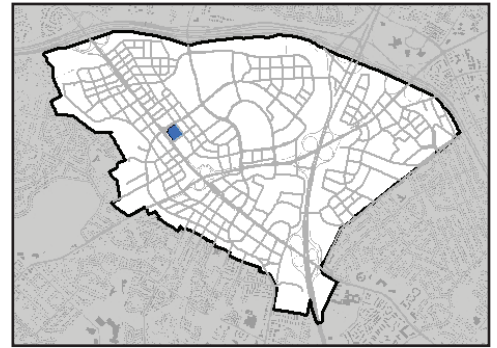
Zoning Applications

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

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

Site Plans

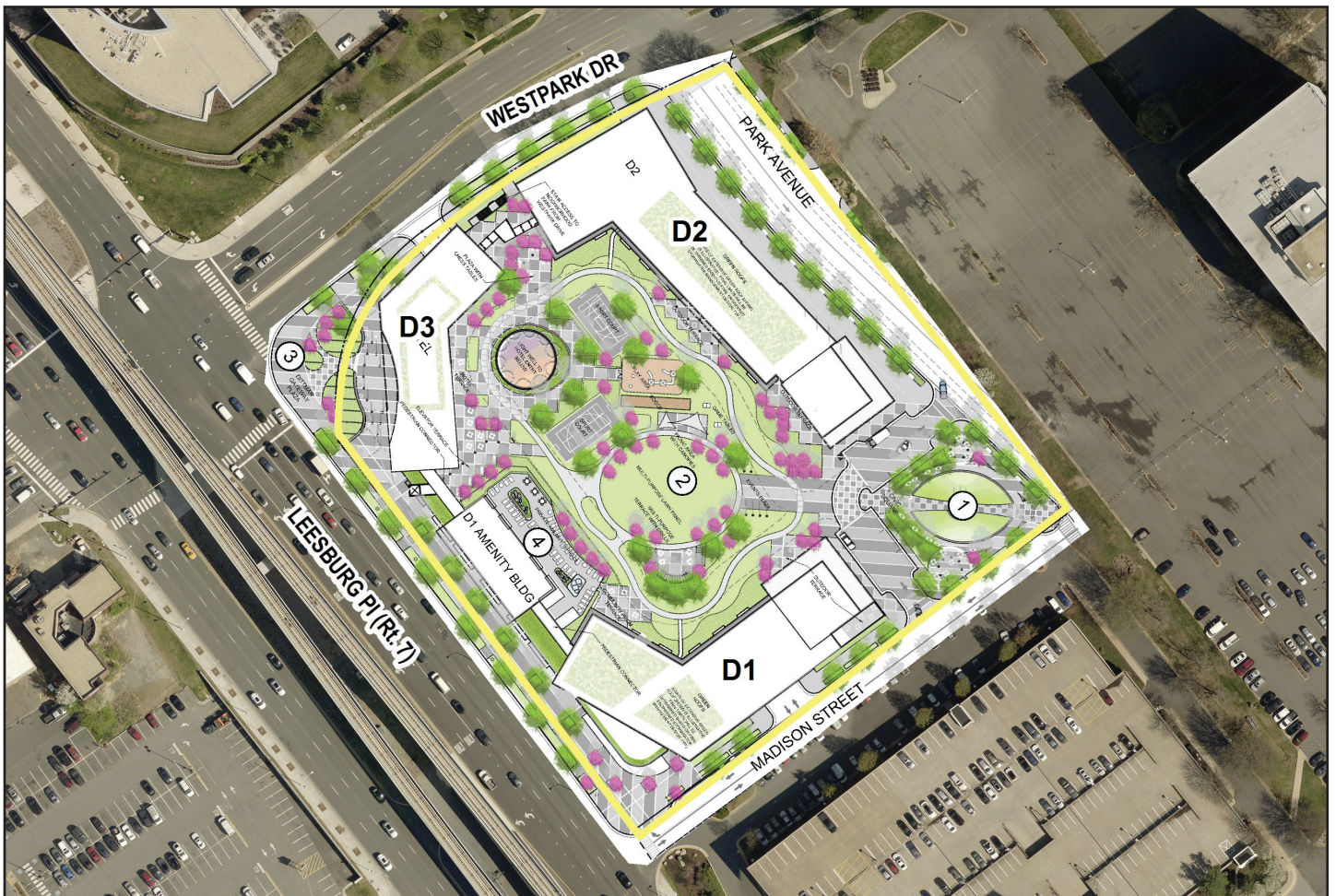
0826-SP-008-1..... under review (Building D1)



Site Area

5.37 acres

Development Overview



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

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

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

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

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

Current Development Activity

A site plan for Building D1 (0826-SP-008) is currently under review. Demolition of the existing hotel structure has been completed.

Summary Land Use

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

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

Residential and Employee Population

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

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

Detailed Approved Development Information

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

RZ 2013-PR-009

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



TYSONS CENTRAL 123 DISTRICT



TYSONS CENTRAL 123 DISTRICT

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

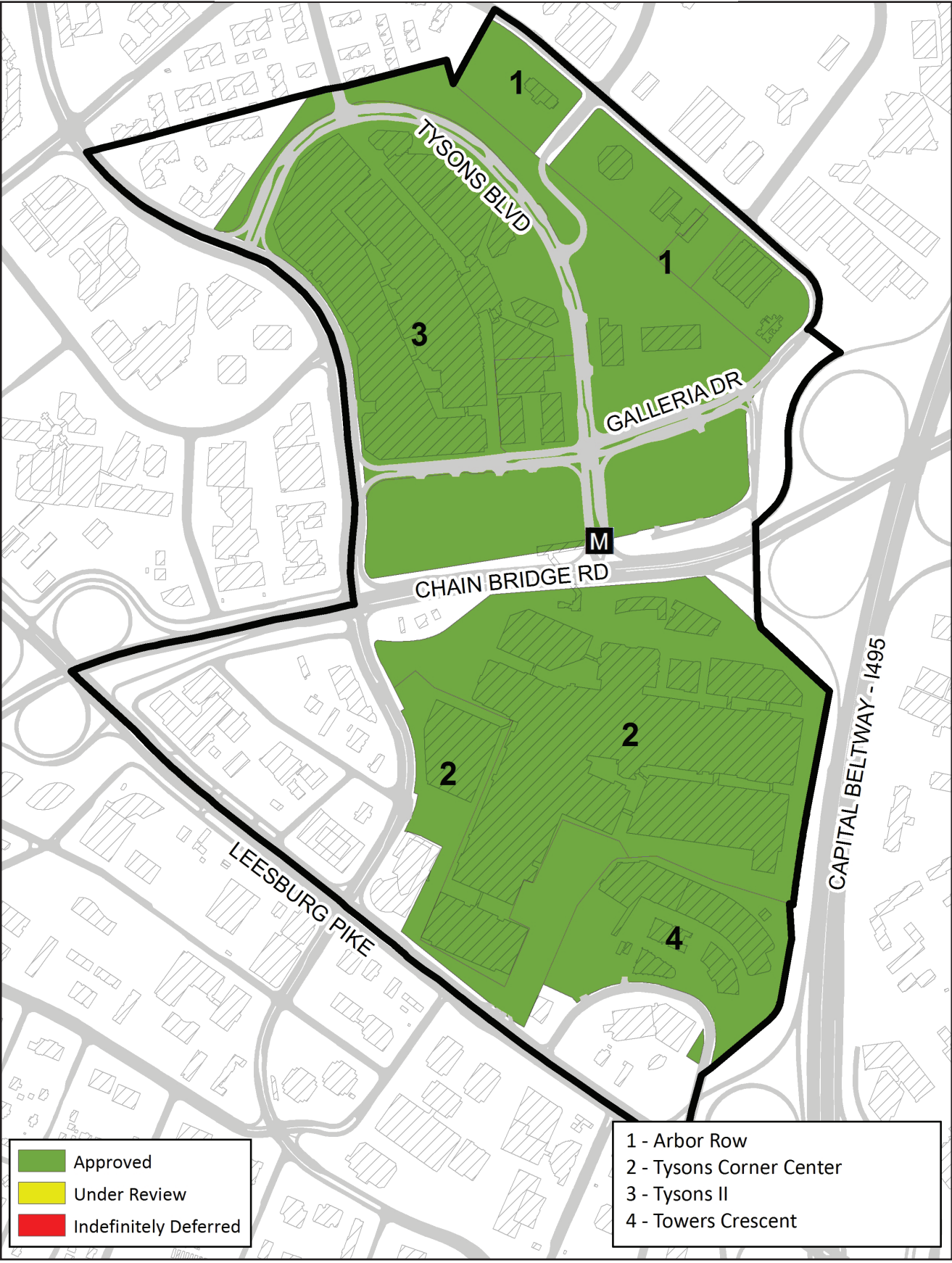
	# of Buildings	Office	Retail	Residential		Hotel	Totals ¹
				GFA	DUs		
Existing							
To Be Removed	4	303,624	0	0		0	303,624
To Remain	17	3,456,994	3,598,995	1,009,075	890	602,725	8,684,789 ²
Under Construction							
	0	0	0	0	0	0	0
Approved by Site Plan, Not Under Construction							
	1	198,740	1,260	0	0	0	200,000
Approved by FDP							
	40	7,125,097	3,833,853	4,914,761	4,346	596,303	16,447,124 ³
Approved by CDP							
	43	8,035,682	3,869,325	4,914,761	4,346	596,303	17,393,181 ³
Proposed by FDP (Change from Approved)							
	0	0	0	0	0	0	0
Proposed by CDP (Change from Approved)							
	0	0	0	0	0	0	0
Total Proposed or Approved by CDP							
	43	8,035,682	3,869,325	4,914,761	4,346	596,303	17,393,181 ³

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

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

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

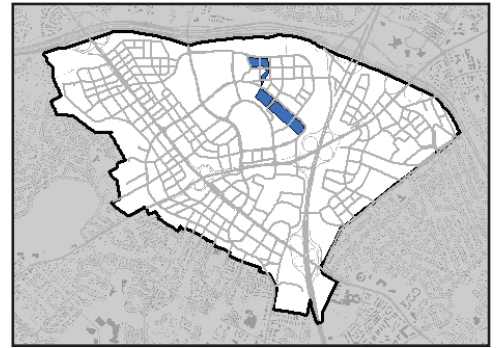
TYSONS CENTRAL 123 MAJOR PROJECTS



Arbor Row

Zoning Applications

RZ 2011-PR-023 approved 11/20/2012
FDP 2011-PR-023..... approved 10/17/2012
FDP 2011-PR-023-2 approved 10/17/2012
FDP 2011-PR-023-3 approved 10/17/2012
PCA/CDPA 2011-PR-023..... approved 4/5/2016
FDP 2011-PR-023-4 approved 3/16/2016



Site Plans

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

Site Area

19.40 acres

Development Overview



*Image depicted is from PCA/CDPA - Illustrative Landscape Plan, dated March 17, 2016

The approved rezoning will allow redevelopment of six parcels, characterized by 1970s era office buildings, into a mixed-use development containing office, hotel, residential, and retail uses in up to eight new buildings. Building heights range from 120 to 300 feet. FDPs were approved on Block A for two residential buildings (FDP 2011-PR-023), Block E for a residential building (FDP 2011-PR-023-3), Block F for an office building (FDP 2011-PR-023-2), and Block D for a for-sale residential building (FDP 2011-PR-023-4).

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

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

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

Applications PCA/CDPA 2011-PR-023 and associated FDP 2011-PR-023-4 were approved to modify the previous approval on Block D from a hotel use to a residential use, anticipated to be built as residential condominiums. This is the first FDP reviewed in Tysons specifically for a for-sale residential product since the 2010 plan amendment.

Current Development Activity

Building E, a 27-story residential tower called the Nouvelle, has been delivered and is currently leasing. The site plan for Building A2 is currently under review (25530-SP-004).

Summary Land Use

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

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
Existing								
To Be Removed	4	303,624	0	0	0	0	303,624	
To Remain	1	0	7000	509,800	461	0	516,800	
Under Construction								
	0	0	0	0	0	0	0	
Approved by Site Plan, Not Under Construction ¹								
	1	198,740	1,260	0		0	200,000	
Approved by FDP								
	5	197,844	23,184	1,443,366 ²	1,314	0	1,664,394	
Approved by CDP								
	8	1,108,429	58,656	1,443,366 ²	1,314	0	2,610,451	3.09

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

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

Residential and Employee Population

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

	Residents	Employees
Estimated Current	922	1,028
Estimated Proposed	2,300	3,825

Detailed Approved Development Information

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

PCA 2011-PR-023

	Option	Office	Retail	Residential		Hotel	Totals
				GFA	DUs		
Existing to Remain							
Building E	N/A	0	7,000	509,800	461	0	516,800
Under Construction							
	N/A	0	0	0	0	0	0
Approved by Site Plan, Not Under Construction							
Building F	N/A	198,740	1,260	0	0	0	200,000
Approved by FDP¹							
Building A1	N/A	0	0	279,405	267	0	279,405
Building A2	N/A	0	8,000	457,395	427	0	465,395
Building D	N/A	0	6,028	196,766	140	0	202,794
Building E	N/A	0	7,000	509,800	480	0	516,800
Building F	N/A	197,844	2,156	0	0	0	200,000
Approved by CDP¹							
Building A1	N/A	0	0	279,405	267	0	279,405
Building A2	N/A	0	8,000	457,395	427	0	465,395
Building B	N/A	384,285	8,500	0	0	0	392,785
Building C1	N/A	263,150	12,500	0	0	0	275,650
Building C2	N/A	263,150	12,500	0	0	0	275,650
Building D	N/A	0	6,028	196,766	140	0	202,794
Building E	N/A	0	7,000	509,800	480	0	516,800
Building F	N/A	197,844	2,156	0	0	0	200,000

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

Tysons II

Zoning Applications

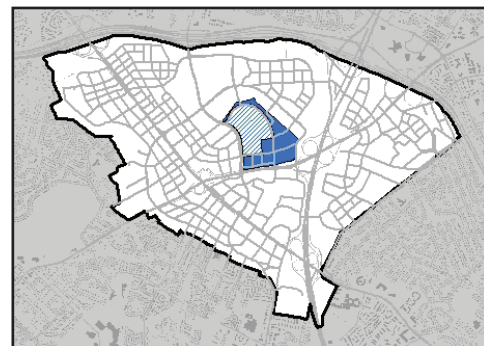
RZ 84-D-049 approved 10/15/1984
PCA 84-D-049-5..... approved 6/16/2003
FDPA 84-D-049-6 approved 6/16/2003

Site Plans

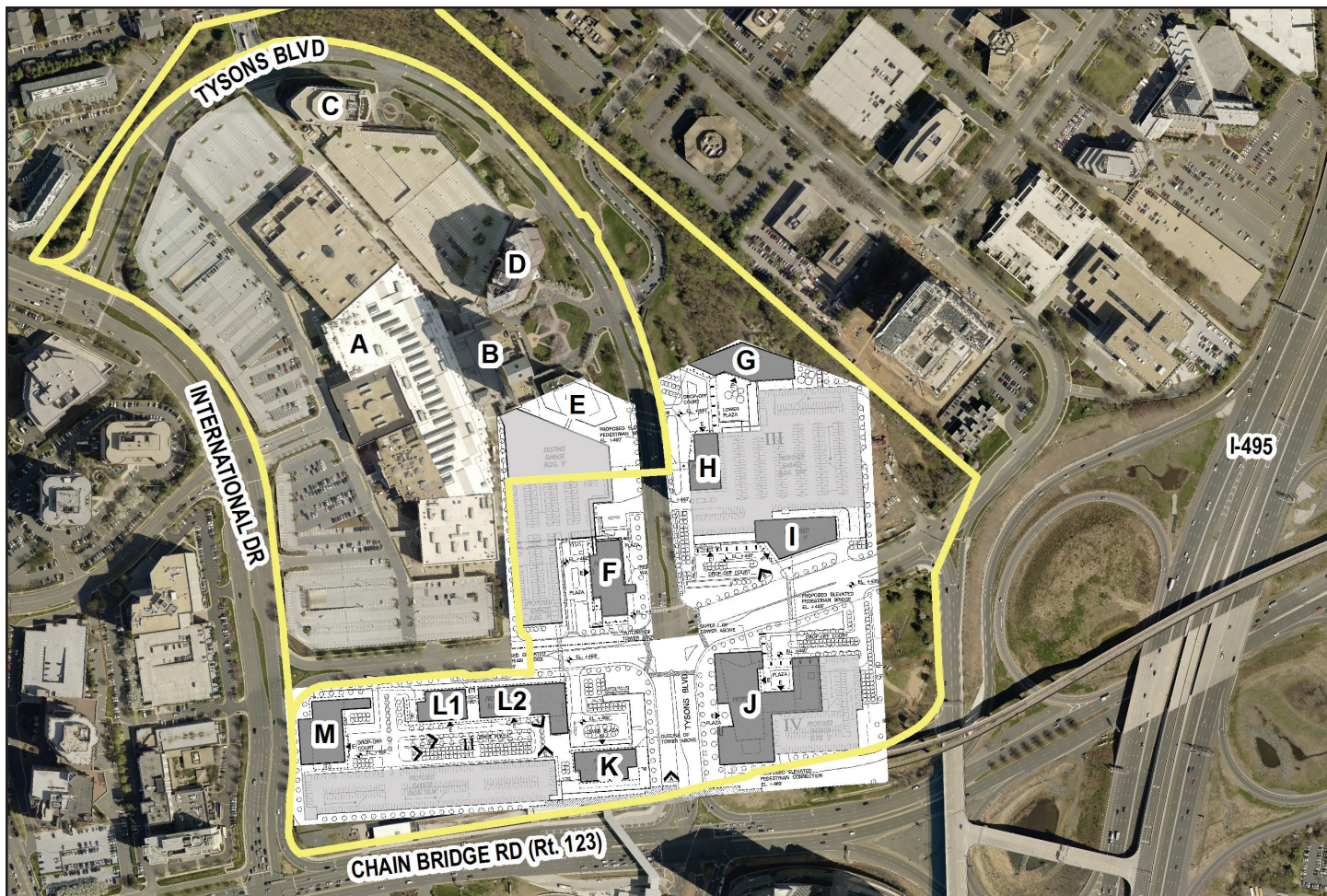
6028-SP-018 approved 3/18/11 (Building H)
6028-SP-019 approved 7/7/2014 (Pond 2 retrofit)

Site Area

106.84 acres (PCA application area 57.44 acres)



Development Overview



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

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

The application includes a contribution to the Tysons Corner Road Fund (or improvements in-kind), dedication of land for the Metrorail station, pedestrian connections to the station and surrounding properties, and a commitment to a TDM program. A large park area along the northeastern boundary of the site is to be dedicated to the Park Authority, and an additional annual contribution is to be provided for maintenance of the park. The application also included a commitment to provide art within the plaza areas.

Current Development Activity

Building H, an 18-story office building, has been delivered.

Summary Land Use

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

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
Existing								
To Be Removed	0	0	0	0	0	0	0	
To Remain ¹	7	1,983,108	1,072,131	0	0	356,812	3,412,051	
Under Construction								
	0	0	0	0	0	0	0	
Approved by Site Plan, Not Under Construction								
	0	0	0	0	0	0	0	
Approved by FDP								
	14	4,748,507 ²	998,555	772,154	540	350,390 ²	6,819,606	
Approved by CDP								
	14	4,748,507 ²	998,555	772,154	540	350,390 ²	6,819,606	1.47

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

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

Residential and Employee Population

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

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

Detailed Approved Development Information

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

PCA 84-D-049-5

	Option	Office	Retail	Residential		Hotel	Totals
				GFA	DUs		
Existing to Remain							
Building A	N/A	0	1,072,131	0	0	0	1,072,131
Building B	N/A	0	0	0	0	356,812	356,812
Building C	N/A	319,841	0	0	0	0	319,841
Building D	N/A	402,290	0	0	0	0	402,290
Building E	N/A	429,381	0	0	0	0	429,381
Building F	N/A	376,013	0	0	0	0	376,013
Building H	N/A	455,583	0	0	0	0	455,583
Under Construction							
	N/A	0	0	0	0	0	0
Approved by Site Plan, Not Under Construction							
	N/A	0	0	0	0	0	0
Approved by FDP							
Building A ¹	N/A	0	998,555	0	0	0	998,555
Building B ¹	N/A	0	0	0	0	350,390	350,390
Building C	N/A	291,667	0	0	0	0	291,667
Building D	N/A	364,698	0	0	0	0	364,698
Building E	N/A	338,238	0	0	0	0	338,238
Building F	N/A	296,123	0	0	0	0	296,123
Building G	N/A	607,500	0	0	0	0	607,500
Building H	N/A	455,600	0	0	0	0	455,600
Building I	N/A	483,840	0	0	0	0	483,840
Building J	N/A	0	0	722,154	540	0	722,154
Building K	Office	563,174 ²	0	0	0	0 ²	563,174
Building L1	Office	285,600 ²	0	0	0	0 ²	285,600
Building L2	Office	478,800 ²	0	0	0	0 ²	478,800
Building M	Office	533,267 ²	0	0	0	0 ²	533,267

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

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

PCA 84-D-049-5

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

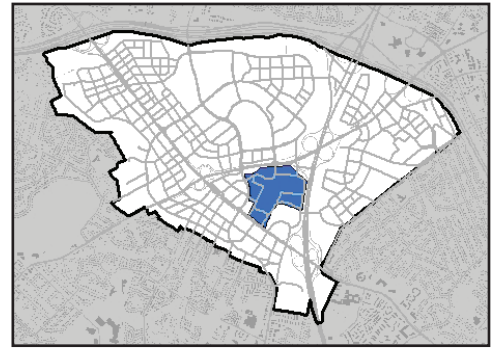
1 Buildings A & B were not included in PCA 84-D-049-5. They are included in the table for informational purposes only.

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

Tysons Corner Center

Zoning Applications

RZ 2004-PR-044 approved 1/22/2007
FDP 2004-PR-044..... approved 1/11/2007
PCA 2004-PR-044-02..... approved 10/6/2015
CDPA/FDPA 2004-PR-044 approved 10/6/2015



Site Plans

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

Site Area

78.65 acres

Development Overview



*Image depicted is from CDPA/FDPA - Overall & Phase Use Plan, dated June 5, 2015

Tysons Corner Center is the largest regional mall in Virginia. The approved application will transform much of the previously existing surface parking around the enclosed retail space into a mixed-use development, capitalizing on the proximity to the Tysons Corner Metrorail station. The approval added over 4 million square feet of office, residential, and hotel uses with supporting retail use, to be constructed in four phases.

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

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

The CDPA/FDPA/PCA applications for Phases 3 and 4 modified the previously approved development within those two phases. The changes retain the previously approved density for the site, while changing some of the land uses from office to residential uses. The applications also updated development totals for the constructed Phase 1 development as approved per the previous rezoning and subsequent interpretations.

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

Current Development Activity

None.

Summary Land Use

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

	# of Buildings	Office	Retail	Residential		Hotel	Totals ⁴	FAR
				GFA	DUs			
Existing								
To Be Removed	0	0	0	0	0	0	0	
To Remain	5	536,228	2,444,555	499,275	429	245,913	3,742,971 ¹	
Under Construction								
	0	0	0	0	0	0	0	
Approved by Site Plan, Not Under Construction								
	0	0	0	0	0	0	0	
Approved by FDP ²								
	14	1,241,088	2,721,446	1,779,660	1,573	245,913	6,015,217 ³	
Approved by CDP ²								
	14	1,241,088	2,721,446	1,779,660	1,573	245,913	6,015,217 ³	1.76

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

2 Approved application totals reflect approved per rezoning and subsequent interpretations.

All numbers have been re-calibrated for 2016.

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

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

Residential and Employee Population

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

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

Detailed Approved Development Information

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

PCA 2004-PR-044-02

	Option	Office	Retail	Residential		Hotel	Totals
				GFA	DUs		
Existing to Remain							
Existing Mall	N/A	0	2,400,527	0	0	0	2,400,527
Bldg 1-A	N/A	0	13,118	499,275	429	0	512,393
Bldg 1-B	N/A	536,228	17,132	0	0	0	553,360
Bldg 1-C	N/A	0	8,000	0	0	245,913	270,913 ¹
Bldg 1-D	N/A	0	5,778 ³	0	0	0	5,778
Under Construction							
	N/A	0	0	0	0	0	0
Approved by Site Plan, Not Under Construction							
	N/A	0	0	0	0	0	0
Approved by FDP							
Existing Mall	N/A	0	2,400,527	0		0	2,400,527
Macy's Exp.	N/A	0	75,000	0		0	75,000
Bldg 1-A	N/A	0	13,118	499,275	429	0	512,393
Bldg 1-B	N/A	533,138	21,000	0	0	0	554,138
Bldg 1-C	N/A	0	8,000	0	0	245,913	270,913 ⁴
Bldg 1-D	N/A	0	6,034 ³	0	0	0	6,034
Bldg 2-A	N/A	0	0	518,000	374	0	518,000
Bldg 2-B	N/A	488,290	23,800	0	0	0	512,090
Bldg 2-C	N/A	0	14,500	0	0	0	14,500
Bldg 2-D	N/A	0	10,200	0	0	0	10,200
Phase 3 retail ²	N/A	0	7,555	0	0	0	7,555
Bldg 3-A	N/A	0	69,070	361,225	382	0	430,295
Bldg 4-A	N/A	0	20,700	288,410	288	0	309,110
Bldg 4-B	N/A	0	14,200	69,850	67	0	84,050
Bldg 4-C	N/A	219,660	13,420	0	0	0	233,080
Approved by CDP							
Existing Mall	N/A	0	2,400,527	0		0	2,400,527
Macy's Exp.	N/A	0	75,000	0		0	75,000
Bldg 1-A	N/A	0	13,118	499,275	429	0	512,393
Bldg 1-B	N/A	533,138	21,000	0	0	0	554,138
Bldg 1-C	N/A	0	8,000	0	0	245,913	270,913 ⁴
Bldg 1-D	N/A	0	6,034 ³	0	0	0	6,034

PCA 2004-PR-044-02 (Con't)

	Option	Office	Retail	Residential		Hotel	Totals
				GFA	DUs		
Approved by CDP (Con't)							
Bldg 2-A	N/A	0	0	518,000	374	0	518,000
Bldg 2-B	N/A	488,290	23,800	0	0	0	512,090
Bldg 2-C	N/A	0	14,500	0	0	0	14,500
Bldg 2-D	N/A	0	10,200	0	0	0	10,200
Phase 3 retail ²	N/A	0	7,555	0	0	0	7,555
Bldg 3-A	N/A	0	69,070	361,225	382	0	430,295
Bldg 4-A	N/A	0	20,700	288,410	288	0	309,110
Bldg 4-B	N/A	0	14,200	69,850	67	0	84,050
Bldg 4-C	N/A	219,660	13,420	0	0	0	233,080

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

2 Retail approved for Phase 3 next to Bloomingdales

3 Includes kiosks, Lord & Taylor entrance, Mall concourse entrance, etc. See proffers for additional information

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

Towers Crescent

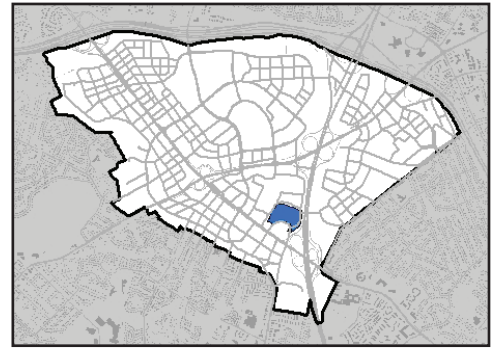
Zoning Applications

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

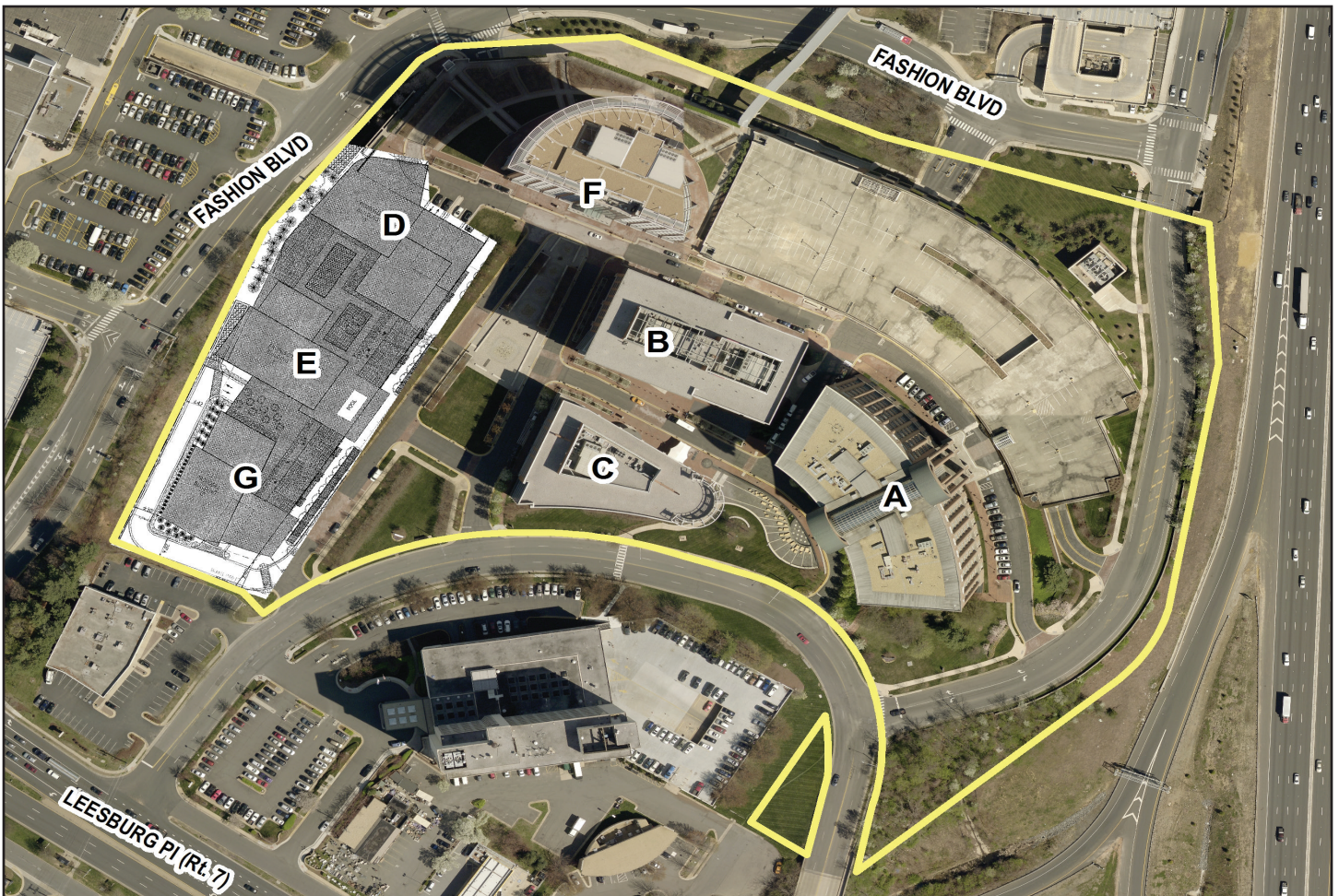
FDP 2006-PR-028..... approved 10/3/2007

Site Area

18.03 acres



Development Overview



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

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

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

Current Development Activity

None.

Summary Land Use

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

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
Existing								
To Be Removed	0	0	0	0	0	0	0	
To Remain	4	937,658	75,309	0	0	0	1,012,967	
Under Construction								
	0	0	0	0	0	0	0	
Approved by Site Plan, Not Under Construction								
	0	0	0	0	0	0	0	
Approved by FDP								
	7 ¹	937,658	90,668	919,581	919	0	1,947,907	
Approved by CDP								
	7 ¹	937,658	90,668	919,581	919	0	1,947,907	2.48

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

Residential and Employee Population

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

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

Detailed Approved Development Information

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

RZ 2006-PR-028

	Option	Office	Retail	Residential		Hotel	Totals
				GFA	DUs		
Existing to Remain							
Building A	N/A	402,015	23,521	0	0	0	425,536
Building B	N/A	196,702	16,271	0	0	0	212,973
Building C	N/A	65,259	16,121	0	0	0	81,380
Building F	N/A	273,682	19,396	0	0	0	293,078
Under Construction							
	N/A	0	0	0	0	0	0
Approved by Site Plan, Not Under Construction							
	N/A	0	0	0	0	0	0
Approved by FDP							
Building A	N/A	402,015	23,521	0	0	0	425,536
Building B	N/A	196,702	16,271	0	0	0	212,973
Building C	N/A	65,259	16,121	0	0	0	81,380
Building D	N/A	0	0	248,455	248 ¹	0	248,455
Building E	N/A	0	0	211,176	211 ¹	0	211,176
Building F	N/A	273,682	19,396	0	0	0	293,078
Building G	N/A	0	0	164,473	164 ¹	0	164,473
D, E & G Podium	N/A	0	15,359	295,477	296 ¹	0	310,836
Approved by CDP							
Building A	N/A	402,015	23,521	0	0	0	425,536
Building B	N/A	196,702	16,271	0	0	0	212,973
Building C	N/A	65,259	16,121	0	0	0	81,380
Building D	N/A	0	0	248,455	248 ¹	0	248,455
Building E	N/A	0	0	211,176	211 ¹	0	211,176
Building F	N/A	273,682	19,396	0	0	0	293,078
Building G	N/A	0	0	164,473	164 ¹	0	164,473
D, E & G Podium	N/A	0	15,359	295,477	296 ¹	0	310,836

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

TYSONS EAST DISTRICT

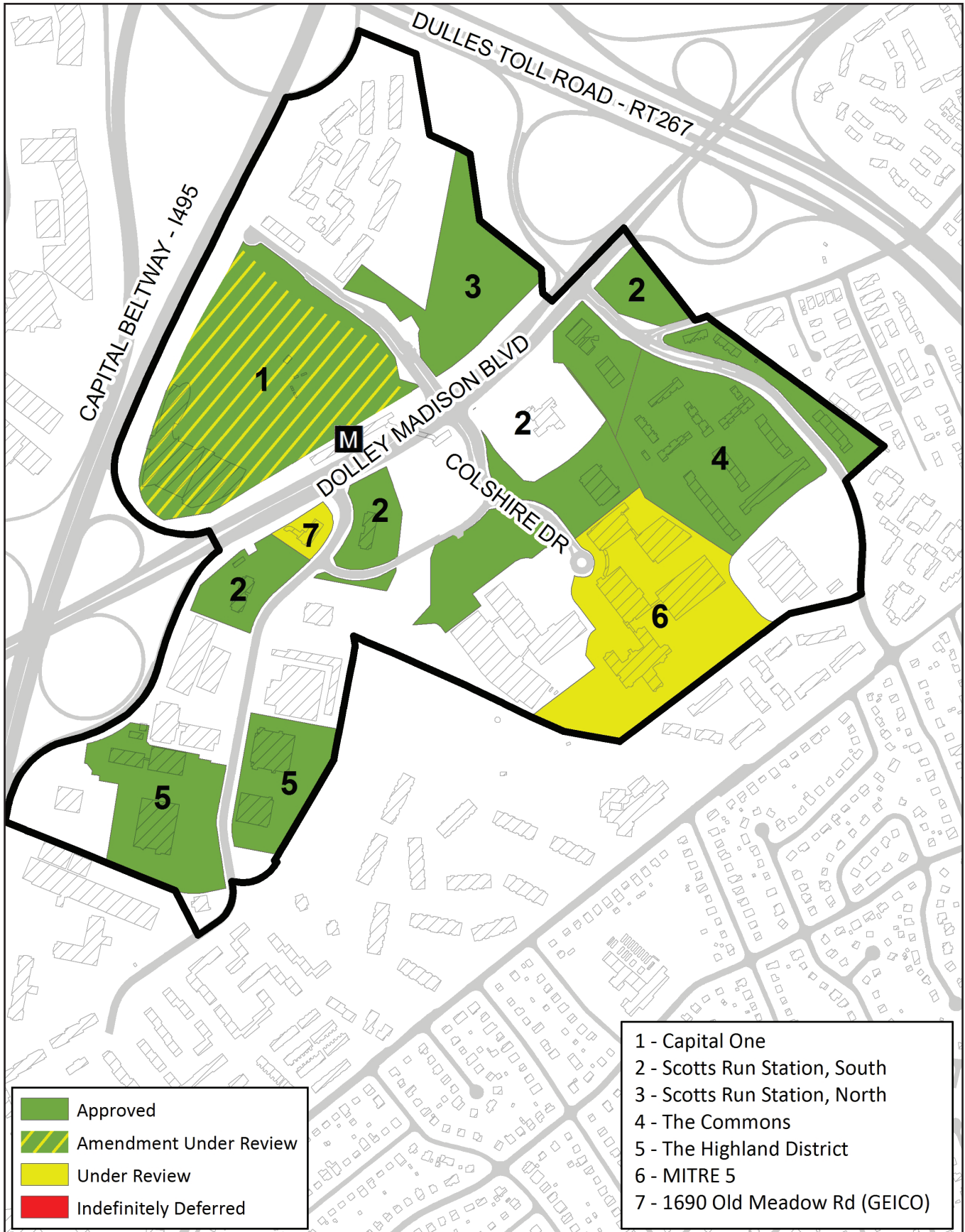
TYSONS EAST DISTRICT

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

	# of Buildings	Office	Retail	Residential		Hotel	Totals¹
				GFA	DUs		
Existing							
To Be Removed	23	865,156	0	287,616	288	0	1,154,019
To Remain	7	1,289,961	0	47,5694	425	0	1,765,655
Under Construction							
	2	940,550	30,150	338,000	319	0	1,308,700
Approved by Site Plan, Not Under Construction							
	0	0	0	0	0	0	0
Approved by FDP							
	15	2,593,797	67,844	1,502,099	1,396	406,762	4,592,097
Approved by CDP							
Maximum of Employment Options	48	8,094,362	358,301	8,570,358	8266	624,962	17,677,983
Maximum of Residential Options	48	7,874,362	353,301	8,822,358	8206	624,962	17,704,983
Proposed by FDP (Change from Approved)							
	+14	+1,257,213	+219,200	+1,432,700	+1,301	0	+2,979,113
Proposed by CDP (Change from Approved)							
Maximum of Employment Options	+11	+2,067,461	+136,290	+70,872	0	0	+2,347,623
Maximum of Residential Options	+11	+2,067,461	+136,290	+70,872	0	0	+2,347,623
Total Proposed or Approved by CDP							
Maximum of Employment Options	59	10,161,823	494,591	8,641,230	8266	624,962	20,025,606
Maximum of Residential Options	59	9,941,823	489,591	8,893,230	8206	624,962	20,052,606

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

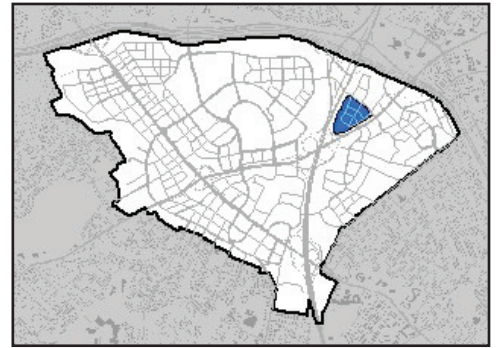
TYSONS EAST MAJOR PROJECTS



Capital One

Zoning Applications

RZ 2010-PR-021	approved 9/25/2012
FDP 2010-PR-021	approved 9/20/2012
PCA/CDPA 2010-PR-021	approved 5/12/2014
FDPA 2010-PR-021	approved 4/23/2014
PCA/CDPA 2010-PR-021-02	under review
FDPA 2010-PR-021-02	under review



Site Plans

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

Site Area

26.22 acres

Development Overview



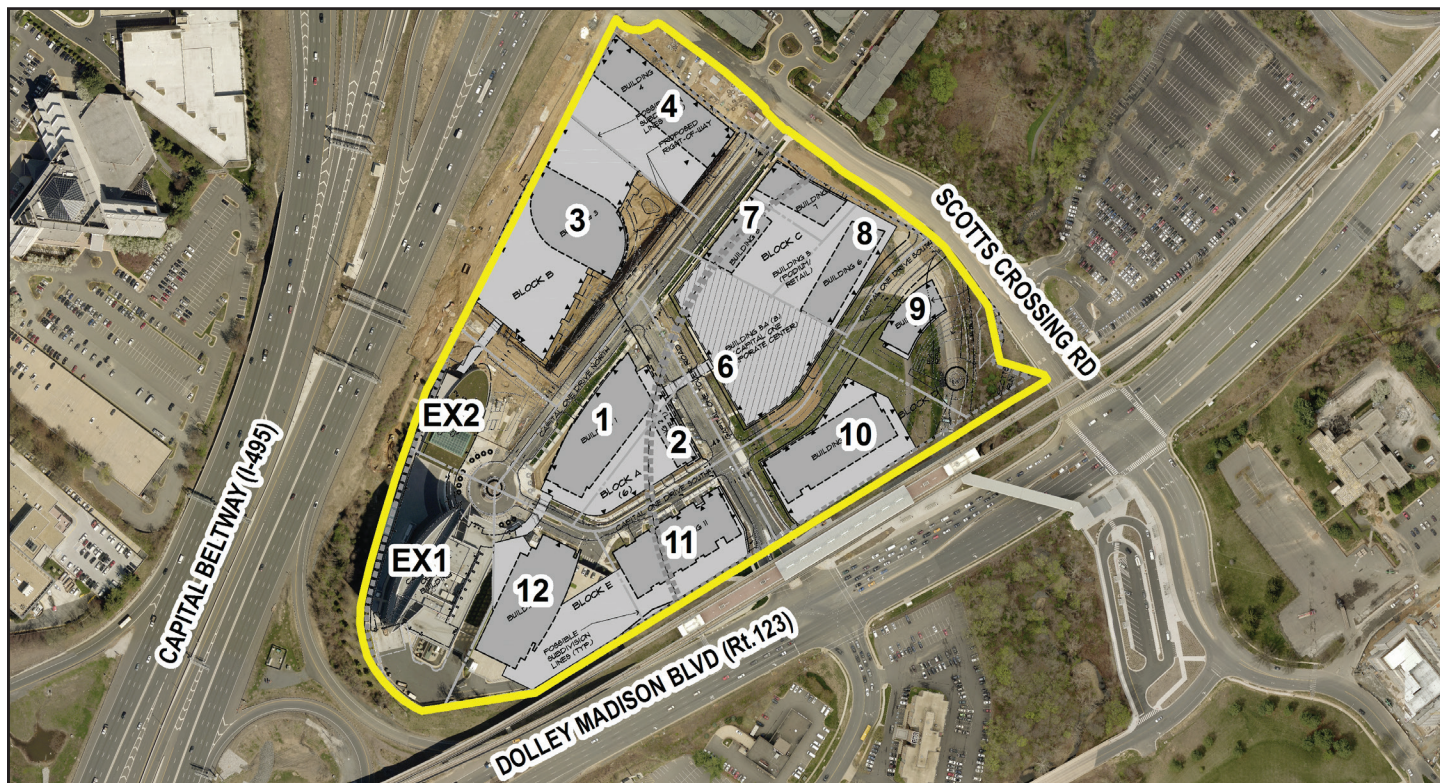
*Image depicted is from CDPA, dated February 18, 2014

The site is currently developed with the Capital One office campus, including an office building, conference center and freestanding garage. The site will be redeveloped to a mixed-use development retaining the existing office building and conference center, while 11 buildings with office, hotel, retail and residential uses will be added. Building heights range from 42.5 to 470 feet. An FDPA application was approved on the entire land area that shows the existing development and the new construction for Blocks A and B, as well as an interim stand alone public facility to be located on the future site of Building 11.

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

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

Application Changes Under Review (PCA 2010-PR-021-02)



**Image depicted is from PCA/CDPA, dated November 12, 2015*

The PCA application currently under review seeks modifications to Blocks A, C and D. The requested modifications include the addition of a grocery store and a corporate center on Block C, as well as increased building heights and modified building footprints.

Current Development Activity

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

Summary Land Use

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

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
Existing								
To Be Removed	1	0	0	0	0	0	1,247 ³	
To Remain	2	505,500	0	0	0	0	505,500	
Under Construction								
	1	940,550	30,150	0	0	0	970,700	
Approved by Site Plan, Not Under Construction								
	0	0	0	0	0	0	0	
Proposed by FDP (Change from Approved)								
	+5	0	+110,000	+918,700	826	0	+1,098,700 ⁴	
Proposed by CDP (Change from Approved)								
	+2	0	+123,290	+70,872	0	0	+264,162 ⁴	+0.24
Approved by FDP								
	8	2,040,797	48,744	0	0	406,762	2,526,303 ²	
Approved by CDP ¹								
	13	3,182,152	128,781	1,251,828	1,230	406,762	4,999,523 ²	3.9

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

2 Includes 30,000 sq. ft. public facility use

3 Existing accessory building

4 Includes +70,000 sq. ft. public facility use

Residential and Employee Population

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

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

Detailed Approved Development Information

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

PCA 2010-PR-021

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

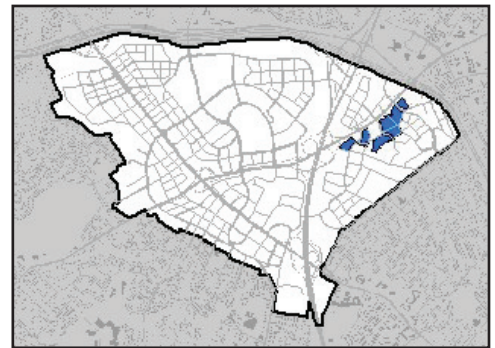
1 Reflects proposed sq.ft. in CDP, rather than maximum shown on CDP

2 Includes 30,000 public facility use

Scotts Run Station South

Zoning Applications

RZ 2011-PR-010	approved 4/9/2013
RZ 2011-PR-011	approved 4/9/2013
FDP 2011-PR-11	approved 4/3/2013
FDP 2011-PR-11-2	approved 4/3/2013
PCA 92-P-001-10	approved 4/9/2013
FDP 2011-PR-011-3	approved 11/19/2015
FDP 2011-PR-011-4	under review
PCA 2011-PR-011-2	under review



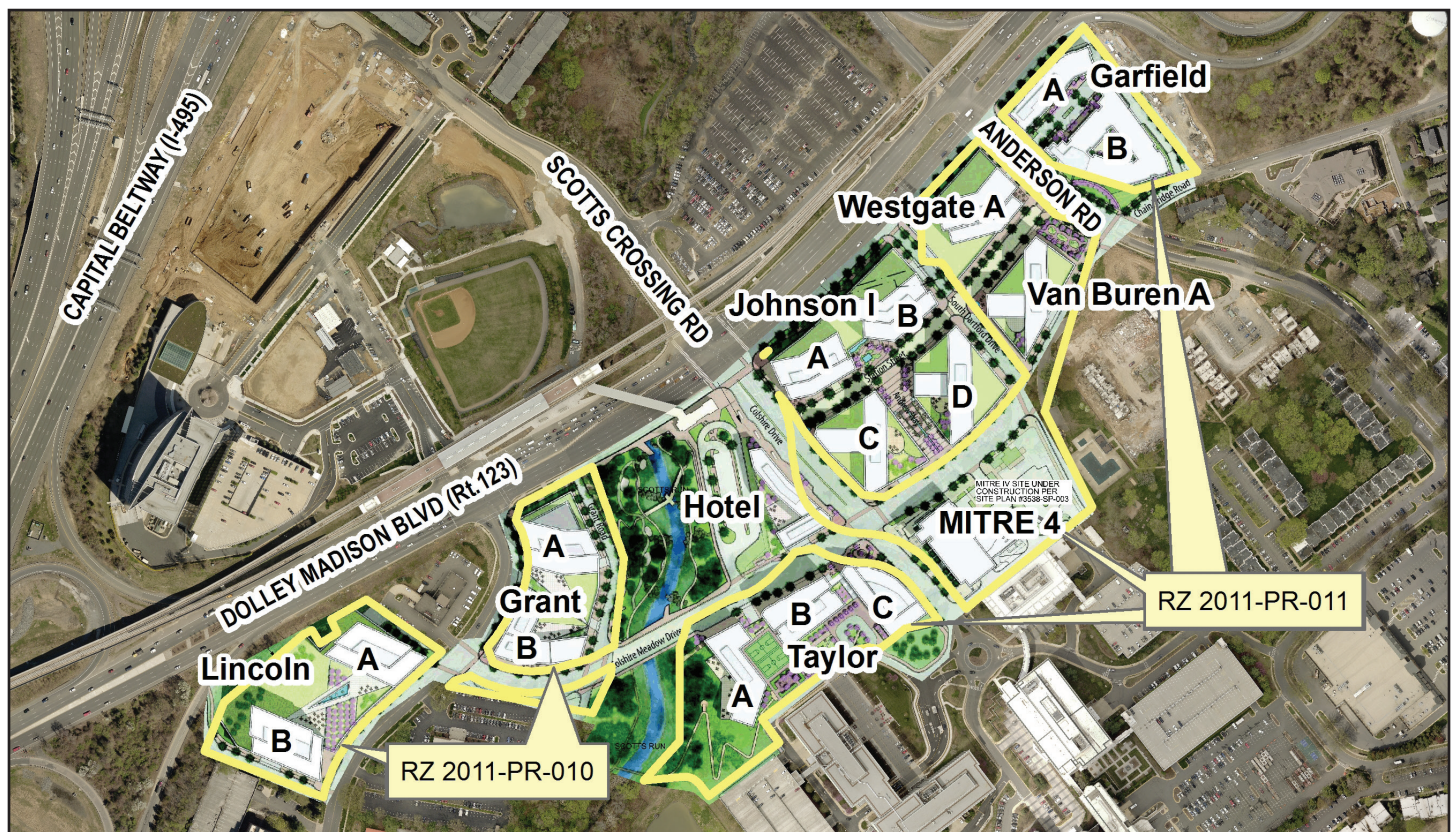
Site Plans

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

Site Area

30.5 acres (010: 6.93 acres, 011: 23.54)

Development Overview



*Image depicted is from CDP - Illustrative Plan, dated March 25, 2013

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

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

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

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

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

In addition, the applicant has submitted PCA and FDP applications (PCA 2011-PR-011-2, FDP 2011-PR-011-04). These applications are currently under review to refine the building and site design for Johnson I Buildings C and D, and show two interim retail structures in the area to be developed with Buildings A and B.



Current Development Activity

A 340,000 sq.ft. office building, MITRE 4, and two residential buildings on the Garfield site, Garfield A and B (“The Haden” buildings), have recently been delivered pursuant to 3538-SP-003 and 1217-SP-002, respectively.

Summary Land Use

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

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
Existing								
To Be Removed	4	260,171	0	0	0	0	260,171	
To Remain	3	340,000	0	475,694	425	0	815,694	
Under Construction								
	0	0	0	0	0	0	0	
Approved by Site Plan, Not Under Construction								
	0	0	0	0	0	0	0	
Proposed by FDP (Change from Approved) ²								
	+4	0	+96,200	+514,000	+475	0	+610,200	
Approved by FDP								
	4	553,000	7,100	479,099	425	0	1,035,794	
Approved by CDP ³								
	17	3,738,210	143,520	2,597,130	2,308	218,200	6,697,060	4.27

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

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

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

Residential and Employee Population

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

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

Detailed Approved Development Information

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

RZ 2011-PR-010/011

	Option	Office	Retail	Residential		Hotel	Totals
				GFA	DUs		
Existing to Remain							
MITRE 4	N/A	340,000	0	0	0	0	340,000
Garfield A	N/A	0	0	248,342	222	0	248,342
Garfield B	N/A	0	0	227,352	203	0	227,352
Under Construction							
	N/A	0	0	0	0	0	0
Approved by Site Plan, Not Under Construction							
	N/A	0	0	0	0	0	0
Approved by FDP							
Garfield A	N/A	0	0	251,747	222	0	251,747
Garfield B	N/A	0	0	223,947	203	0	223,947
MITRE 4	N/A	340,000 ¹	0 ¹	0	0	0	340,000
Taylor C ⁴	N/A	213,000	7,100	0	0	0	220,100
Approved by CDP ²							
Grant A	N/A	506,907	5,000 ³	0	0	0	506,907
Grant B	N/A	0	5,000 ³	430,036	391	0	435,036
Lincoln A	N/A	362,603	8,640 ³	0	0	0	371,243
Lincoln B	N/A	250,000	8,640 ³	0	0	0	258,640
Garfield A	N/A	0	0	251,747	222	0	251,747
Garfield B	N/A	0	0	223,947	203	0	223,947
Westgate A	N/A	405,000	9,720	0	0	0	414,720
Van Buren A	N/A	0	7,560	466,000	424	0	473,560
Johnson I A	N/A	544,800	19,720 ³	0	0	0	564,520
Johnson I B	N/A	635,000	19,720 ³	0	0	0	654,720
Johnson I C	N/A	0	19,720 ³	450,000	409	0	469,720
Johnson I D	N/A	0	19,720 ³	450,000	409	0	469,720
MITRE 4	N/A	340,000	0	0	0	0	340,000
Taylor A	N/A	0	5,080 ³	325,400	250	0	330,480
Taylor B	N/A	443,700	5,000 ³	0	0	0	448,700
Taylor C	N/A	255,200	5,000 ³	0	0	0	260,200
Hotel	N/A	0	5,000	0	0	218,200	223,200

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

2 Proposed GFA listed, not maximum GFA range

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

4 4,000 sq. ft. of approved office could be converted to retail

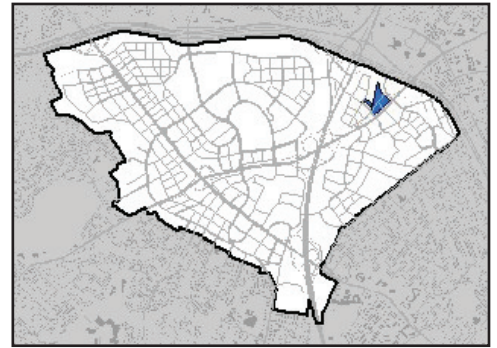
Scotts Run Station North

Zoning Applications

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

Site Plans

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



Site Area

9.40 acres

Development Overview



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

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

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

Current Development Activity

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

Summary Land Use

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

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

Residential and Employee Population

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

Maximum Employment Option (Base Option)

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

Maximum Residential Option (Option A/B)

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

Detailed Approved Development Information

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

RZ 2011-PR-009

	Option	Office ¹	Retail	Residential		Hotel	Totals
				GFA	DUs		
Existing to Remain							
	N/A	0	0	0	0	0	0
Under Construction							
	N/A	0	0	0	0	0	0
Approved by Site Plan, Not Under Construction							
	N/A	0	0	0	0	0	0
Approved by FDP							
	N/A	0	0	0	0	0	0
Approved by CDP							
Building A	Base, Hotel	0	8,000	359,000	337	0	367,000
	A/B	0	8,000	258,000	258		266,000
Building B	Base, Hotel	0	8,000	138,000	130	0	146,000
	A/B	0	8,000	239,000	239		247,000
Building C	All	432,000	17,000	0	0	0	449,000
Building D	All	293,000	9,000	0	0	0	302,000
Building E	Base, A/B	229,000	7,000	0	0	0	236,000
	Hotel	0	7,000	0	0	229,000	236,000

¹ Any building indicated as office may be replaced with a hotel use, subject to parking requirements

Anderson Park (The Commons)

Zoning Applications

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

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

Site Plans

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

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

Site Area

20.96 acres

Development Overview



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

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

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

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

Current Development Activity

Site Plan 3797-SP-002 was approved and Building 1 (The Kingston) is currently under construction pursuant to that site plan.

Summary Land Use

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

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
Existing								
To Be Removed	12	0	0	287,616	288	0	287,616	
To Remain	0	0	0	0	0	0	0	
Under Construction								
	1	0	0	338,000	319	0	338,000	
Approved by Site Plan, Not Under Construction								
	0	0	0	0		0	0	
Approved by FDP								
	1	0	0	338,000	331	0	338,000	
Approved by CDP								
	7	0	0 ¹	2,622,400 ¹	2,571	0	2,622,400	2.87

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

Residential and Employee Population

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

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

Detailed Approved Development Information

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

RZ 2011-PR-017

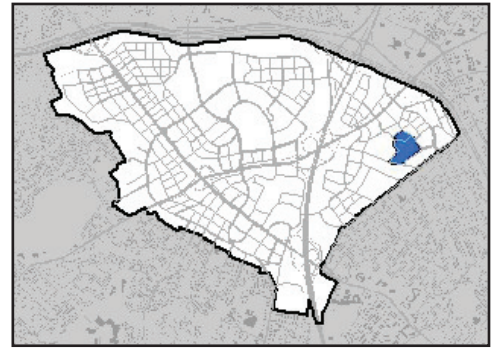
	Option	Office	Retail	Residential		Hotel	Totals
				GFA	DUs		
Existing to Remain							
	N/A	0	0	0	0	0	0
Under Construction							
Building 1	N/A	0	0	338,000	319	0	338,000
Approved by Site Plan, Not Under Construction							
	N/A	0	0	0	0	0	0
Approved by FDP							
Building 1	N/A	0	0	338,000	331	0	338,000
Approved by CDP							
Building 1	N/A	0	0	338,000	331	0	338,000
Building 2	N/A	0	0	465,800	456	0	465,800
Building 3	N/A	0	0	277,500	272	0	277,500
Building 4	N/A	0	0	260,800	256	0	260,800
Building 5	N/A	0	0	461,100	452	0	461,100
Building 6	N/A	0	0	499,300	490	0	499,300
Building 7	N/A	0	0	319,900	314	0	319,900

Zoning Applications

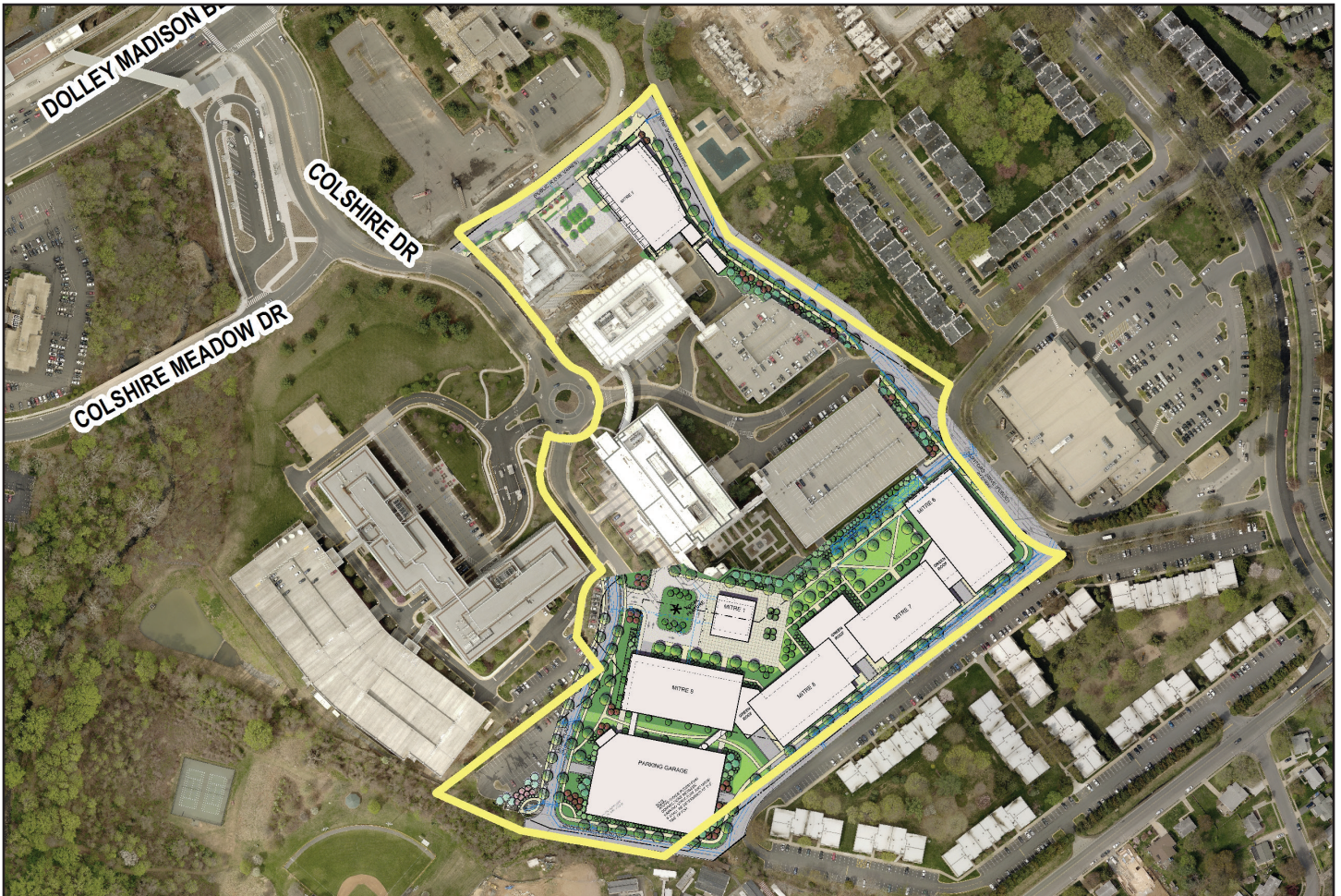
RZ 2010-PR-023 under review
FDP 2010-PR-023..... under review
SE 2010-PR-034 under review

Site Area

22.5 acres



Development Overview



**Image depicted is from CDP - Overall Landscape Plan, dated December 23, 2015*

The site is developed with a campus consisting of three office buildings and two parking garages. RZ 2010-PR-023 proposes to remove the existing MITRE 1 office building, and construct five new office buildings, a visitor center, and one freestanding parking structure to the existing campus. The application has been filed as a combined CDP/FDP on the entire land area, and is currently under review for a proposed 2.15 million square feet of office development.

Current Development Activity

None.

Summary Land Use

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

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
Existing								
To Be Removed	1	255,752	0	0	0	0	255,752	
To Remain	2	444,461	0	0	0	0	444,461	
Under Construction								
	0	0	0	0	0	0	0	
Approved by Site Plan, Not Under Construction								
	0	0	0	0	0	0	0	
Proposed by FDP								
	4	1,000,213	0	0	0	0	1,000,213	
Proposed by CDP								
	8	1,810,461	0	0	0	0	1,810,461 ¹	2.19 ²

1 Total includes 3,000 sq. ft. utility/mechanical buildings. Total does not include MITRE 4 building, which is accounted for in Scotts Run South.

2 FAR is inclusive of MITRE 4 GFA.

Residential and Employee Population

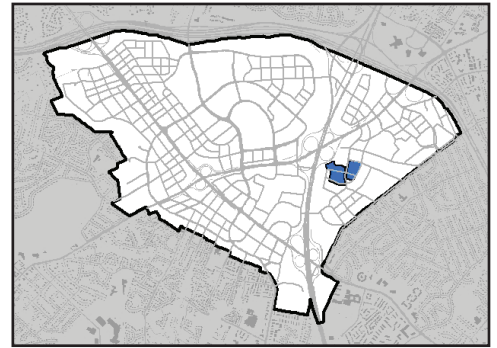
At the approved level of development, the estimated increases to residential and employee population are shown in the table below.

	Residents	Employees
Estimated Current	0	2,334
Estimated Proposed	0	6,035

The Highland District

Zoning Applications

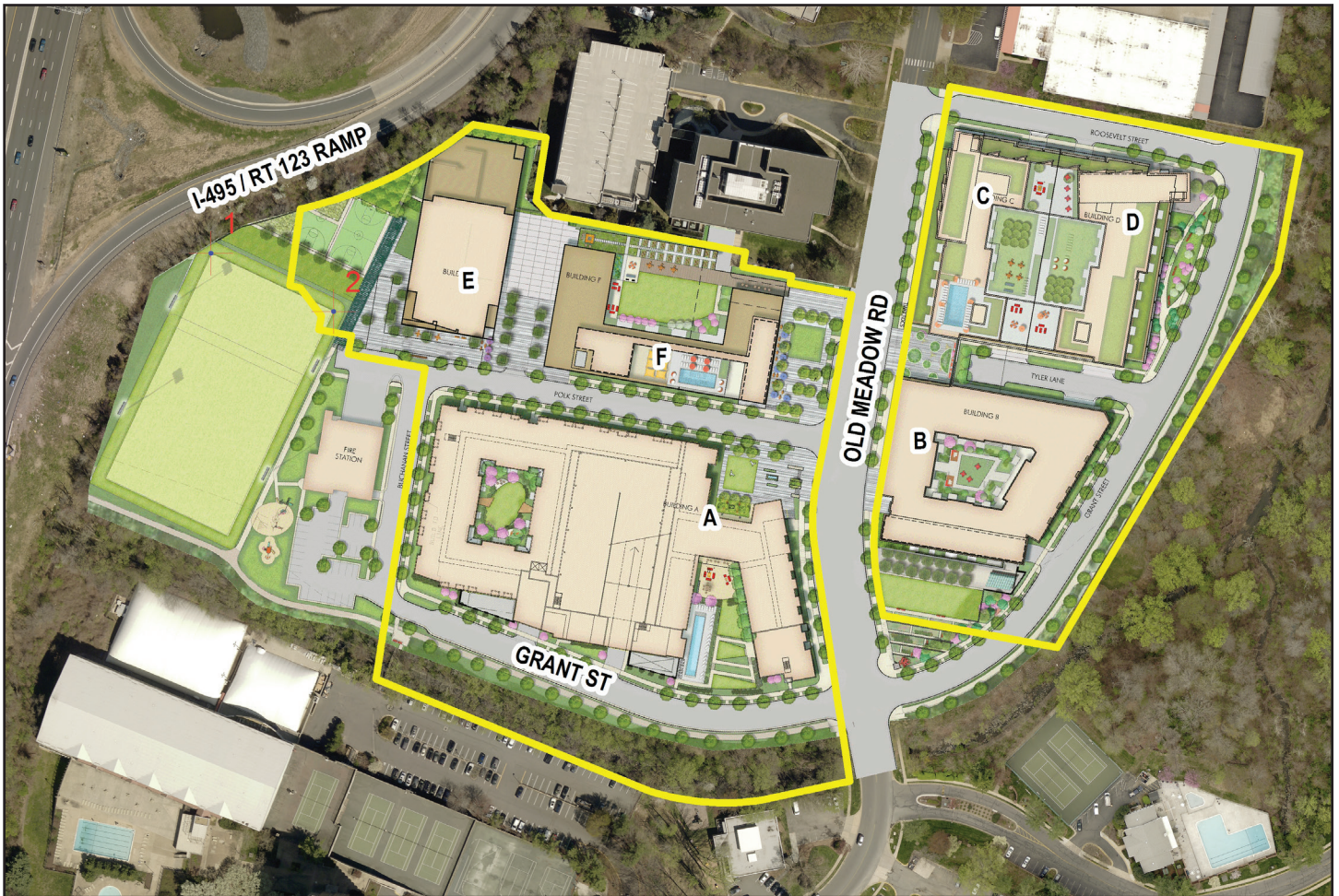
RZ 2014-PR-021 approved 7/12/16
FDP 2014-PR-021 approved 6/29/16
FDP 2014-PR-021-02 approved 6/29/16
PCA 92-P-001-12 approved 7/12/16



Site Area

16.74 acres

Development Overview



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

The subject site is currently developed with five office buildings, ranging from one to six stories in height, with surface parking. Under the approved layout, these buildings would be removed and replaced with either five or six new buildings (depending on the design of buildings C/D as one building or two towers). The neighborhood is primarily residential with supporting retail. Building E has an option to be either residential office. Maximum building heights would range from 105 to 240 feet. The Final Development Plans (FDPs) have been approved for Buildings A and B.

Major transportation improvements include improvements to Old Meadow Road and additional local grid street connections. The street system will provide access to the new fire station and athletic field that were proffered by the Scotts Run Station South development (pursuant to RZ 2011-PR-010, RZ 2011-PR-011 and PCA 92-P-001-10).

A total of eight on and off-site public parks are proposed across the development, as well as an expansion of the adjacent athletic field to a full-size field.

Current Development Activity

None.

Summary Land Use

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

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
Existing								
To Be Removed	4	336,281	0	0	0	0	336,281	
To Remain	0	0	0	0	0	0	0	
Under Construction								
	0	0	0	0	0	0	0	
Approved by Site Plan, Not Under Construction								
	0	0	0	0	0	0	0	
Approved by FDP								
	2	0	12,000	685,000	640	0	692,000	
Approved by CDP								
Option 1	6	220,000	37,000	1,602,000	1,690	0	1,859,000	2.55
Option 2	6	0	32,000	1,854,000	1,600	0	1,886,000	2.59

Residential and Employee Population

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

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

Detailed Approved Development Information

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

RZ 2014-PR-021

	Option	Office	Retail	Residential		Hotel	Totals
				GFA	DUs		
Existing to Remain							
	N/A	0	0	0	0	0	0
Under Construction							
	N/A	0	0	0	0	0	0
Approved by Site Plan, Not Under Construction							
	N/A	0	0	0	0	0	0
Approved by FDP							
Building A	N/A	0	5,000	447,000	430	0	447,000
Building B	N/A	0	7,000	238,000	210	0	245,000
Approved by CDP							
Building A	N/A	0	8,000	447,000	430	0	428,000
Building B	N/A	0	7,000	238,000	275	0	245,000
Building C	Option 1	0	7,000	261,000	310	0	268,000
Building C/D	Option 2	0	7,000	253,000	290	0	260,000
Building D	Option 1	0	0	296,000	315	0	296,000
Building E	Option 1	220,000	5,000	0	0	0	225,000
	Option 2	0	0	260,000	250	0	260,000
Building F	N/A	0	10,000	368,000	360	0	370,000

1690 Old Meadow Road (GEICO)

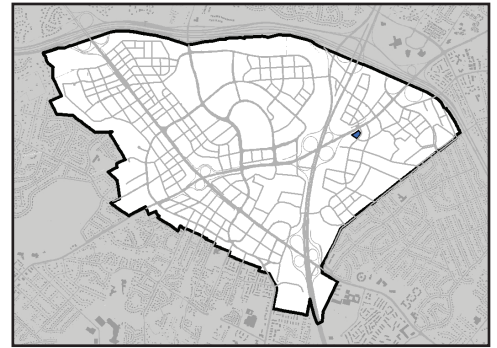
Zoning Applications

RZ/FDP 2015-PR-014..... under review

SE 2015-PR-029 under review

Site Area

1.29 acres



Development Overview



*Image depicted is from FDP - Roof Plan, dated September 24, 2015

The subject site consists of one parcel, currently developed with a two-story office building. The property is bordered by the future site of the Lincoln buildings to the east and Grant buildings to the west across Old Meadow Road (these future buildings are associated with Scotts Run South). The applicant proposes to demolish the existing office building and replace it with a new, single office tower with ground floor retail. The special exception under review would allow an FAR for office above 2.5.

Site access would be provided from Old Meadow Road, and public open space is proposed at the corner of Old Meadow Road and Route 123.

Current Development Activity

None.

Summary Land Use

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

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
Existing								
To Be Removed	1	12,952	0	0	0	0	12,952	
To Remain	0	0	0	0	0	0	0	
Under Construction								
	0	0	0	0	0	0	0	
Approved by Site Plan, Not Under Construction								
	0	0	0	0	0	0	0	
Proposed by FDP								
	1	257,000	13,000	0	0	0	270,000	
Proposed by CDP								
	1	257,000	13,000	0	0	0	270,000	4.81

Residential and Employee Population

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

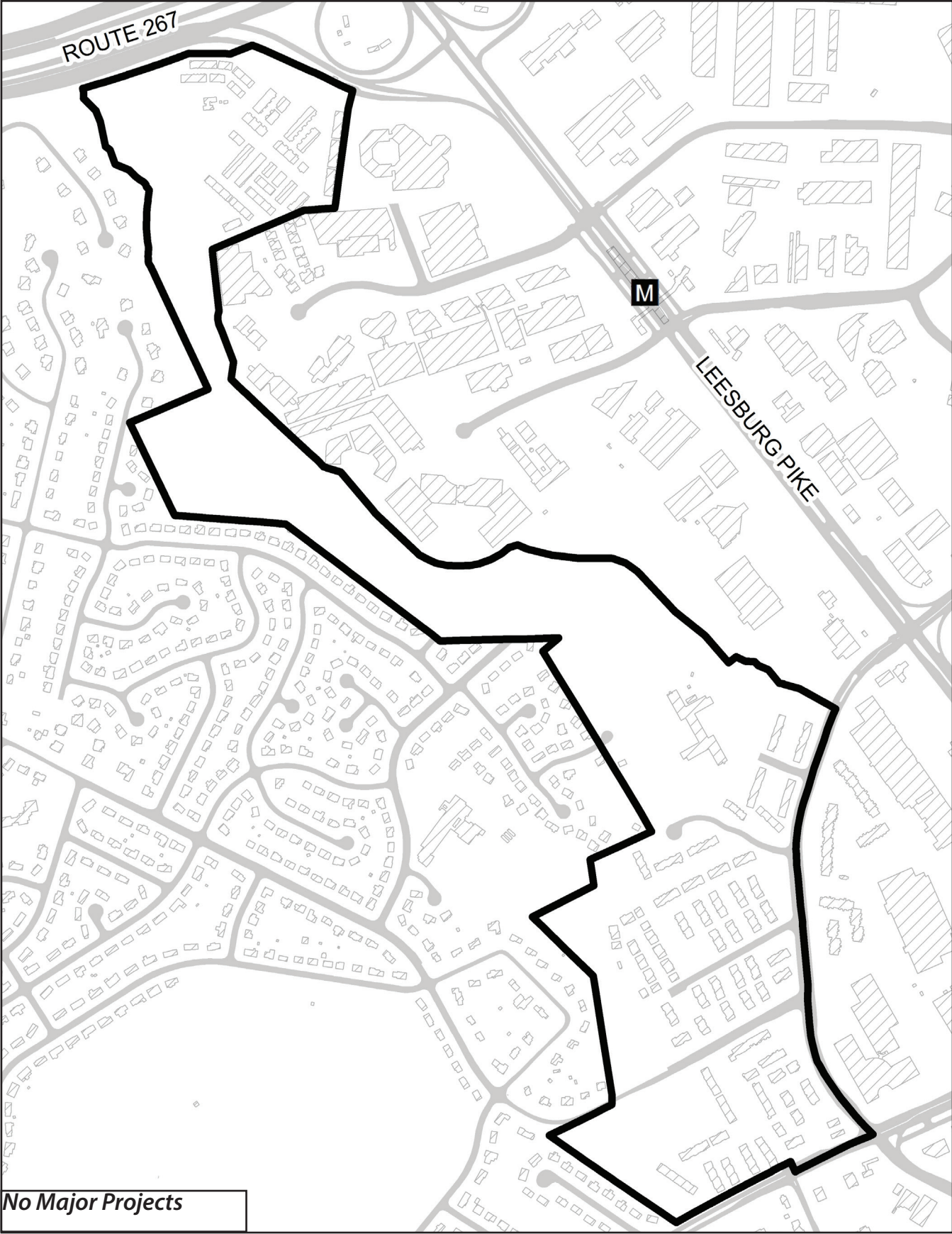
	Residents	Employees
Estimated Current	0	43
Estimated Proposed	0	866

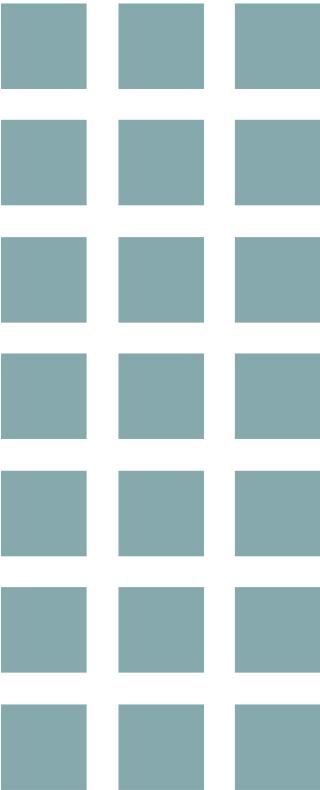
WEST SIDE DISTRICT

WEST SIDE DISTRICT

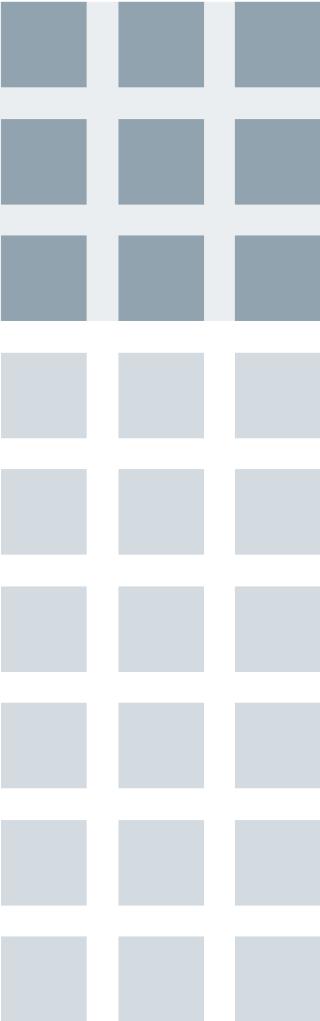
No major zoning applications have been submitted within the West Side District.

WEST SIDE MAJOR PROJECTS





OLD COURTHOUSE DISTRICT

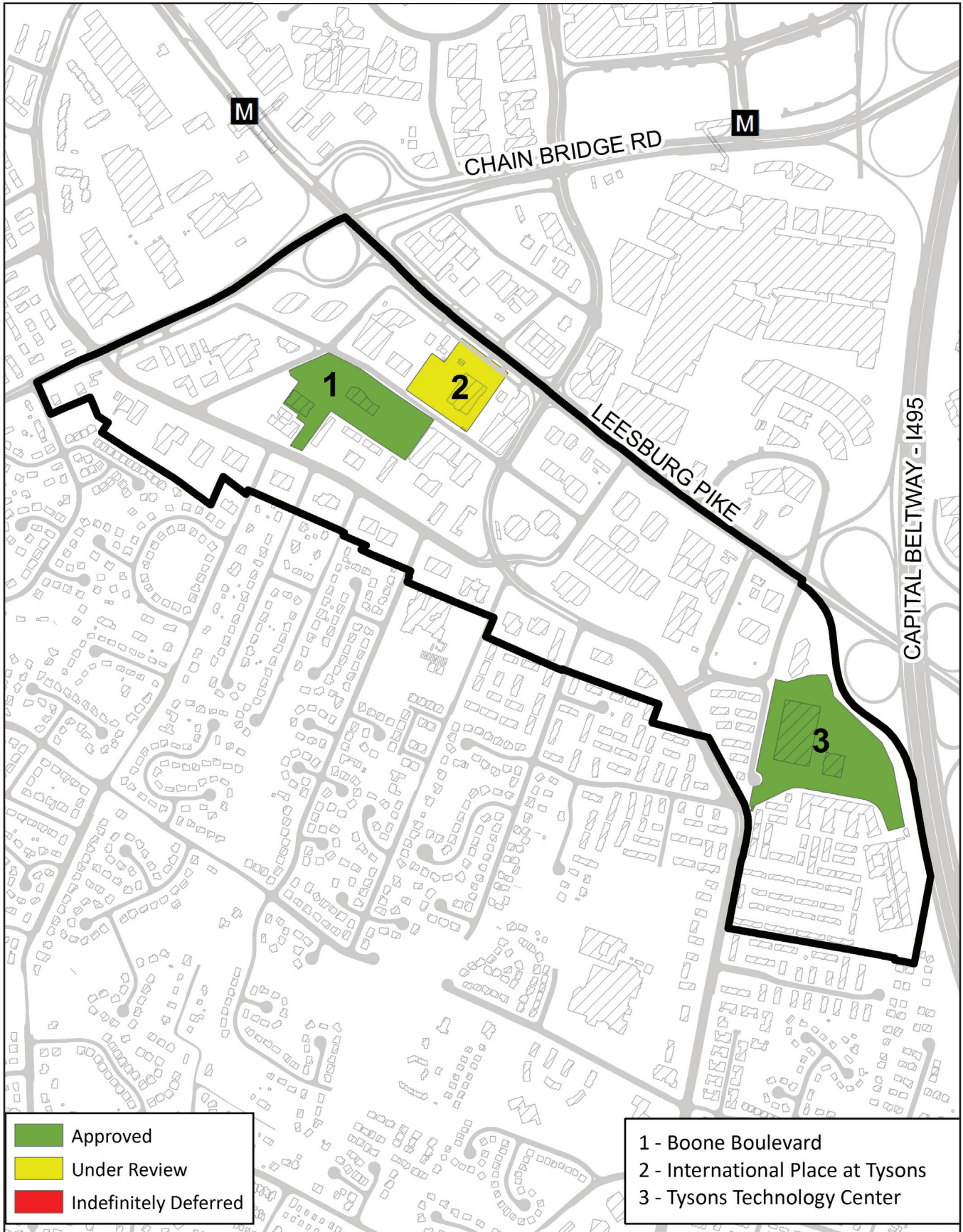


OLD COURTHOUSE DISTRICT

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

	# of Buildings	Office	Retail	Residential		Hotel	Totals
				GFA	DUs		
Existing							
To Be Removed	1	0	35,520	0	0	0	35,520
To Remain	4	608,773	0	0	0	0	608,773
Under Construction							
	0	0	0	0	0	0	0
Approved by Site Plan, Not Under Construction							
	0	0	0	0	0	0	0
Approved by FDP							
	3	279,568	0	0	0	107,115	386,683
Approved by CDP							
	5	562,324	0	0	0	107,115	669,439
Proposed by FDP (Change from Approved)							
	+1	+24,000	+104,610	+359,808	+385	0	+488,418
Proposed by CDP (Change from Approved)							
	+1	+24,000	+104,610	+359,808	+385	0	+488,418
Total Proposed or Approved by CDP							
	6	586,324	104,610	359,808	0	107,115	1,157,857

OLD COURTHOUSE MAJOR PROJECTS



Boone Boulevard

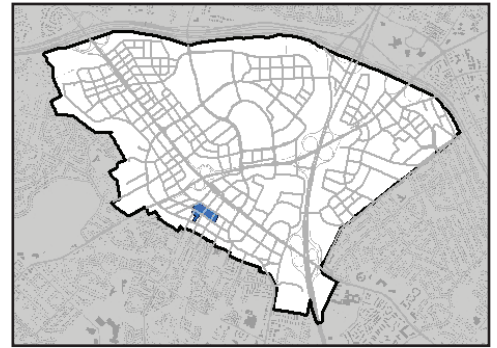
Zoning Applications

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

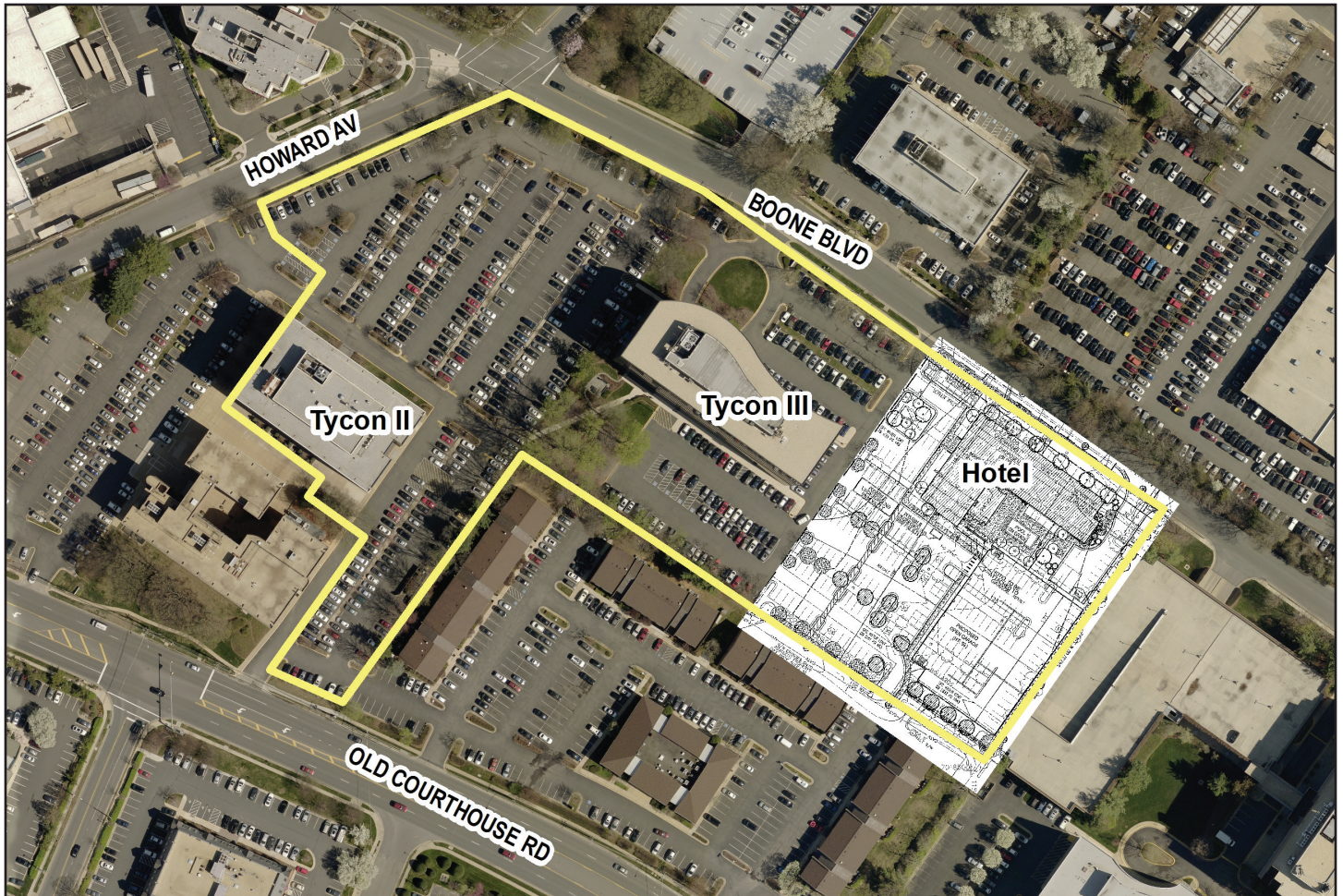
SE 2007-PR-014 approved 7/21/2008

Site Area

8.87 acres



Development Overview



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

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

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

Current Development Activity

None.

Summary Land Use

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

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
Existing								
To Be Removed	0	0	0	0	0	0	0	
To Remain	2	326,017	0	0	0	0	326,017	
Under Construction								
	0	0	0	0	0	0	0	
Approved by Site Plan, Not Under Construction								
	0	0	0	0	0	0	0	
Approved by FDP ¹								
	3	279,568	0	0	0	107,115	386,683	
Approved by CDP ¹								
	3	279,568	0	0	0	107,115	386,683	1.0

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

Residential and Employee Population

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

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

Detailed Approved Development Information

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

PCA C-597-04

	Option	Office	Retail	Residential		Hotel	Totals
				GFA	DUs		
Existing to Remain							
Tycon II	N/A	163,177	0	0	0	0	163,177
Tycon III	N/A	162,840	0	0	0	0	162,840
Under Construction							
	N/A	0	0	0	0	0	0
Approved by Site Plan, Not Under Construction							
	N/A	0	0	0	0	0	0
Approved by FDP¹							
Hotel	N/A	0	0	0	0	107,115	107,115
Tycon II	N/A	138,300	0	0	0	0	138,300
Tycon III	N/A	141,268	0	0	0	0	141,268
Approved by CDP¹							
Hotel	N/A	0	0	0	0	107,115	107,115
Tycon II	N/A	138,300	0	0	0	0	138,300
Tycon III	N/A	141,268	0	0	0	0	141,268

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

International Place at Tysons

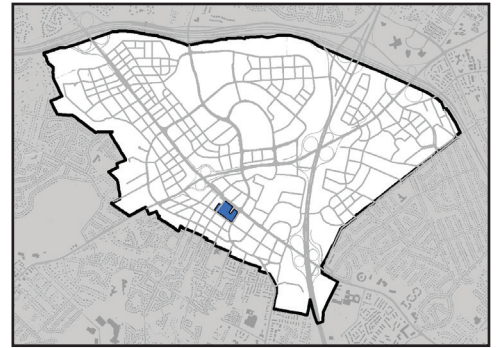
Zoning Applications

RZ 2015-PR-006 under review

FDP 2015-PR-006..... under review

Site Area

5.4 acres



Development Overview



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

The subject site is currently developed with an auto dealership showroom/sales and service building, which is proposed to be removed. Under the proposed layout, the former auto dealership would be replaced with a mixed-use building containing ground level retail and eating establishment space with residential uses above.

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

Current Development Activity

None.

Summary Land Use

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

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
Existing								
To Be Removed	1	0	35,520	0	0	0	35,520	
To Remain	0	0	0	0	0	0	0	
Under Construction								
	0	0	0	0	0	0	0	
Approved by Site Plan, Not Under Construction								
	0	0	0	0	0	0	0	
Proposed by FDP								
	1	24,000	104,610	359,808	385	0	488,418	
Proposed by CDP								
	1	24,000	104,610	359,808	385	0	488,418	2.05

Residential and Employee Population

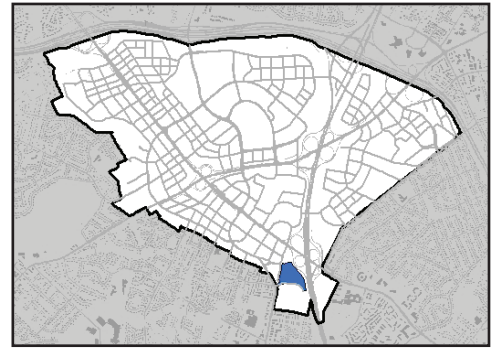
At the proposed level of development, the estimated increases to residential and employee population are shown in the table below.

	Residents	Employees
Estimated Current	0	79
Estimated Proposed	674	312

Tysons Technology Center

Zoning Applications

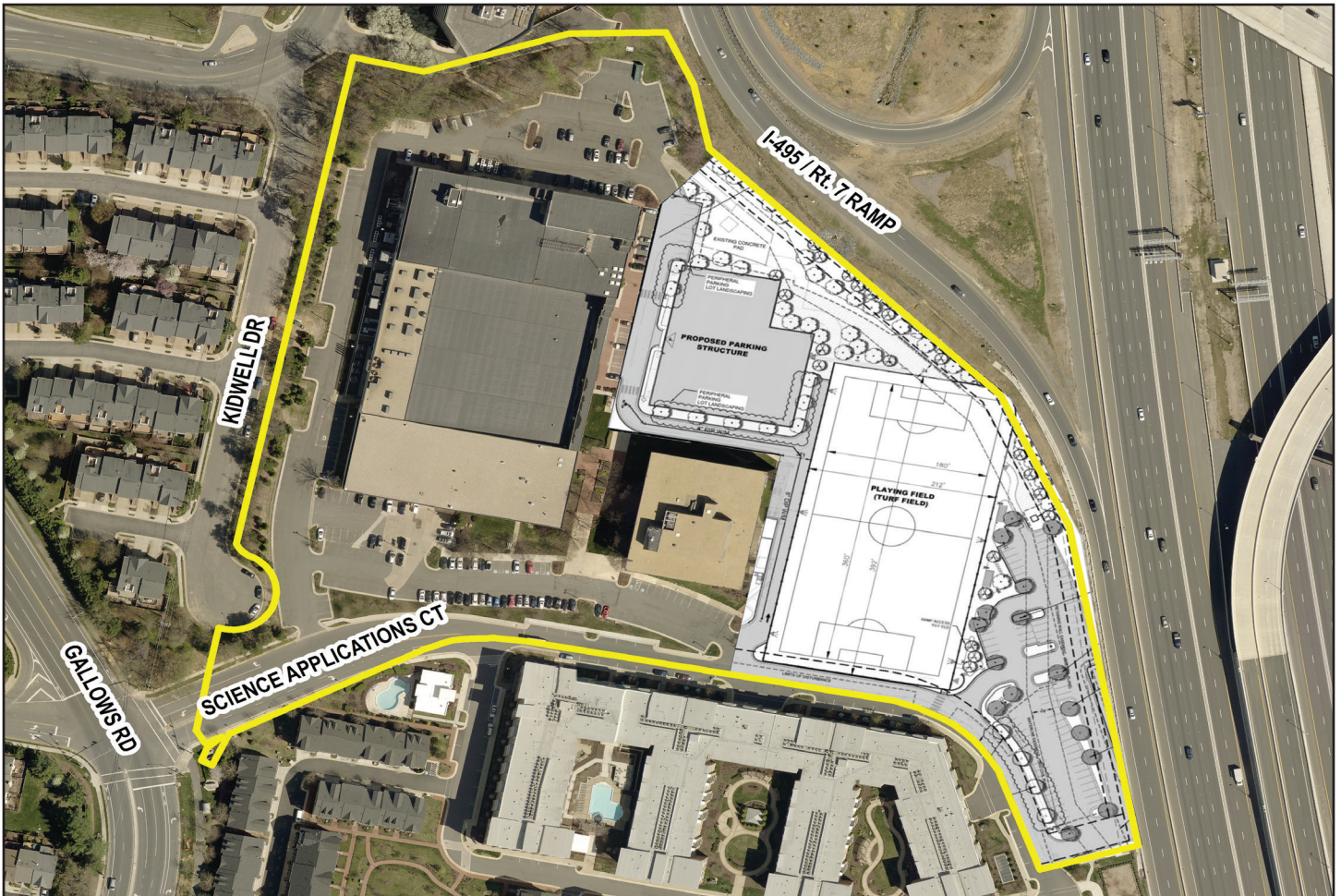
SE 2015-PR-021 approved 5/17/2016
PCA 75-7-004-03..... approved 5/17/2016
RZ 2014-PR-017 withdrawn
FDP 2014-PR-014..... withdrawn



Site Area

14.40 acres

Development Overview



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

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

The applications permit the addition of a lit, synthetic athletic field at grade on the eastern side of the site, along with an above grade parking garage to replace the office parking being displaced by the athletic field. The approved field is intended to off-set the increased demand for athletic fields generated by the Boro (RZ 2010-PR-022). No uses or intensity are proposed to be added to this site with these applications.

The applicant had previously submitted an application to redevelop the entire site, but withdrew that application (RZ/FDP 2014-PR-017) in 2015.

Current Development Activity

None.

Summary Land Use

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

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
Existing								
To Be Removed	0	0	0	0	0	0	0	
To Remain	2	282,756	0	0	0	0	282,756	
Under Construction								
	0	0	0	0	0	0	0	
Approved by Site Plan, Not Under Construction								
	0	0	0	0	0	0	0	
Approved by FDP ¹								
	0	0	0	0	0	0	0	
Approved by CDP ¹								
	2	282,756	0	0	0	0	282,756	0.46

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

Residential and Employee Population

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

	Residents	Employees
Estimated Current	0	943
Estimated Proposed	0	943

Detailed Approved Development Information

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

PCA 75-7-004-03

	Option	Office	Retail	Residential		Hotel	Totals
				GFA	DUs		
Existing to Remain							
Office 1	N/A	202,500	0	0	0	0	202,500
Office 2	N/A	80,256	0	0	0	0	80,256
Under Construction							
	N/A	0	0	0	0	0	0
Approved by Site Plan, Not Under Construction							
	N/A	0	0	0	0	0	0
Approved by FDP ¹							
	N/A	0	0	0	0	0	0
Approved by CDP ¹							
Office 1	N/A	202,500	0	0	0	0	202,500
Office 2	N/A	80,256	0	0	0	0	80,256

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



NORTH CENTRAL DISTRICT



NORTH CENTRAL DISTRICT

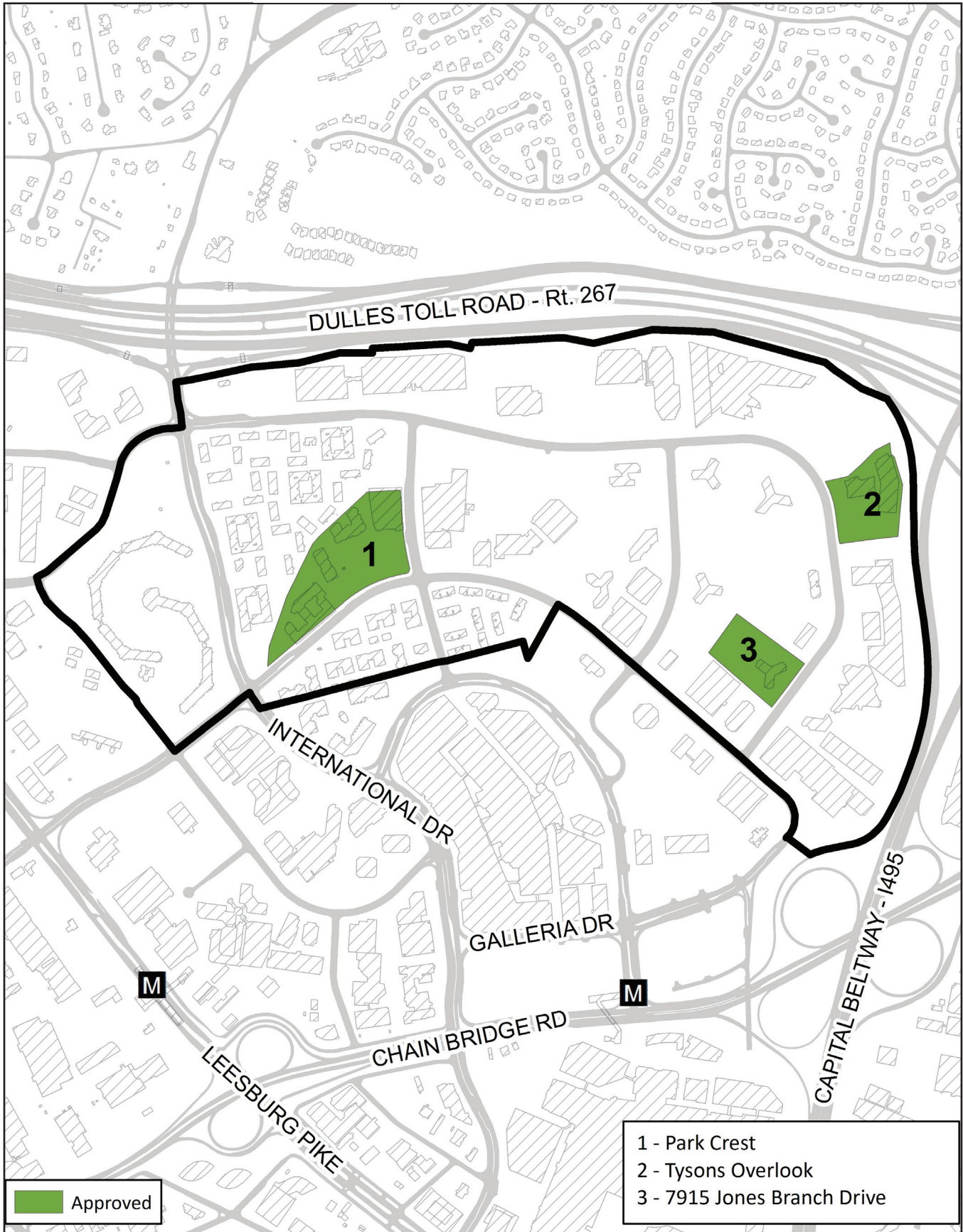
Three major applications have been submitted in the North Central District, all of which have been approved. The table below provides aggregated data on these three applications. All development information is reported in square footage proposed for each use, except for Residential Units which are also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

	# of Buildings	Office	Retail	Residential		Hotel	Totals ¹
				GFA	DUs		
Existing							
To Be Removed	0	0	0	0	0	0	0
To Remain	5	284,769	66,601	1,292,855	1,120	0	1,644,225
Under Construction							
	1	0	0	444,041	395	0	444,041
Approved by Site Plan, Not Under Construction							
	0	0	0	0	0	0	0
Approved by FDP							
	8 ²	493,362 ²	89,810	2,337,789	1,754	0 ²	2,918,461 ²
Approved by CDP							
	8 ²	493,362 ²	99,610	2,337,789	1,754	0 ²	2,918,461 ²
Proposed by FDP (Change from Approved)							
	0	0	0	0	0	0	0
Proposed by CDP (Change from Approved)							
	0	0	0	0	0	0	0
Total Proposed or Approved by CDP							
	8 ²	493,362 ²	99,610	2,337,789	1,754	0 ²	2,918,461 ²

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

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

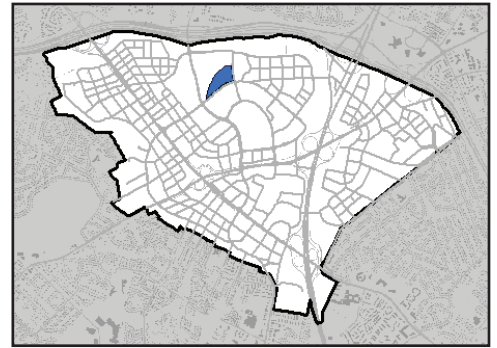
NORTH CENTRAL MAJOR PROJECTS



Park Crest

Zoning Applications

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



Site Plans

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

Site Area

13.55 acres

Development Overview



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

The Park Crest development is a predominately residential, mixed-use development zoned to the PRM district. The current approval depicts a total of five residential buildings with ground floor retail; Building 5 includes a community serving grocery store. There are a number of urban plazas and linear parks integrated with the development. The FDP covers the entire site and depicts the full build-out of the site. Four of the buildings are complete, with the most recent, Building 2, delivered in 2014.

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

Current Development Activity

None.

Summary Land Use

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

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
Existing								
To Be Removed	0	0	0	0	0	0	0	
To Remain	4	0	66,601	1,292,855	1,120	0	1,359,456	
Under Construction								
	0	0	0	0	0	0	0	
Approved by Site Plan, Not Under Construction								
	0	0	0	0	0	0	0	
Approved by FDP								
	5	0	77,310 ¹	1,887,789	1,354	0	1,965,099 ²	
Approved by CDP								
	5	0	77,310 ¹	1,887,789	1,354	0	1,965,099 ²	3.0

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

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

Residential and Employee Population

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

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

Detailed Approved Development Information

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

PCA 2002-PR-016-2

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

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

Tysons Overlook

Zoning Applications

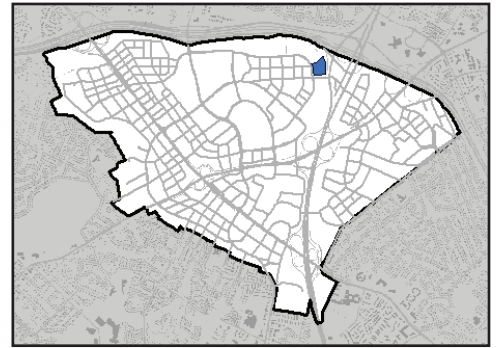
SEA 94-P-040 approved 5/18/2011

Site Plans

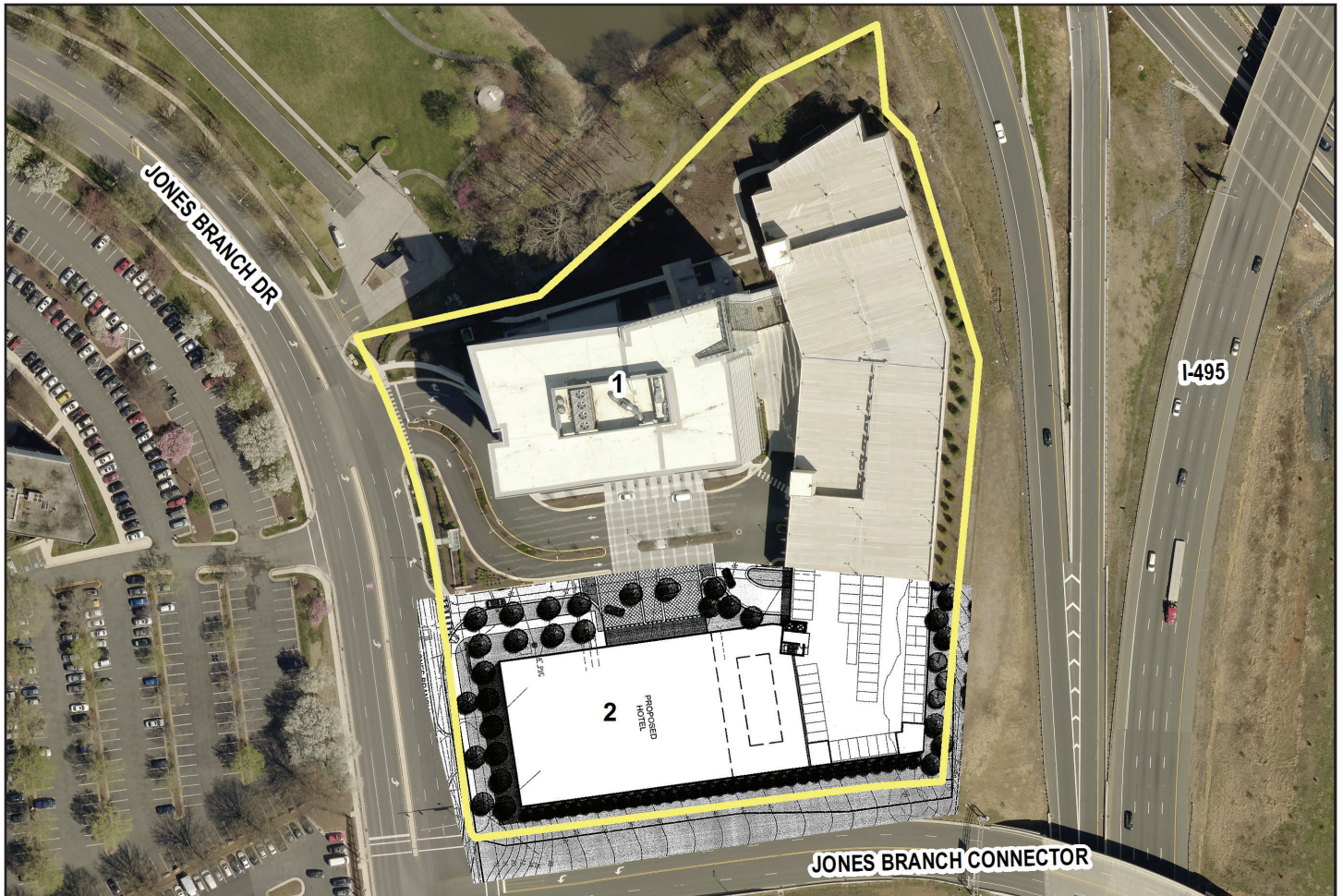
24989-SP-002 approved 1/16/2013 (Building 1)

Site Area

6.09 acres



Development Overview



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

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

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

Current Development Activity

None.

Summary Land Use

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

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR	
				GFA	DUs				
Existing									
To Be Removed	0	0	0	0	0	0	0		
To Remain	1	284,769	0	0	0	0	284,769		
Under Construction									
	0	0	0	0	0	0	0		
Approved by Site Plan, Not Under Construction									
	0	0	0	0	0	0	0		
Approved by FDP ¹									
Option 1	1	493,362	10,000	0	0	0	503,362		
Option 2A	2	493,362	10,000	0	0	0	503,362		
Option 2B	2	345,353	10,000	0	0	148,009	503,362		
Approved by CDP ¹									
Option 1	1	493,362	10,000	0	0	0	503,362		1.87
Option 2A	2	493,362	10,000	0	0	0	503,362		1.87
Option 2B	2	345,353	10,000	0	0	148,009	503,362		1.87

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

Residential and Employee Population

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

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

Detailed Approved Development Information

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

SEA 94-P-040

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

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

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

7915 Jones Branch Drive (Amherst)

Zoning Applications

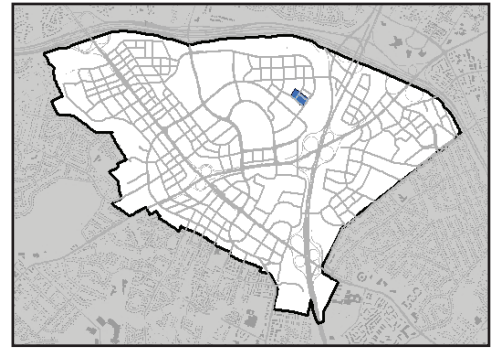
RZ/FDP 2014-PR-004..... approved 12/2/2014

Site Plans

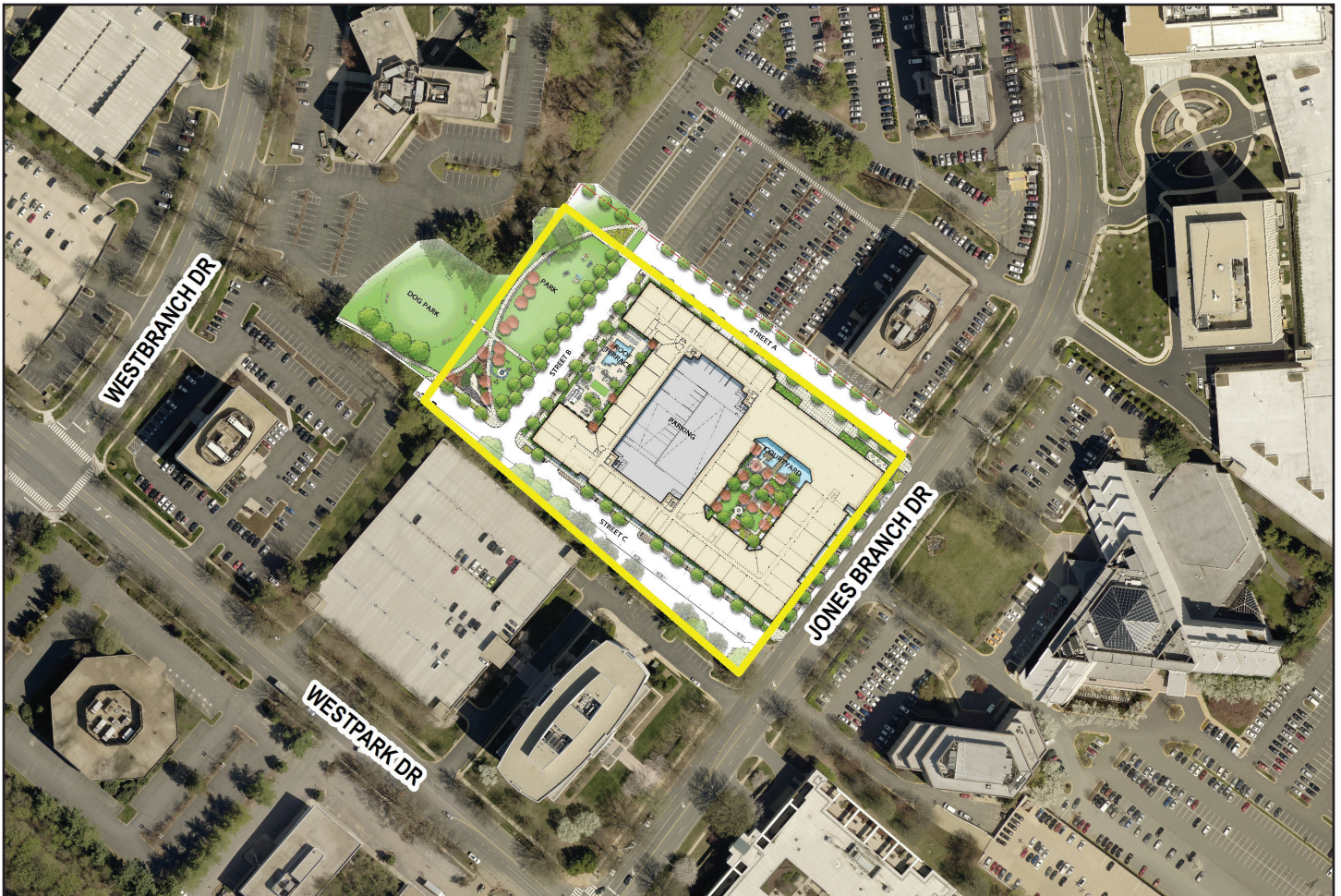
1211-SP-002 approved 12/31/2015

Site Area

5.75 acres



Development Overview



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

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

Major transportation improvements with the application area include three new streets, including an offsite connection between Jones Branch and West Branch Drives, and proffered contributions to the Tysons-wide and Tysons Grid of Streets transportation funds. The applicant will also provide an offsite pedestrian connection from its site to Westpark Drive and the Arbor Row development; this path will provide a pedestrian connection to metro.

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

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

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

Current Development Activity

The residential building is currently under construction, pursuant to Site Plan 1211-SP-002. In addition, a stream stabilization project has been completed along an unnamed tributary of Scotts Run, between Westpark Drive and Jones Branch Drive.

Summary Land Use

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

	# of Buildings	Office	Retail	Residential		Hotel	Totals	FAR
				GFA	DUs			
Existing								
To Be Removed	0	0	0	0	0	0	0	
To Remain	0	0	0	0	0	0	0	
Under Construction								
	1	0	0	444,041	395	0	444,041	
Approved by Site Plan, Not Under Construction								
	0	0	0	0	0	0	0	
Approved by FDP								
	1	0	2,500	450,000	400	0	450,000	
Approved by CDP								
	1	0	12,300	450,000	400	0	450,000	1.80

Residential and Employee Population

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

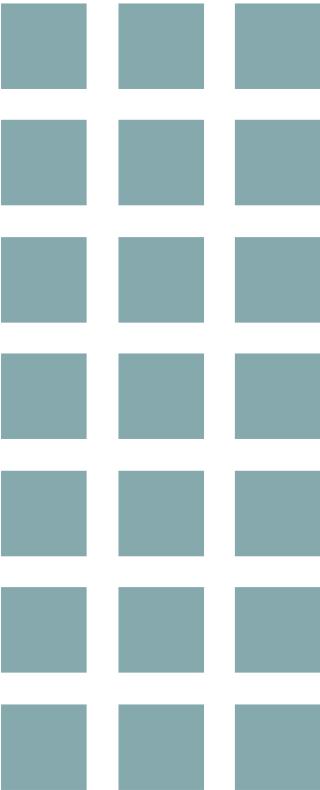
	Residents	Employees
Estimated Current	0	0
Estimated Proposed	700	27

Detailed Approved Development Information

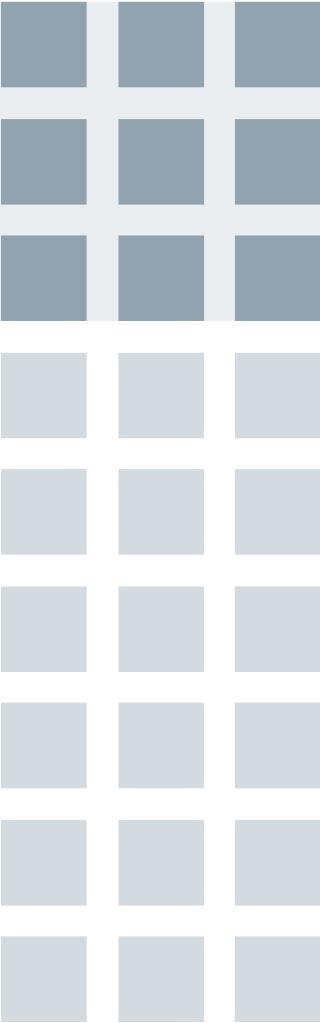
All numbers in square feet of development except dwelling units (du)

RZ 2014-PR-004

	Option	Office	Retail	Residential		Hotel	Totals
				GFA	DUs		
Existing to Remain							
	N/A	0	0	0	0	0	0
Under Construction							
Building 1	N/A	0	0	444,041	395	0	444,041
Approved by Site Plan, Not Under Construction							
	N/A	0	0	0	0	0	0
Approved by FDP							
Building 1	N/A	0	2,500	450,000	400	0	450,000
Approved by CDP							
Building 1	N/A	0	12,300	450,000	400	0	450,000



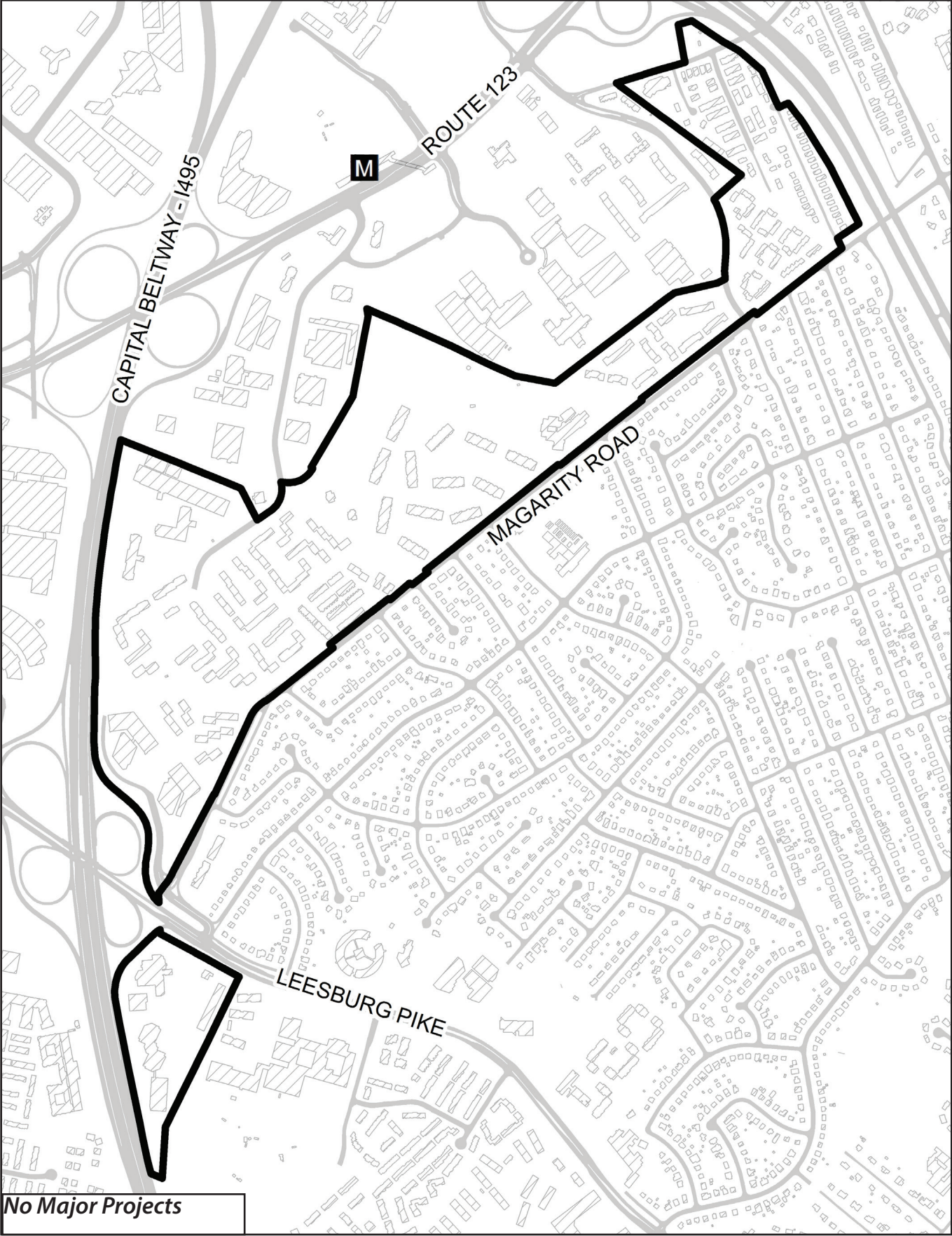
EAST SIDE DISTRICT

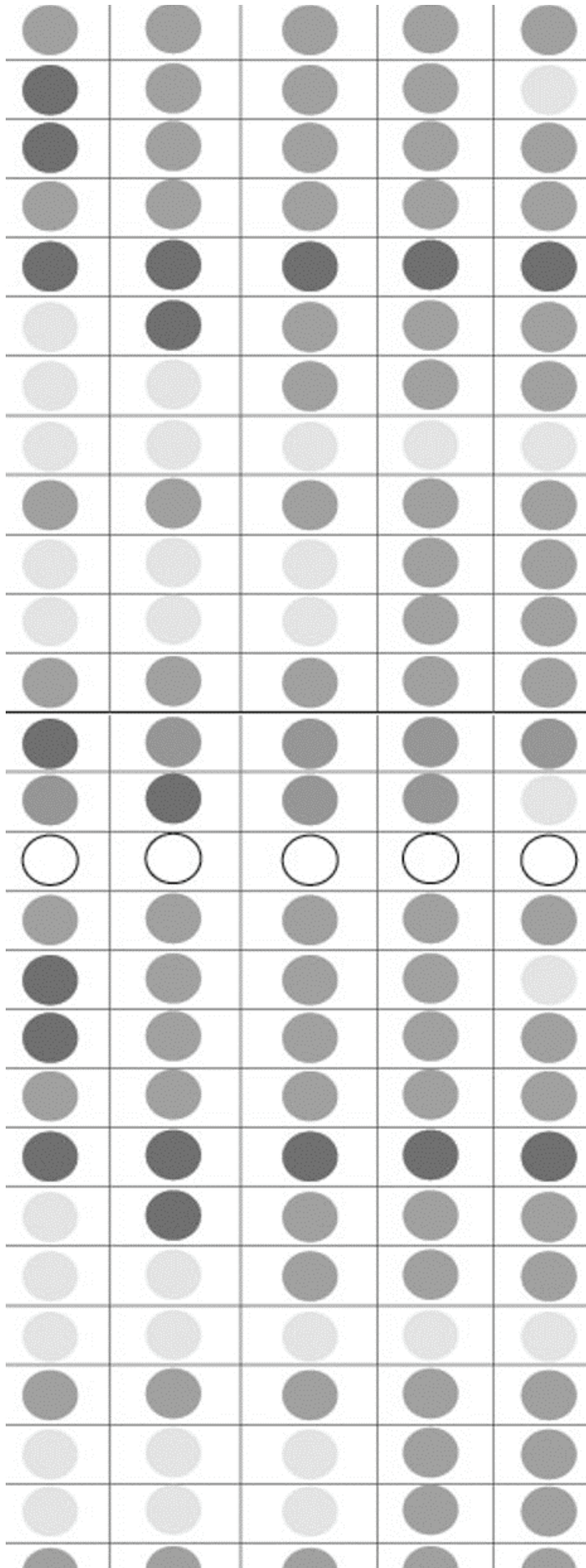


EAST SIDE DISTRICT

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

EAST SIDE MAJOR PROJECTS





APPENDIX C

APPENDIX C

This Appendix contains data referenced in the Tysons 2015-2016 Progress Report. Unless otherwise noted, data was collected in April 2016.

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

Peak Period	AM (7:00 - 10:00)				PM (3:45 - 6:45)			
	Inbound		Outbound		Inbound		Outbound	
	Person Trips	Percent of Total	Person Trips	Percent of Total	Person Trips	Percent of Total	Person Trips	Percent of Total
Single Occupancy Vehicles (SOV)	65,345	71.34 %	36,974	71.15 %	44,178	71.0 %	59,929	71.56 %
Car Pool	17,018	18.58 %	8,762	16.86 %	13,267	21.3 %	15,826	18.90 %
Rail Passengers	8,005	8.74 %	5,612	10.8 %	3,967	6.38 %	6,869	8.2 %
Bus passengers	887	0.97 %	334	0.64 %	397	0.64 %	811	0.97 %
Pedestrians & Bicycles	332	0.36%	280	0.56%	388	0.62%	316	0.38%
Bicycles only	13	0.014%	8	0.015%	12	0.019%	10	0.012%
Total	91,587	100.0%	51,962	100.0%	62,197	100.0%	83,751	100.0%

Notes:

1. Person travel totals are derived from traffic volume and auto occupancy counts and transit passenger counts taken by the FCDOT in April 2016 and from ridership counts from WMATA, PRTC and the Fairfax Connector fare boxes. Peak periods of travel are 7:00 – 10:00 a.m. and 3:45 – 6:45 p.m. Peak hours of travel are 7:45 – 8:45 a.m. and 5:00 – 6:00 p.m.
2. For the purpose of this report, SOV person trips are reported as trips made by an automobile with only once occupant (the driver) based on data collected in April 2016.
3. Carpool person trips are auto trips with more than one occupant and are derived from auto occupancy databased on data collected in April 2016.
4. Rail passengers are derived from WMATA ridership statistics for peak period travel in April 2016.
5. This table represents vehicles and rail passengers entering and exiting Tysons as well as through trips.
7. All data collection was taken before WMATA's start of the SafeTrack, Metro rails track maintenance and repair work.

Table C2: AM and PM Peak Period SOV and Non-SOV Trips (2011-2016)

Peak Period	AM (7:00 - 10:00)				PM (3:45 - 6:45)			
	SOV		Non-SOV		SOV		Non-SOV	
Year	Person Trips	Percent of Total	Person Trips	Percent of Total	Person Trips	Percent of Total	Person Trips	Percent of Total
2011	77,910	77%	23,005	23%	95,353	74%	32,949	26%
2012	100,827	78%	29,047	22%	109,268	74%	37,927	26%
2013	104,128	81%	24,090	19%	105,606	77%	31,743	23%
2015	101,675	71%	41,108	29%	108,839	69%	48,066	31%
2016	102,320	71%	41,329	29%	104,157	71%	41,838	29%

Growth Rates						
	AM			PM		
Year	Total Person Trips	SOV	Non-SOV	Total Person Trips	SOV	Non-SOV
2011-2016	7.30%	5.60%	12.40%	2.60%	1.78%	4.90%
2015-2016	0.60%	0.63%	0.53%	-6.90%	-4.30%	-12.90%

Table C3: Motorized Vehicles Entering and Exiting Tysons in the Peak Period (2016) (see Vehicle Count Locations map in Figure T14)

West of Capital Beltway		AM		PM	
		Enter	Exit	Enter	Exit
1.	Rt. 7 N of Tyco Road	9,131	4,686	6,008	9,528
2.	Spring Hill Road N of Int'l Drive	6,934	1,170	2,728	4,889
3.	I-495 / Express Lane Access'	2,834	945	572	4,061
4.	Rt. 123 E of Tysons Blvd.	10,878	6,337	7,878	9,807
5.	Rt. 7 E of Tysons Corner SC Entrance	9,503	4,641	6,642	8,203
6.	Gallows Road S of Science App Ct.	5,331	2,300	3,072	5,368
7.	Woodford Rd. S of Old Courthouse Rd	1,090	621	710	1,302
8.	Rt 123 W of Old Courthouse Road	4,809	1,489	2,571	4,146
9.	Old Courthouse Rd W of Gosnell Road	2,382	598	835	2,627
TOTALS 2016		52,892	22,787	31,016	49,931
TOTALS (Post-Silver Line)		50,713	24,078	32,731	49,500
Fall 2013: Pre-Silver Line Opening		52,644	26,921	32,124	47,680
East of Capital Beltway					
10.	Rt. 123 E of Anderson Road	7,207	5,166	6,236	5,187
11.	Chain Bridge Road W of Great Falls St.	679	1,143	824	1,130
12.	Magarity Road W of Great Falls St.	1,661	1,912	1,209	1,692
13/14.	Lisle St/Magarity Road N of Rt. 7	2,846	1,911	1,848	2,436
15.	Rt. 123 W of Old Meadow Road	7,321	8,164	8,506	7,016
TOTALS 2016		19,714	18,296	18,623	17,461
TOTALS (Post-Silver Line)		20,482	16,956	19,415	19,202
Fall 2013: Pre-Silver Line Opening		17,606	17,256	16,642	19,605

Notes:

1. 2016 Traffic counts were taken by FCDOT in April, 2016.
2. The AM peak period is 7:00 -10:00 a.m. and the PM peak period is 3:45 – 6:45 p.m.
3. Express ramps include the I-495 ramps to Westpark Drive and the partial completed Jones Branch Road.
4. Points 13 and 14 reflect different count locations at the same intersection due to the inbound and outbound cordon line counts at two points to/ from Tysons.



Table C4: Motorized Vehicles Entering and Exiting Tysons in the Peak Hour (2016) (see Vehicle Count Locations map in Figure T14)






West of Capital Beltway		AM		PM	
		Enter	Exit	Enter	Exit
1.	Rt. 7 N of Tyco Road	3,213	2,234	2,317	3,678
2.	Spring Hill Road N of Int'l Drive	2,592	457	978	2,007
3.	I-495 / Express Lane Access	1,211	346	221	1415
4.	Rt. 123 E of Tysons Blvd.	4,136	2,849	3,747	4,384
5.	Rt. 7 E of Tysons Corner SC Entrance	3,563	1,797	2,207	2,683
6.	Gallows Road S of Science App Ct.	1,937	753	1,145	2,046
7.	Woodford Rd. S of Old Courthouse Rd	487	202	301	517
8.	Rt. 123 W of Old Courthouse Road	1,195	635	923	1,239
9.	Old Courthouse Rd W of Gosnell Road	994	293	320	1,242
TOTALS (Spring 2016)		19,328	9,566	12,159	19,211
TOTALS (Post-Silver Line - 2015)		18,969	7,876	10,900	17,622
Fall 2013: Pre-Silver Line Opening		19,321	9,700	11,024	16,783
East of Capital Beltway					
10.	Rt. 123 E of Anderson Road	3,076	2,063	2,426	2,120
11.	Chain Bridge Road W of Great Falls St.	327	439	303	473
12.	Magarity Road W of Great Falls St.	720	812	959	592
13/14.	Lisle St./Magarity Road N of Rt. 7	877	701	625	914
15.	Rt. 123 W of Old Meadow Road	2,762	2,150	3,012	2,924
TOTALS (Spring 2016)		7,762	6,165	7,325	7,023
TOTALS (Post-Silver Line)		7,346	6,079	6,584	7,028
Fall 2013: Pre-Silver Line Opening		6,415	6,393	5,906	7,234

Notes:

1. 2016 Traffic counts were taken by FCDOT in April 2016.
2. The AM peak hour is 7:45 -8:45 a.m. and the PM peak hour is 5:00 – 6:00 p.m.
3. Express Lane Access (intersection #3) includes both the I-495 ramps to West Park Drive and Jones Branch Road.
4. Points 13 and 14 reflect different count locations at the same intersection due to the inbound and outbound cordon line counts at two points to/ from Tysons.

Table C5: Tysons AM Peak Hour Intersection Level of Service (2011 - 2016)

2011 to 2016 Intersection AM Peak Hour LOS		2011	2012	2013	2015	2016
1.	Route 7 at Tyco Road					
2.	Spring Hill Road at International Drive					
3.	I-495 Express Lane Ramps					
4.	Route 123 at Tysons Boulevard					
5.	Route 7 at Tysons Shopping Mall Entrance					
6.	Gallows Road at Science Court					
7.	Woodford Road at Old Courthouse Road					
8.	Route 123 at Old Courthouse Road					
9.	Old Courthouse Road at Gosnell					
10.	Route 123 at Anderson Road					
11.	Route 123 at Great Falls Street					
12.	Magarity Road at Great Falls Street					
13.	Ramada Road at Route 7					
14.	Lisle Street at Magarity Road at Route 7					
15.	Route 123 at Old Meadow Road					

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



























Note:






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

Change in AM Peak Hour LOS from 2015 to 2016:

- Intersection 5, Tysons Shopping Mall at Route 7, fell from LOS C to LOS 'D', due to increased traffic volume from the westbound intersection approach on Route 7. Some of the additional traffic volumes appear to be contributed to the northbound Express Lane ramp from the Beltway to Route 7 westbound.
- In 2016, vehicle volumes accessing Tysons in the AM using the two express lanes (West Park Drive and the Branch Connector) north of Route 123, have increased significantly. Consequently, Route 123, has experienced slightly less total vehicle volumes -3 % in the intersections around the Beltway.

Table C6: Tysons PM Peak Hour Intersection Level of Service (2011 - 2016)

2011 to 2016 Intersection PM Peak Hour LOS		2011	2012	2013	2015	2016
1.	Route 7 at Tyco Road					
2.	Spring Hill Road at International Drive					
3.	I-495 Express Lane Ramps					
4.	Route 123 at Tysons Boulevard					
5.	Route 7 at Tysons Shopping Mall Entrance					
6.	Gallows Road at Science Court					
7.	Woodford Road at Old Courthouse Road					
8.	Route 123 at Old Courthouse Road					
9.	Old Courthouse Road at Gosnell					
10.	Route 123 at Anderson Road					
11.	Route 123 at Great Falls Street					
12.	Magarity Road at Great Falls Street					
13.	Ramada Road at Route 7					
14.	Lisle Street at Magarity Road at Route 7					
15.	Route 123 at Old Meadow Road					

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

Note:

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

Change in PM Peak Hour LOS from 2015 to 2016:

- Intersection 2, Spring Hill Road at International Drive, was the only key intersection in the PM peak hour that dropped in Level of Service (LOS). An increase in vehicle volumes and delay, at the intersection were just enough to cross the threshold to lower the LOS from a D to a LOS E.
- Route 123, east of the Beltway, experienced less outbound vehicle volumes (-6 %), while increasing inbound vehicle volumes (+7 %). West of the Beltway and west of Route 7, Route 123 vehicle volumes were consistent with last year's volumes.

Table C7: Fairfax Connector Routes Serving Tysons (2016)

Service Type	Number	Name/Route	Type
Tysons Circulator (South Tysons)	422/463	Boone Boulevard – Towers Crescent	Inside Tysons Only (weekday)
Tysons Circulator (Central Tysons)	423	Park Run - Westpark	Inside Tysons Only (weekday, weekend)
Tysons Circulator (North Tysons)	424	Jones Branch Drive	Inside Tysons Only (weekday)
Express	494	Lorton – Springfield – Tysons	Express to/from Tysons (weekday)
Express	495	Burke Centre – Tysons	Express to/from Tysons (weekday)
Peak Service	432	Old Courthouse – Beulah	To/From Tysons (weekday peak only)
Peak Service	462	Dunn Loring – Navy Federal – Tysons	To/From Tysons (weekday peak only)
Peak Service	724	Lewinsville Road	To/From Tysons (weekday peak only)
Local Service (multiple stops)	401/402	Backlick – Gallows	To/From Tysons (weekday, weekend)
Local Service	463	Maple Avenue – Vienna	To/From Tysons (weekday, weekend)
Local Service	721	Chain Bridge Road – McLean	To/From Tysons (weekday, weekend)
Peak	734	McLean-West Falls	Eliminated in June 2016

Note:
Routes reflect service as of spring 2016, Route 734 was eliminated in June 2016 due to overlap in service and low ridership. The 700 series routes commenced service with inauguration of the Silver Line service.

Table C8: Bus Route Description and Number of Passengers (reflected in Figure T21)

	Bus Route Description and Number of Passengers	AM Peak Period		PM Peak Period	
		Enter	Exit	Enter	Exit
1.	Fairfax Connector (FC) Express 494,495	91	0	0	66
2.	FC Peak Service 432, 462, 724, 734	40	29	28	36
3.	FC Local Service 401/ 402	120	57	83	149
4.	FC Local Service 463, 721	49	31	35	55
5.	PRTC OmniRide: Manassas, Linton Hall, Woodbridge	283	2	16	281
6.	Metrobus- Tysons Corner Station 15M, 2T	31	17	25	38
7.	Metrobus- McLean Station 3T, 23A, 23T	117	58	95	94
8.	Metrobus Tysons Corner Center 28X, 28A	156	140	115	162
Spring 2016		887	334	397	881
Spring 2015 (Post-Silver Line)		672	146	206	776
Fall 2013: Pre-Silver Line Opening		1,376	332	544	1,229

Note:
 Estimates of bus ridership are computed for the 7:00 – 10:00 AM and the 3:45 – 6:45 PM peak periods. Counts of bus passengers were field counted or taken from Automatic Passenger Counts (APC). Circulator Bus ridership is internal to Tysons and is not included in the totals entering and exiting the area. Counts reflect service as of Spring 2016. In June 2016, Metrobus 15 M, included in the 2016 bus passenger counts, will be discontinued and Fairfax Connector Route 463 will be re-routed in an attempt to gain new ridership. All ridership data was collected before WMATA's start of SafeTrack, WMATA's maintenance and repair work.

Table C9: Number of Passengers by Main Route Traveled (reflected in Figure T22)

	Bus Route Description and Number of Passengers	AM Peak Period		PM Peak Period	
		Enter	Exit	Enter	Exit
1.	Beltway – FC Express 494, 495 & PRTC OmniRide	374	2	16	347
2.	Gallows Road- FC Local Service 401/402	120	57	83	149
3.	Route 7 – Metrobus(MB) 28X, 28A	156	140	115	162
4.	Dulles Toll Road FC-432	22	10	17	13
5.	Rte 123 –FC 724, 734, 463, 721:MB 15M, 2T, 3T, 23A, 23T	215	125	166	210
Spring 2016		887	334	397	881
Spring 2015 (Post-Silver Line)		672	146	206	776
Fall 2013: Pre-Silver Line Opening		1,376	332	544	1,229

Note:
 Estimates of bus ridership are computed for the 7:00 – 10:00 AM and the 3:45 – 6:45 PM peak periods. Counts of bus passengers were field counted or taken from Automatic Passenger Counts (APC). Circulator Bus ridership is internal to Tysons and is not included in the totals entering and exiting the area. Loudoun County Transit has been discontinued. Counts reflect service as of Spring 2016. In addition, Metrobus 15 M, included in the 2016 May bus passenger counts, will be discontinued in June 2016. Fairfax Connector Route 463 will be re-routed in an attempt to gain new ridership.

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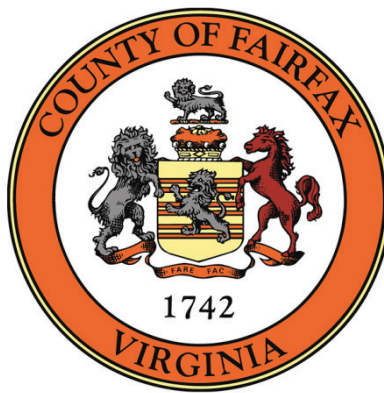
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