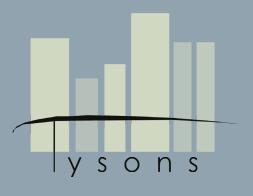
TYSONS 2016-2017 Progress Report on the Implementation of the Comprehensive Plan







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INTRODUCTION

On June 22, 2010, the Fairfax County Board of Supervisors (Board) adopted a new Comprehensive Plan (Plan) for the Tysons Corner Urban Center (Tysons). The Plan for Tysons is an essential element in the County's strategic efforts to effectively and efficiently manage future growth. The Plan created a vision for the County's largest downtown that was designed to take advantage of the new 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. Tysons is transforming into a 24 hour place where people live, work and play, and 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.

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 seven years. As part of this, 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 integrated as 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 seventh such Progress Report, covering the time period from October 2016 through September 2017.

In the 12 months since the last report was released, significant milestones have been met. Private construction continues; one major building (Highgate at The Mile, a six-story residential building) was delivered this year in the North Central District and three buildings are currently under construction. A summary of the significant activities follows; additional details and information are provided in subsequent chapters of this report. In addition, considerable work was 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 four additional major rezoning applications; and, approval of an amendment to update the Plan based on experience, studies, and planning activities completed since the Plan was adopted in 2010.

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

Outreach and Implementation

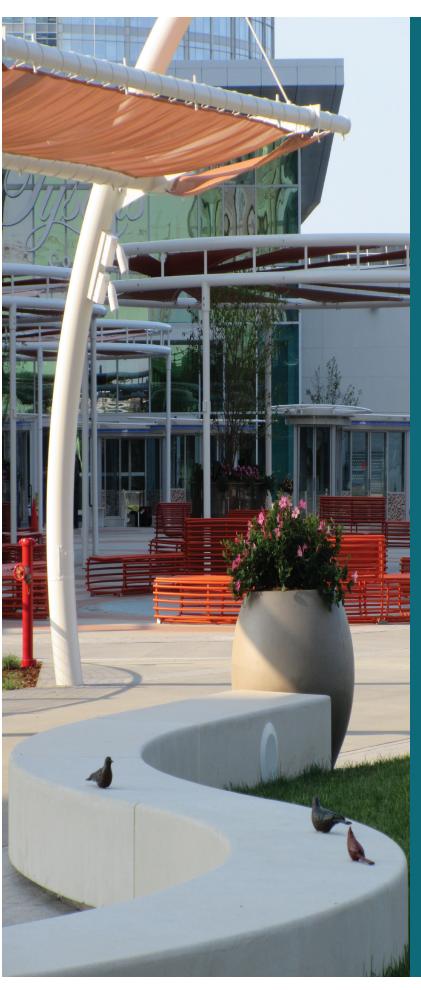
A culture of public outreach with a collaborative approach involving stakeholders has been critical in reaching the milestones achieved to date. Significant outreach continues, particularly related to the implementation of specific projects and private sector land use proposals. This approach remains 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 collection point for information about Tysons. The website contains information on the Plan, upcoming public meetings, general news of interest in Tysons, planning efforts, and development applications submitted and approved within Tysons.

The Tysons Partnership

The Tysons Partnership, formed in 2011, continues to work with its members and County staff on a variety of issues related to the development of Tysons. The Tysons Partnership Council Program, officially launched in 2016, brings together Partnership member organizations committed to addressing a host of emerging challenges and opportunities facing the Tysons community. The Council Program is the driving force behind the Partnership's effort to accelerate the transformation of Tysons into a great American city.

The Partnership currently convenes councils around six core areas of focus: environmental sustainability, corporate social responsibility, transportation, land use, marketing, and emerging leadership. 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.

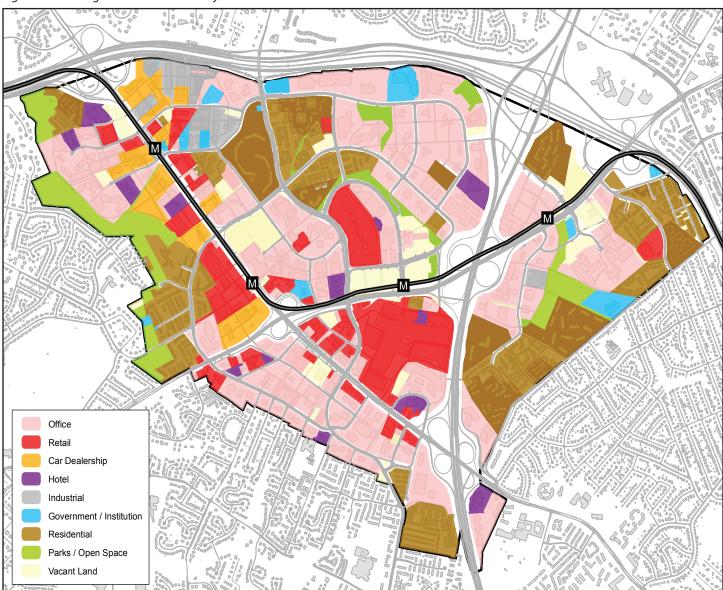
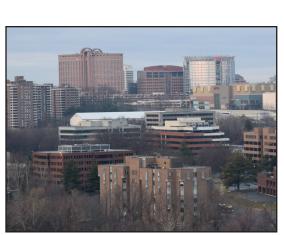


Figure L1: Existing Land Use Pattern in Tysons

Existing Development Levels

The existing development is estimated to support approximately 21,400 residents and up to 88,304 employees. The majority of development within Tysons today remains office use, which, by square feet, is approximately 52% of the total developed. The residential component of Tysons is 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

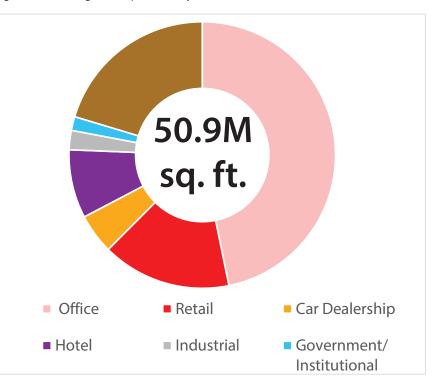


Table L1: Existing Development Levels within Tysons as of September 1, 2017

Land Use	Gross Floor Area (square feet) ¹
Office	26,518,000
Retail	5,516,000
Car Dealership	383,000
Hotel	2,740,000
Industrial	971,000
Government/Institutional	387,000
Residential (sq. ft.)	14,352,000
Residential (units)	12,274
Total All Uses	50,867,000

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 2017, residential uses comprise 28% of the development. Currently, an additional 731,702 square feet of residential use is under construction and expected to be completed within the next three years.

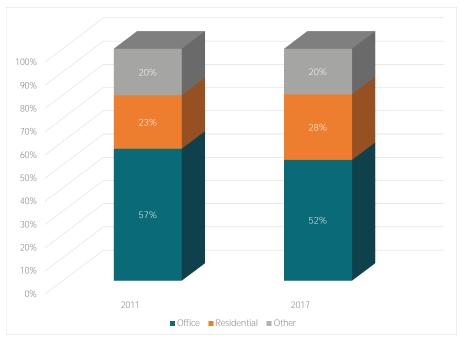


Figure L3: Change in Land Use: 2011 to 2017

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, among other things, employment opportunities for residents without cars.

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 significantly from 12.4/1 in 2005, to 11.7/1 in 2010, and to 7.2/1 in 2017. 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 2017, the total square feet of development within Tysons increased by nearly 8%. In addition, significant construction continues in Tysons today. Three



buildings, totaling approximately 1.7 million square feet, are anticipated for delivery 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.

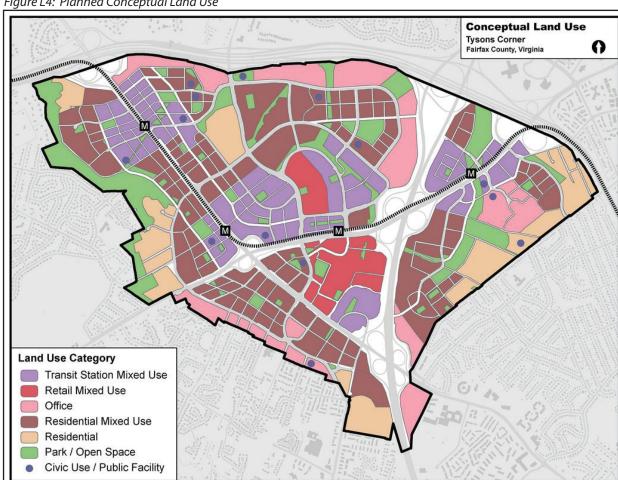


Figure L4: Planned Conceptual Land Use

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.

Changes to the land use pattern since publication of the 2016 Tysons Progress Report include completion of Highgate at The Mile, a residential building with 395 units. In addition, 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.

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

Rezoning Actions and Development Activity

Thirty-one 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 25 Planned Tysons Corner Urban Center District (PTC) applications approved since that time. Of the 21 PTC applications, four were approved since the last Progress Report was published in October 2016.

Figure L5 depicts the general location of the 31 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 31 approved rezonings are shown as 22 projects). Additional details on individual applications may be found in *Appendix B*.

Figure L5: Approved Major Projects

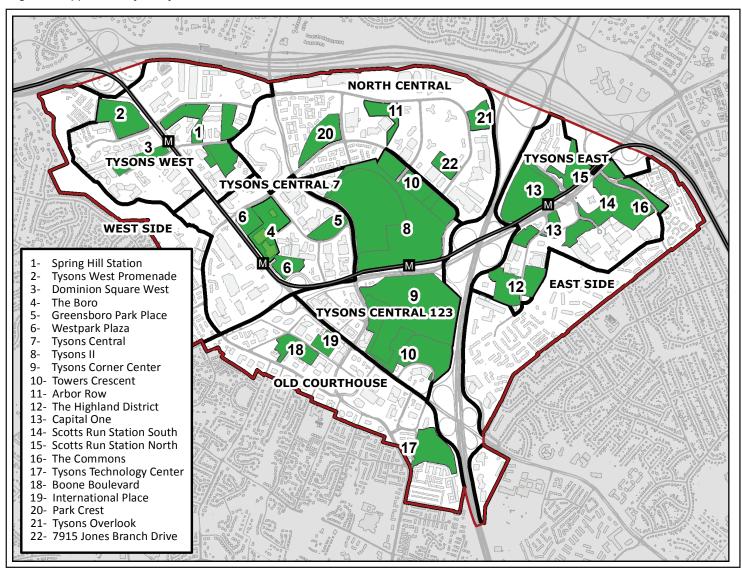


Table L3: Current Activity on Approved Major Applications (by District)

	Development / Application(s) (Board Approval Date) Current Activity (October 2016 – August 2017)			
	Tysons West District			
1.	Spring Hill Station: RZ 2010-PR-014A/014B (9/27/2011) RZ 2010-PR-014D/014E (2/12/2013)	No current activity		
2.	Tysons West Promenade: RZ 2011-HM-032 (9/24/2013)	Site Plan 6279-SP-005 under review for four interim retail structures		
3.	Dominion Square West: RZ 2011-HM-012 (2/14/2017)	No current activity		
	Tysons Central 7 District			
4.	The Boro: RZ 2010-PR-022 (1/12/2016)	 Site Plan 0826-SP-009 approved 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 approved for a six-story retail building, Building C2; and, a 23-story office building with retail, Building C3 		
5.	Greensboro Park Place: RZ 2012-PR-002 (2/25/2014)	No current activity		
6.	Westpark Plaza: RZ 2013-PR-009 (11/18/2014)	Site Plan 0826-SP-008-1 under review for a 31-story residential building with retail, Building D1		
7.	Tysons Central: RZ 2011-PR-005 (11/19/2013)	Building F, Lumen, is currently under construction, pursuant to Site Plan 1682-SP-001		
	Tysons Central 123 District			
8.	Tysons II: PCA 84-D-049-5 (6/16/2003)	No current activity		
9.	Tysons Corner Center: RZ 2004-PR-044 (1/22/2007) PCA 2004-PR-044-02 (Phase 3 & 4); (10/6/2015)	No current activity		
10.	Towers Crescent: RZ 2006-PR-028 (10/15/2007)	No current activity		
11.	Arbor Row: RZ 2011-PR-023 (11/20/2012) PCA 2011-PR-023 (Block D; 4/5/2016)	Block A demolished Site Plan 25530-SP-004 under review for Building B		
	Tysons East District			
12.	The Highland District: RZ 2014-PR-021 (7/12/16)	Site Plan 7788-SP-004 under review for Building A		
13.	Capital One: RZ 2010-PR-021 (9/25/2012) PCA 2010-PR-021 (5/12/2014) PCA 2010-PR-021-02 (7/11/2017)	 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 Site Plan 6835-SP-008 under review for Block A Site Plan 6835-SP-007 under review for Block C 		

	Development / Application(s) (Board Approval Date)	Current Activity (October 2016 – August 2017)
14.	Scotts Run Station South: RZ 2011-PR-010 (4/9/2013) RZ 2011-PR-011 (4/9/2013)	No current activity
15.	Scotts Run Station North: RZ 2011-PR-009 (6/2/2015)	No current activity
16.	The Commons (Anderson Park): RZ 2011-PR-017 (6/3/2013)	Building 1, The Kingston, under construction, pursuant to Site Plan 3797-SP-002
	West Side District	
	No Approved Major Applications	
	Old Courthouse District	
17.	Tysons Technology Center: PCA 75-7-004-03 (5/17/2016)	No current activity
18.	Boone Boulevard (Tycon): PCA C-597-4 (7/21/2008)	No current activity
19.	International Place: RZ 2015-PR-006 (7/25/2017)	No current activity
	Tysons North Central District	·
20.	Park Crest: RZ 2002-PR-016 (5/11/2001)	No current activity
21.	Tysons Overlook (MRP): SEA 94-P-040 (5/18/2011)	No current activity
22.	7915 Jones Branch Drive: RZ 2014-PR-004 (12/2/2014)	Residential building, Highgate at The Mile, was delivered pursuant to Site Plan 1211-SP-002
	East Side District	
	No Approved Major Applications	

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, 31 major rail-related 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 the same or 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 Decilation	055	Deteil	Reside	ntial	Hatal	Totalal
	# of Buildings	Office	Retail	GFA	DUs	Hotel	Totals ¹
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 Constr	uction					
	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 August 2017, nine major projects have applications under review. Collectively, these applications cover approximately 103 acres of land. In addition, one major rezoning application previously under review has been deferred indefinitely. *Figure L6* illustrates the location of the pending and deferred applications. As with the approved applications, *Figure L6* treats concurrent applications by the same applicant as a single project. FDP-only 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.

Indefinitely Deferred **Under Review**

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 Scotts Run South, Johnson Block (PCA 2011-PR-011-02)
- 6 The View (RZ/FDP 2017-PR-010)
- 7 The Mile (RZ 2017-PR-015)
- 8 The Evolution (RZ 2017-PR-021)

Indefinitely Deferred Applications

9 – Perseus at Spring Hill Metro (RZ 2011-HM-026)

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

	# of Buildings	Office	Retail	Reside	ntial	Hotel	Totals ¹
	# Of Buildings	Office	Retail	GFA	DUs	посеі	
Proposed by FDP							
	6	1,150,412	15,625	0	0	128,735	1,294,772
Proposed by CDP							
Options that Maximize Employment Options	36	4,355,333	567,147	4,696,111	6,816	756,733	13,810,184
Options that Maximize Residential Options	36	4,265,660	285,759	5,692,676	7,729	756,733	13,675,678

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

Tysons Total Development Levels and Land Use Mix

Progress towards achieving the planned mix of uses and intensity within Tysons is being monitored. *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	27,876,000	940,550	12,029,579	4,355,333	45,201,462
Retail ⁴	5,899,000	44,481	971,026	567,147	7,481,654
Hotel	2,740,000	0	2,770,313	756,733	6,267,046
Total Non-Residential	36,515,000	985,031	15,770,918⁵	5,679,213 ⁵	58,950,162
Residential	14,352,000	731,702	26,748,806	7,666,111	49,498,619
Residential Units	12,274	717	25,311	6,816	45,118
Total Development	50,867,000	1,716,733	42,225,838 ⁵	13,000,036	107,809,607

- 1 Net increase over existing and under construction
- 2 Net increase over existing, under construction and approved
- 3 Includes industrial uses and government/institutional uses
- 4 Includes car dealerships
- 5 Includes public facilities

Population and Jobs

The number of dwelling units proposed, approved and constructed is being monitored, along with other data, to develop population estimates. Non-residential land use is also monitored and is used to develop employment population estimates. *Tables L7* and *L8* summarize the current estimates for existing residential and employment populations, as well as estimates based upon the approved major applications through August 2017, 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	21,377	1,255	43,281	11,928	77,841
Residential Units	12,274	717	24,732	6,816	44,539
Number of Jobs	88,304	3,234	48,077	16,339	155,953

¹ Net increase over existing and under construction

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	21,377	1,255	45,036	13,526	81,194
Residential Units	12,274	717	25,735	7,729	46,455
Number of Jobs	88,304	3,234	27,323	15,414	134,276

¹ Net increase over existing and under construction

A 2016 estimate for employment in Tysons, based on actual 2016 employment, resulted in an estimate of 88,304 jobs. Estimates are performed every other year, therefore, the number reflected above is the same this year as it was last year; however, a new estimate will be developed next year.

² Net increase over existing, under construction and approved

² Net increase over existing, under construction and approved

Affordable and Workforce Housing

In addition to providing sufficient housing to improve the jobs/housing balance, a critical aspect of the Plan is the provision of housing choices so that a population with a variety of income levels 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 a certain percentage of their units as affordable and/or workforce dwelling units (ADUs/WDUs). If an applicant provides rental housing, 20% should be affordable or workforce units; in the instance of for sale product, if all of the for-sale workforce housing units are provided onsite, the percentage of affordable units should be 14%. If the units are provided as new construction for-sale units in another property offsite in Tysons, 16% of the units should be affordable. All PTC rezoning applications approved to date have committed to provide affordable/workforce units; based on the total number of approved units to date, as many as 4,200 workforce housing units will be developed in Tysons.

Table L9: ADUs and WDUs Delivered in Tysons as of August 31, 2017

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
Haden	WDU - Rental	August 2016	85
TOTAL			441

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

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

Amendments to the Comprehensive Plan

On March 5, 2013, the Board authorized three separate Plan amendments to the Tysons Urban Center Plan, originally adopted on June 10, 2010, which focused on topical areas that were intended to reconcile the Comprehensive Plan with the studies and planning activities that have been completed since 2010.

Based on community feedback, the Board subsequently directed staff to consolidate the three Plan amendments into one Plan amendment, PA S13-II-TY1, and to proceed with the study in three phases. Phase One involved updates to reflect implementation, as well as the land use (including the Plan's Initial Development Level for office uses, now referred to as Milestone Development Level) and urban design sections; Phase Two related to the transportation recommendations; and, Phase Three included parks and public facilities. On March 14, 2017, the Board of Supervisors adopted the Plan amendment as well as a concurrent Zoning Ordinance Amendment for the Planned Tysons Corner (PTC) Urban District to bring the provisions of the PTC District into accord with the proposed Plan revisions. To review the adopted text of Comprehensive Plan Amendment S13-II-TY1: http://www.fairfaxcounty.gov/dpz/comprehensiveplan/adoptedtext/2013-48.pdf

In addition to the overall Plan Amendment, on April 4, 2017, the Board adopted a narrowly focused amendment (2016-II-TY1) related to the provision of Workforce Dwelling Units in for-sale high-rise residential projects in Tysons. Additional discussion on this topic and approved amendments may be found in the Implementation chapter of this report.

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DEVELOPMENT & PUBLIC INFRASTRUCTURE BALANCE

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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.

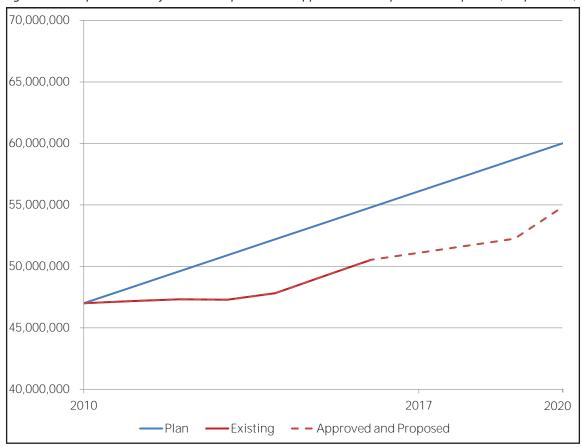


Figure B1: Comparison of Projected Development with Approved and Proposed Development (in square feet)

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. The gap between the two lines illustrate the current additional capacity for new development under the Plan projections. As shown, the development levels estimated for the near term closely track, but do not exceed, the Plan estimates.

Significant new development delivered in Tysons between 2010 and October 2016 are:

- 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).

Significant new development delivered in Tysons between October 2016 and September 2017 are:

• Highgate at The Mile, a six-story residential building with 395 units (RZ 2014-PR-004).

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

- The Capital One Headquarters, just under one million square feet of new office development;
- Lumen, a 33-story building with 398 residential units and retail space; and,
- The Kingston, a 15-story residential building with 219 units.



Highgate at The Mile

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

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.

As a component of monitoring the balance of development and infrastructure, it is important to take into consideration the 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 Metrorail 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. These stations connect Tysons and Reston to the rest of the regional Metrorail network.
- Expanded and modified Fairfax Connector and Metrobus service went into effect with the start of Silver Line operations. This service has been adjusted twice since July 2014, to improve the service provided.
- 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 will provide a major east-west connection within Tysons, connecting Route 123 with Jones Branch Drive via a new I-495 crossing designed to accommodate vehicles, bicycles, pedestrians and transit uses. Construction started in February 2017 and at least one lane in each direction is expected to open by late 2018, with completion of the project in November 2019.
- Seventeen of the Tysons Area Metrorail Station Access Improvement Projects have been completed, seven are under construction, eight are in design, and seven are in 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. A Route 123 Corridor Study was initiated in April 2017 to further refine the concept inside the Beltway and identify roadway improvement options for the corridor outside the Beltway.

In addition to these efforts, multiple transportation studies for Tysons are underway as noted in the Transportation chapter of this report, and detailed in *Appendix C*. 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.

In addition, 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.

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TRANSPORTATION



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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 August 2017. 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. All new or reconstructed road improvements will include pedestrian facilities and many will include bicycle facilities. 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) included in the amendment to the Tysons Comprehensive Plan adopted by the Board on March 14, 2017.

The transportation improvements identified in Table 7 and Table 7B of the Plan require significant capital investment, as well as on-going operating funds to accommodate increased travel demand. On January 8, 2013, the Board endorsed the transportation funding plan for the Table 7 improvements, and approved a series of motions directing staff to implement elements of the funding plan for Tysons. For more details on this process, see Appendix A of this report. The funding plan for Tysons does not include the projects listed in Table 7B, as they were identified after the development of the funding plan. For 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 over 40 years, is reviewed annually and revised as necessary to reflect refined project cost estimates and schedule updates for project implementation. In Fall 2014, the revised total cost for the funding plan was \$2.8 billion, \$300 million less than the original estimate, primarily due to a recalculation of Table 7 Roadway Improvements and an assessment of the future transit needs for Tysons.

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

Road Funds

The funding plan includes two 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 2017 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 2017 contribution rates are \$6.87 per gross square foot (GSF) of non-residential building structure and \$1,066 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 2017 contribution rates are \$6.02 per GSF of non-residential building structure and \$1,066 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 2017 contribution rates are \$4.46 per GSF of non-residential building structure and \$989 per unit for residential uses.

As of August 2017, approximately \$18M from these funds was allocated to five projects: the Jones Branch Connector, the Modified Intersection Treatment projects on Route 123 east of I-495, the Route 123/Route 7 interchange project, Lincoln Street, 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 FY2017 tax rate for the Service District is set at \$0.05 per \$100 of assessed value. The Service District has collected approximately \$20.6 million through FY2017. The policy is to retain 10% of the total amount for future debt service reserves, while the majority of the remainder (currently \$12.3 million) can be budgeted for projects in FY2017 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. One lane of travel in each direction will be open for traffic by the end of 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. This project is currently in the design phase.

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. Table T1 and Table T2 summarize infrastructure improvements and transportation studies. Appendix C contains additional information on the projects and studies listed in the tables.

Table T1: Transportation Infrastructure Improvements

Insfrastructure Improvement	Overview	Status
Jones Branch Connector	Multimodal connection between Tysons East (Route 123) and West (Jones Branch Drive)	Construction started February 2017, expected completion November 2019
Tysons Metrorail Station Access Improvements (TMSAMS)	Access improvements to the Metrorail stations in Tysons	17 of the 39 projects have been completed, 7 are under construction, 8 are in design and 7 are in land acquisition

Table T2: Transportation Studies

Insfrastructure Improvement	Overview	Status
Route 7 Corridor Transit Study	Assessment of travel needs within the Route 7 corridor between Tysons and the City of Alexandria	In process, Phase III expected to be completed in 2018. County preparing a more detailed study of the segment in Tysons.
Tysons Neighborhood Traffic Study	Analysis of 2030 traffic impacts and portential mitigation measures for intersections in the neighborhoods surrounding Tysons	In process, Phase II recommendations expected by the end of 2017
Route 123 Modified Intersection Treatment (Inside and Outside the Beltway)/Route 123 Corridor Study	Refinement of concepts for Route 123 inside the Beltway and improvement option identification for Route 123 within the Beltway	In process
Route 7 Widening Study	Evaluation of options to widen Route 7 between Rpite 123 and the Capital Beltway	In process
Route 7/123 Intersection Study	Evaluation of options to reconfigure the intersection of Route 7 and Route 123 to accommodate future traffic demand	In process, expected to be completed by Spring 2018; being coordinated with Route 7 BRT project
Route 123 Modified Intersection Treatment (Inside and Outside the Beltway)/Route 123 Corridor Study	Refinement of concepts for Route 123 inside the Beltway and improvement option identification for Route 123 within the Beltway	In process
State Street Study	Study includes potential alignments and impacts for the newly proposed State Street	Completed 2014
Consolidated Traffic Impact Analysis (CTIAs)	Three CTIAs were conducted to determine current and future traffic conditions associated with planned densities and new developments	Completed 2013
Ultimate Operation Study for the Tysons Circulator	Study covers the development of a long term Circulator System in Tysons by 2050	Completed 2013
Tysons East Dulles Connector Study	Two alternatives were recommended to facilitate a new connection from the Dulles Connector Road to the Tysons East roadway network	Completed 2016
Countywide Transit Network Study	Study identified transit needs throughout county, including recommendations specific to Tysons	Report completed; Board endorsement scheduled for fall 2017
Tysons Multimodal Transportation Hub Analysis	Recommendations were made for multimodal transportation hubs close to Metrorail or other activity centers	Completed 2013

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 accommodates a variety of modes of transportation. It is envisioned that the grid will be implemented primarily through the redevelopment process.

Figure T1 illustrates progress on the implementation of the conceptual Tysons road network as of August 2017. 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.

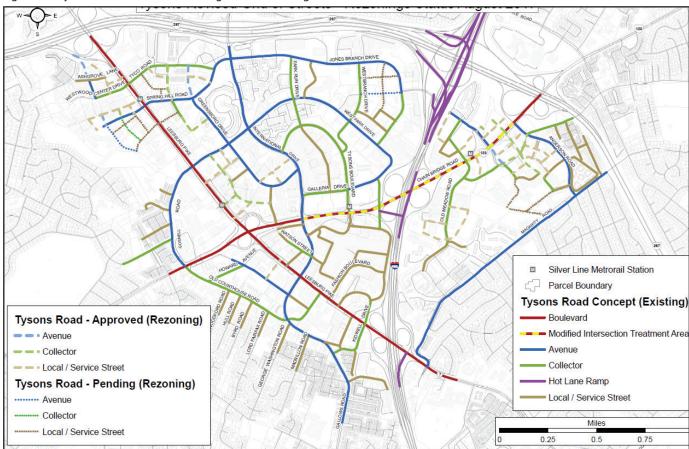


Figure T1: Tysons Grid of Streets Rezoning Status as of August 2017

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 have had a significant impact on the transit mode split. Improved pedestrian and bicycle accessibility, especially around Metrorail stations, is further encouraging transit use and discouraging single occupancy vehicle (SOV) use. These changes to travel behavior are important in fulfilling the vision for the transformation of Tysons.

Early identification of travel changes provides an opportunity to make timely transportation programming and funding decisions, and allows necessary adjustments to be made to the system. Travel monitoring in Tysons began in 2011 and is assessed annually, with the exception of 2014 when monitoring was put on hold for the opening of the Silver Line. Monitoring of travel patterns is 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 8:00 am – 9:00 am in the morning and 4:45 pm – 5:45 pm in the evening. The peak period is 7:00 am – 10:00 am in the morning and 4:00 pm – 7:00 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 and their associated results are discussed in the following sections, with greater detail located in *Appendix C*.

Person Travel

A person trip is a trip made by one person in any mode of transportation. Person trips account for auto occupancy (the driver and the number of passengers in a vehicle), transit users and trips made by non-motorized modes, so that every traveler is counted. Counting people, rather than cars, provides a more holistic evaluation of the number of travelers to, through and from Tysons.

Person trips entering and exiting Tysons, including through trips, are assessed using vehicle, pedestrian, and bicycle counts, as well as bus and rail ridership data collected at the boundaries of Tysons. Counts were conducted in Spring 2017.

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, and the peak direction of travel during the AM and PM continues to be inbound in the morning and outbound in the evening. Inbound person trips accounted for 63% of AM peak period trips and outbound trips accounted for 58% 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.

As the percentage growth for non-SOV modes of travel remains greater or at pace with SOVs (*Table T3*), 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.

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

		AM			PM	
Year	Total Person Trips	SOV	Non-SOV	Total Person Trips	SOV	Non-SOV
2011-2017	6.5%	5.3%	10.0%	3.7%	2.2%	7.6%

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. Cumulative data from 2011 to 2017 show that non-SOV trips have grown at a greater rate than SOV trips.

Vehicle Travel

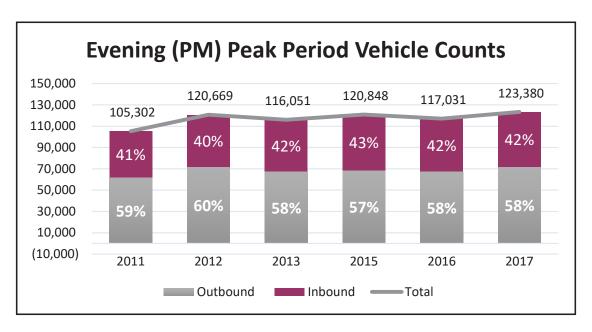
Change in the number of vehicle trips entering and exiting Tysons is assessed annually through vehicle counts during the morning (AM) and evening (PM) weekday peak period of travel. Vehicle counts are conducted at fifteen (15) locations where traffic enters and exits Tysons. Locations were selected to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

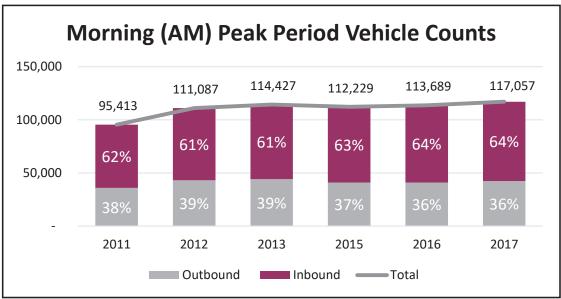
As in the case of person trips, vehicle trips continue to grow at a relatively steady pace during the morning peak period and fluctuate slightly in the evening. The fluctuation could be due to a number of factors and does not necessarily demonstrate a positive or negative trend in evening trips. Total traffic volumes are slightly higher in the PM peak period, with approximately 6,300 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. Table T4 illustrates this change over time.

Table T4: AM and PM Peak Period SOV and Non-SOV Trips (2011-2017)

	AM (7:00 - 10:00)					PM (4:0	0 - 7:00)	
	!	sov	Non	Non-SOV SOV Non-S		n-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%
2017	106,389	72%	40,518	28%	108,604	68%	51,248	32%

Figure T2: Vehicle Counts in AM and PM Peak Period





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 T3 depicts the most recent LOS for the 15 key Tysons intersections during AM and PM peak hour. These intersections were assessed using Synchro analysis software. Vehicle counts tabulated for the 2017 AM and PM peak hours (8:00 am-9:00 am and 4:45 pm-5:45 pm) are available in Appendix C and serve as the basis for LOS assessment. In 2017, no intersections were at LOS F.

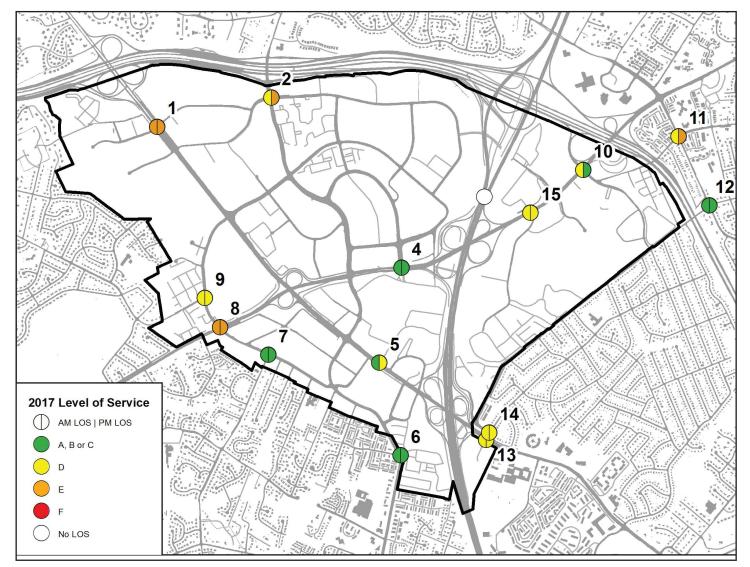


Figure T3: Level-of-Service Analysis – AM and PM Peak Hour (2017)

The most congested intersections experience average delays of 60 to 80 seconds during the peak hours. As the figure shows, four intersections are operating at LOS E during either or both peak hours.

- Route 7 and Tyco Road (Intersection 1): LOS E in the AM and PM
- Spring Hill Road and International Drive (Intersection 2): LOS E in the PM
- Route 123 and Old Courthouse Road (Intersection 8): LOS E in the AM and PM
- Route 123 and Great Falls St. (Intersection 11): LOS E in the PM

Transit Monitoring

Increased transit use and improved transit service are Plan recommendations that are critical to the future success of Tysons. Monitoring of bus transit began in 2011, and rail ridership monitoring began with the opening of the Silver Line in 2014. The types of metrics collected include bus passenger counts, as well as rail boarding's and alightings (entries and exits) at each 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. *Table T5* below 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 of 2015, 2016, and 2017. The final column displays the change in ridership between 2016 and 2017 conditions.

Table T5: Silver Line Ridership, Fairfax County Stations (Typical Weekday Riders (Entries))

Tysons Stations	Silver Line Opening 2014*	April 2015	April 2016	April 2017	Percent Change April 2016-April 2017
McLean	1,439	1,619	1,623	1,673	3%
Tysons Corner	2,993	3,032	3,147	3,127	-1%
Greensboro	893	1,075	1,139	1,122	-2%
Spring Hill	1,316	1,410	1,264	1,220	-4%
Total Tysons Stations	6,641	7,136	7,173	7,142	0%
Reston Stations					
Whiele-Reston East	8,434	8,558	7,780	7,447	-4%

^{*} August 2014, first full month of Silver Line Operation

The most active Metrorail station has been Tysons Corner, which averages over 3,200 passengers per day (total exits) on weekdays and over 2,300 for Saturdays, exceeding the combined ridership at the other three stations.

Overall Metrorail ridership has declined over the course of the last year, due to the SafeTrack¹ repair program and other service issues Metrorail has experienced and is in the process of correcting; 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.

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 2017, when ridership data was collected, 14 bus routes operated circulator, express, peak and local bus service in Tysons.

¹ SafeTrack was an accelerated track work program to address Metrorail safety issues from June 2016 to June 2017. It compressed three years of work into one year; however, it resulted in disruptions to service including single tracking and station closures.

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 rightsof-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 2017 are available in *Appendix C*.

In 2013, bus routes in Tysons used one of the two major bus transfer locations: the Tysons West*Park Transit Station and the Tysons Corner Center bus transfer center. In 2014, the new transit network oriented the primary transit transfer points to the Metrorail stations. In June 2016, Saturday service was added to the Tysons Circulator 424 (Jones Branch Drive), and the Tysons Circulator 422 (Boone Boulevard-Howard Avenue) was restructured to align resources with ridership, with a service frequency of approximately every 15 minutes. Providing multi-modal transportation hubs at the Metrorail stations provides greatly enhanced services designed to increase transit usage and facilitate efficient transfers between modes.

Bus Transit Use

From 2013 to 2015 the number of bus passengers traveling into Tysons in the morning and out of Tysons in the evening decreased by 51% in the AM and 37% in the PM, most likely due to the opening of the Silver Line. Bus ridership has since risen in 2017, with 35% more riders traveling into Tysons in the morning and 36% more traveling out of Tysons in the evening as compared to 2015.

Bus routes that utilize the Capital Beltway and Gallows Road transport the highest number of passengers into and out of Tysons, shown in *Figure T4*, with 56% 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.

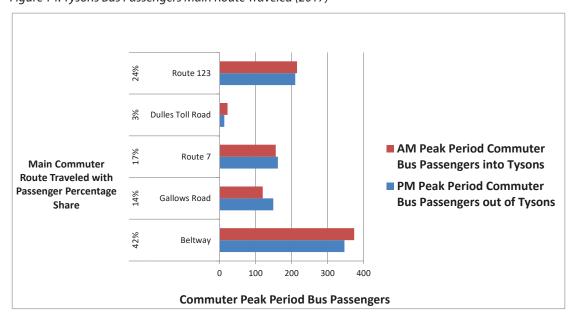


Figure T4: Tysons Bus Passengers Main Route Traveled (2017)

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 T6 to reflect trips into and out of Tysons and not necessarily internal trips. These counts indicate that bicycle and pedestrian person trips make up less than one percent of person trips entering and exiting Tysons. 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. Progress toward creating safe pedestrian and bicycle networks through the rezoning applications approved to date and the Tysons Metrorail Station Access Management Study (TMSAMS, see Appendix C) will make walking and biking more attractive modes of transportation.



Climbing lane on Westpark Drive in Tysons

Route 7 - New Pedestrian Amenities

New pedestrian amenities were added along Route 7 in Tysons in late 2015 and early 2016. The improvements included additional crosswalks on both major approaches, new countdown pedestrian signals, audible pushbutton locators, Americans with Disabilities Act (ADA) curb cuts and new crosswalk striping. Pedestrian amenities were improved along Route 7 at Tyco Road, Gosnell Road, Westpark Drive, and Spring Hill Road.

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

Capital Bikeshare

In Fall 2016, after approximately ten miles of bike lanes were added in Tysons, the Tysons Partnership and FCDOT brought a bikeshare system to Tysons. The Tysons Partnership partners 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. Capital Bikeshare launched on October 21, 2016, with eight of the planned 14 stations on the ground. Since then, three additional stations have been installed and the final three stations are in planning and design. Within the first seven months of launching the Capital Bikeshare system, there have been over 1,500 users.

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. A table of existing and

proposed bicycle facilities in Tysons is located in *Appendix C*.

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

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

Monitoring Efforts

Since 2012, an inventory of needed and missing sidewalks, trails and bike lanes within Tysons, as well connection points between Tysons and the surrounding communities, has been established. These needed projects are a County priority and funding is being sought to advance them towards implementation. 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 nonvehicular 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 not to exceed the maximum parking ratios recommended in the Plan, to create shared parking solutions, and to use other recommended methods to minimize the amount of parking provided.

A parking study of the Tysons area was conducted prior to the opening of the Silver Line. Initial findings showed that there were 108,901 spaces in parking structures and 723 on-street spaces in Tysons at that time. The majority (approximately 63%) of off-street parking spaces were 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." There is one interim commuter parking lot in Tysons, a 711 space commuter lot at the McLean Station. This facility opened in July 2014, concurrent with the beginning of rail service. In April 2017, approximately 500 of these spaces were filled on an average weekday, up from approximately 300 in July 2015. The lot is also open on weekends.

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

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.

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. Developers have mostly met the trip reduction goals they have proferred.

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 most of the county, are shown in *Table T6*.

Table T6: Tysons Trip Reduction Goals

	Distance from Metro Station				
Square Feet of GSA in Tysons (in MSF)	0 to 1/8 Mile	1/8 to 1/4 Mile	1/4 to 1/2 Mile	Beyond 1/2 Mile	
iii iysoiis (iii MSi)	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.

Table T7 illustrates the trip goals and the numbers reported in 2016 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). Additional information on TDM can be found in *Appendix C*.

Table T7: Summary of TDM Reporting for 2016

Development	Primary Method	Goal	2016 Performance
Towers Crescent	Counts	24% trip reduction	31% trip reduction
Tysons II	Surveys	20% non-SOV	No report submitted
The Reserve	Surveys	20% non-SOV	30% non-SOV
Park Crest	Surveys	18% non-SOV	22% non-SOV
Tysons Corner Center - Office	Surveys	29% non-SOV	Not required to report until 2017
Tysons Corner Center - Residential*	Surveys	47% non-SOV	Not required to report until 2017
MITRE	Counts	31% trip reduction	31% trip reduction
Arbor Row	Counts	30% trip reduction	Report postponed to September 2017
Tysons Spring Hill Station (The Ascent)	Counts	35% trip reduction	78% trip reduction
Tysons Spring Hill Station (The Adaire)	Counts	35% trip reduction	Not required to report until 2017

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.

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ENVIRONMENTAL STEWARDSHIP

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ENVIRONMENTAL STEWARDSHIP

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

Stormwater Design and Management

Implementing the vision for Tysons demands an approach to stormwater management that includes stringent standards for mitigating the impacts of development. The Plan and the Tysons Urban Design Guidelines (Guidelines) encourage a progressive approach to stormwater management that recognizes evolving technologies and 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 and occupied. Bioretention tree pits have been included in the streetscape design of a number of sites, including the completed and occupied Nouvelle apartment building, as discussed below. In addition, rainwater harvesting techniques have been implemented in several commercial office buildings to capture and reuse the rainwater from the roof for cooling towers.

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 tree pits serving both as stormwater manangment and landscaping along the streetscape.

Bioretention basins at the Nouvelle





Under Construction

Complete

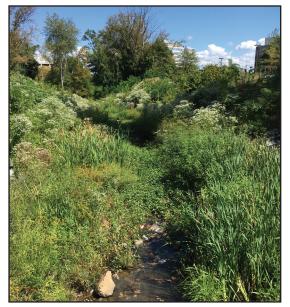
Stream Restoration and Natural Resource Management

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 in 2016 along an unnamed tributary of Scotts Run, between Westpark Drive and Jones Branch Drive. The project was part of the 7915 Jones Branch Drive / Amherst development (RZ 2014-PR-004). As part of the development plan, an older pond that did not provide water quality treatment was filled in to allow for active uses as part of a larger park. The eroded stream channel connecting the filled-in pond to another pond about 220 feet downstream was converted to a series of step pools that 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 E1*. 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	Х	X ¹		Х
Spring Hill Station RZ 2010-PR-014D/014E	X		Х	X
Capital One PCA 2010-PR-021	X	X		
Scotts Run Station South RZ 2011-PR-010/011	X		Х	X
The Commons RZ 2011-PR-017	X		Х	X
Arbor Row RZ 2011-PR-023	Х		Х	Х
Tysons West Promenade RZ 2011-PR-005			Х	Х
Tysons Central RZ 2011-PR-005	X		Х	X
Greensboro Park Place RZ 2012-PR-021			Х	
Westpark Plaza RZ 2013-PR-009	X		Х	X
7915 Jones Branch Drive RZ 2014-PR-004	X			X
Scotts Run Station North RZ 2011-PR-009	X		Х	X
The Boro RZ 2010-PR-022			Х	X
Highland District RZ 2014-PR-021			X	X
Dominion Square West RZ 2011-HM-012			Х	X
International Place RZ 2015-PR-006			Х	Х

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

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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 is being monitored to evaluate how the provision of such public facilities is keeping pace with projected development levels.

As commitments for public facilities are proffered through the development review process, or secured through other means, 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 adopted by the Board on March 14, 2017, includes a review of the park and public facility recommendations of the Plan.

Public Facilities (Not Including Parks and Recreational Facilities)

The long range redevelopment plan for Tysons 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 buildings approved as part of this 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 sites or locations along with the entitlements, so that when a facility is needed there is a place to build or locate it. The Plan recommends that commitments to locate public facilities needed by 2050 should generally be provided as development approvals occur during the first 10 to 20 years of Plan implementation, although the actual construction and occupancy of such facilities would occur in concert with the pace of growth.

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

Existing, Proffered and Needed Public Facilities

In addition to the 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, the expansion of the Spring Hill Recreational Center (located outside the boundaries of Tysons) was funded through bonds and has been completed.

Figure P1: Public Facilities, Existing and Proffered

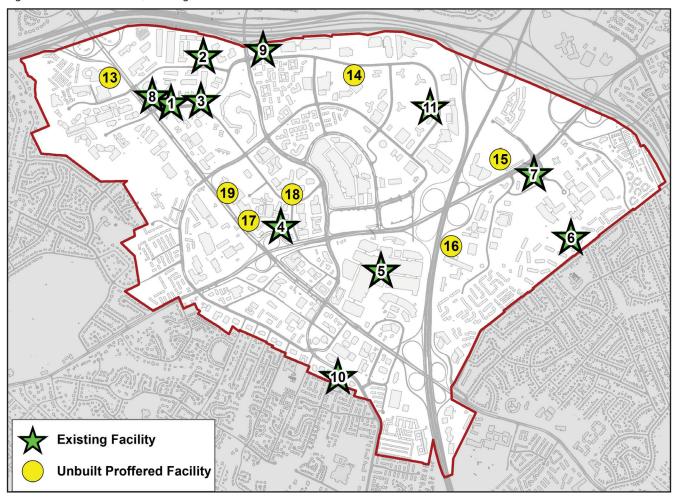


Table P1: Existing Public Facilities (as shown in Figure P1)

	Facility	Note
1.	Fire Station #29	To be replaced as noted in <i>Table P2</i>
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.	Performing Arts Center	Capital One (PCA 2010-PR-021-02)	Construct 125,000 sf performing arts center in office building, time designated for public use, for a minimum of 30 years
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)

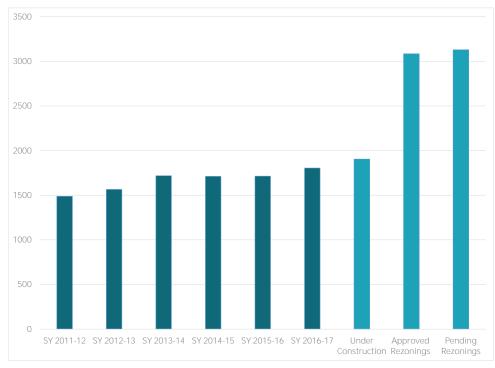
Table P3 identifies additional facilities that are expected to be needed in Tysons. This list is intended to be dynamic, and is subject to change as additional public facilities or public partnerships are identified and/or facilities removed through re-prioritization or other means. Those facilities 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	
Community Center	Current Need	
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)	

Schools

Figure P2: Students Residing in the Tysons Development Area



As the population in Tysons grows, the number of school-aged children and school capacity needs will also increase. Using certified membership data from September 30, 2016, there were 1,805 students residing in the Tysons Urban Center, 1660 of which attend schools serving Tysons. *Figure P2* shows the students residing in the Tysons Urban Center currently, versus how much that is projected to increase with buildings that are under construction, and have rezoning applications that are approved and pending.

In *Figure P2*, cases that are included in "Pending," "Approved," or "Under Construction" refer to those zoning cases that have been reviewed by Fairfax County Public Schools' Office of Facilities Planning Services. Anticipated students for rezoning cases are calculated by using student yield ratio approved at the time of review and comment and are subject to change in the future. Numerous schools serving the Tysons area are currently over capacity, and all but two will be over capacity by school year 2021-2022. Projected capacity and enrollment data can be found in Appendix D.

It is important to have schools at capacity levels that can handle the increase in students. Proposed capacity solutions are included in the Fairfax County Public Schools (FCPS) Capital Improvement Program (CIP) for schools that may have a need for additional capacity. The five-year student enrollment projections and individual school capacity evaluations are updated annually by FCPS. Recommended boundary adjustment options and program changes are included in the CIP for future consideration based on the most recent five-year projections and current capacity evaluations. Any option chosen for potential implementation will be discussed and decided through a transparent process that engages the community, in accordance with the School Board Policy and Regulations. This includes adjustments needed for Advanced Academic Program centers at existing facilities and newly identified site locations. Proposed strategies to address capacity issues include monitoring student membership, utilizing temporary facilities, constructing additions to buildings, providing interior architecture modifications and reassigning students. Proposed strategies for each school serving the Tysons area can be found in *Appendix D*.

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 89 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 2017.

Table P4: Existing Public Park Acreage by Ownership Type

Existing Park	Acreage 2010	Existing Park Acreage 2017		
Publicly Owned	Privately Owned	Publicly Owned	Privately Owned	
89	1	99.3	2.5	

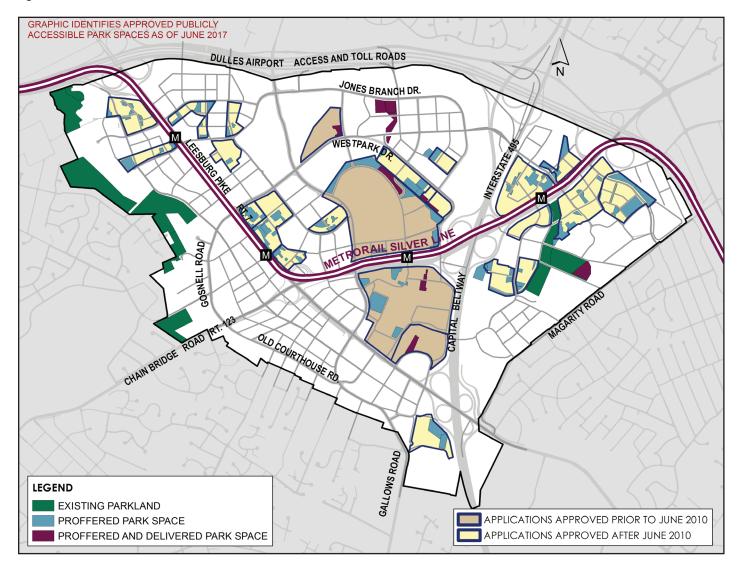
During the zoning review process, proposed parks are evaluated against the park typology contained in the Comprehensive Plan and the Tysons Park System Concept Plan. In addition to the 8.5 acres referenced above, all the major applications approved since 2010 collectively provide commitments for an additional 65.27 acres of new publicly owned or accessible urban park space in Tysons. *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	5.30
Common Green	15.43
Pocket Park	12.97
Recreation Focused	26.01
Resource Based	5.56
Total	65.27

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

Figure P3: Proffered Parks



Collectively, the major rezoning applications approved since 2010 generate a need for eight and a half new athletic fields at their maximum development levels; the equivalent of two have been provided and 6.9 remain to be built but have been proffered through land dedication, facility construction and/or contribution of funds (*Figure P4*). The 3.5 million square feet of development that has occurred thus far has generated a need for 0.7 fields, while two have been delivered (*Figure P5*).

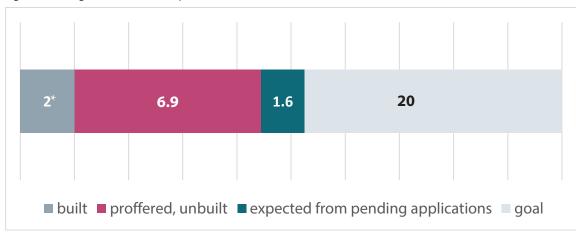


Figure P4: Progress towards Comprehensive Plan Athletic Field

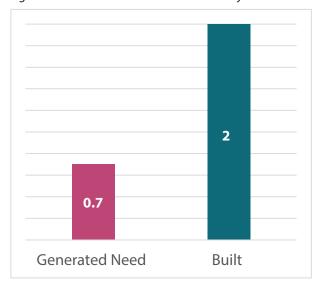


Figure P5: Athletic Field Needs Generated by Constructed GFA vs. Athletic Fields Built

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

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. Seven major applications have included commitments toward stream valley restoration goals, including 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

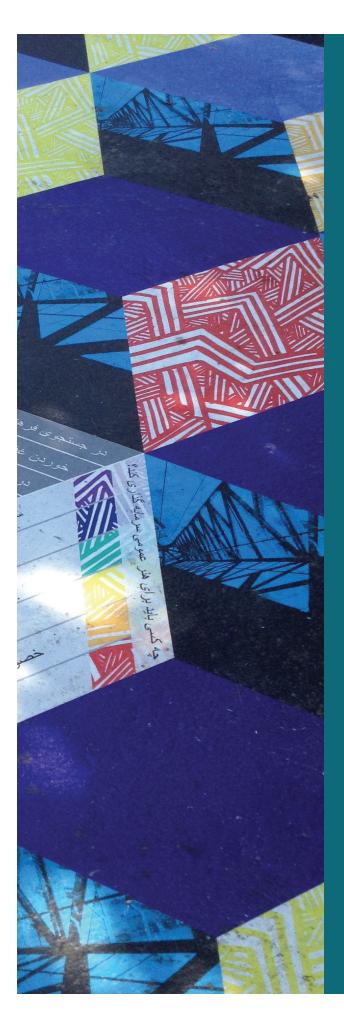
	Location		Commitment				
	Scotts Run	Arbor Row Stream Valley	Old Courthouse Spring Branch	On-site restoration	Adjacent to site restoration	Design plans for restoration	Cash contribution
Capital One PCA 2010-PR-021	Х			Х			
Scotts Run Station North RZ 2011-PR-009	х						
Scotts Run Station South RZ 2011-PR-010/011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

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

In addition, the Department of Public Works and Envinronmental Services is completing a stream restoration design plan for Old Courthouse Spring Branch, from a point near the Gosnell Road crossing of the stream to a point downstream of the Vesper Trail crossing

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

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IMPLEMENTATION

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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.

Process Modifications

Process modification actions intended to provide development flexibility that have occurred since October 2016 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. As the process modifications discussed below progress, and the current issues are resolved, these implementation elements will be incorporated into the ongoing Implementation section of *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 recommendations which did not differentiate between rental and for sale developments should be evaluated to ensure that for-sale products could be provided particularly in highly amenitized high rise buildings. 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.

On April 4, 2017, the Board of Supervisors adopted the recommendations of the advisory group and revised the Comprehensive Plans Workforce Dwelling Unit recommendations for high-rise condominium developments in the Tysons urban Center, as follows:

- If an applicant provides all of the for-sale workforce housing units onsite, the percentage of WDUs should be reduced from 20% to 14%.
- If the units are provided as new construction for-sale units in another property offsite in Tysons, 16% WDUs should be provided.
- If rental workforce housing units are provided onsite or offsite in Tysons in lieu of the for-sale units, 20% WDU rental units should be provided.

In each of these scenarios, the units would be targeted to the following income tiers:

Table I1: Income Tiers in High-Rise Condominiums

Income Tiers	14% - For Sale Units Onsite	16% - For Sale Units Offsite in Tysons
81-100% of AMI	4.67% of total units	5.33% of total units
71-80% of AMI	4.67% of total units	5.33% of total units
<70% of AMI	4.67% of total units	5.33% of total units

Table 12: Income Tiers (Except for High-Rise Condominiums)

Income Tiers	Percentage of WDUs
101-120% of AMI	5% of total units
81-100% of AMI	5% of total units
71-80% of AMI	5% of total units
61-70% of AMI	3% of total units

In the rare event a buyout is considered, the new amendment sets forth that the contribution is recommended to be 3% of the total contract sales price for each market rate unit within the building that is subject to the WDU policy, payable at the time of settlement to the Tysons Housing Trust Fund. A combination of units and buyout payment can be considered provided that the WDUs provided and the monetary contribution are in line with the overall WDU recommendation.

To review the adopted Plan text for Comprehensive Plan Amendment 2016-II-TY1: http://www.fairfaxcounty.gov/dpz/fairfaxforward/pa/completedamendments/tysonsworkforcehousing/2013-49. pdf

Partnering with the Partnership

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

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

engages the next generation in the issues of Tysons; and cultivates a corps of successor Tysons Partnership Board Members.

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, Land Development Services (LDS) 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 of 2015, the phasing option made available by this policy has been utilized by the office building at 1775 Tysons Boulevard, the Nouvelle residential building, and the Highgate at The Mile residential building.

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.

With the 2016/17 Amendment to the Tysons Urban Design Guidelines (TUDG), staff included a third option for streetlights, the GE Evolve, which is a standard fixture by DVP and compliments the existing streetlight options in the TUDG. This third option is intended for use on wider roadways such as Routes 7, 123, and the Jones Branch Connector, as the other options cannot provide adequate lighting levels. The other two options in the TUDG are intended for use on streets with a smaller cross-section. Each one of the three fixtures work to honor both the environmental goals and the design considerations found in the Plan. While two of the three preferred streetlight options are non-standard fixtures, staff continues to work with DVP to add these to their 'standard' catalog of fixtures.

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.

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 originally developed as recommended by the Plan and directed by the Board's Follow on Motions of June 22, 2010. The Guidelines provide additional detail based on the principles included in the Plan, and address issues such as building materials, street furniture, signage, street lighting, and built forms. The Guidelines contain a dynamic set of recommendations that are intended to be updated over time so that the recommendations remain relevant, innovative and include current sustainable building methods and materials.

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

Placemaking, Pop-up Parks and Interim Uses

Associated with the Tysons Partnership's branding efforts is an initiative of placemaking, specifically the interim use of surface parking lots and vacant parcels for temporary festivals and other similar uses. Currently, the Partnership is working on providing a temporary pop-up park at Scotts Run South, which would include painted storage containers, public art and special events. 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.

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.

Public Art

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

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

Partnership seeks to provide public art on storage containers at the Scotts Run South pop-up park, similar to the "Tysons Luxury Lilies" mural.



Sculpture by Alice Aycock at 1775 Tysons Boulevard



"Tysons Luxury Lilies" by Naturel





Appendix A

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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. The FY2017 tax rate for the Service District is set at \$0.05 per \$100 of assessed value. The Service District has collected approximately \$20.6 million through FY2017 and has allocated \$6.45 million for Route 7 and Route 123 improvements. The policy is to retain 10% of the total amount for future debt service reserves, while the majority of the remainder (currently \$12.3 million) can be budgeted for Table 7 Tysons-wide projects in FY2017 and beyond. 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; a monthly meeting with County Senior Staff to discuss issues of importance to the County and the members of the Partnership; and, a yearly real estate development summit.

	Follow-On Motion as adopted by BOS June 22, 2010	2016 Status Update
#3	The Board recommends that the Tysons Partnership initiate a process to review and potentially change district names to enhance community character and identity.	In April 2012, WMATA approved the Board's recommended names for the eight Silver Line Metrorail stations (including four in Tysons). Updating the station names in the Plan was part of the recently adopted Plan Amendment. Staff anticipates working with the community and the Tysons Partnership on the issue of renaming the districts and defining neighborhood character.
#4	The Board recommends that the Tysons Partnership work with Tysons landowners, County agencies, non-profit housing organizations, and interested private entities to establish options for workforce and affordable housing and to help develop options for meeting the workforce and affordable housing elements of this Plan by establishing off-site options for developers when the cost of constructing workforce housing in high rise developments is cost prohibitive. The Tysons Partnership should report back to the Board by January 2011 on the status of these efforts.	All rezoning applications in Tysons are reviewed against the Plan's recommendations to provide affordable and workforce housing options. To date, all PTC rezoning applications have proffered to the applicable Plan recommendations. Staff worked with the development community and housing advocates to address the issue of providing workforce housing in condominium projects, using the Arbor Row application (PCA 2011-PR-023) as a test case. On April 4, 2017, the Board of Supervisors adopted an amendment to the Comprehensive Plan to update the Plan recommendations on for-sale high-rise workforce housing in Tysons.
#5	In order to create a greater sense of community for the residents of Tysons, a residential organization that represents all of the residential stakeholders and entities in Tysons should be established.	The Tysons Partnership has residential representation and forms the basis to create a Tysons-wide residential organization.
#6	The Board directs staff to make recommendations to the Legislative Committee on financial incentives such as tax abatement, which can offset the initial cost and help to encourage green buildings, especially at the LEED or equivalent Gold and Platinum levels; and the authority to require adequate public facilities as a condition for development in urban areas like Tysons.	The Board's Legislative Committee reviewed staff's recommendations on September 21, 2010, and accepted staff's recommendations to not seek legislation on tax incentives for green buildings and to not seek legislation allowing Fairfax County to require adequate public facilities.
#7	The Board directs that staff report annually or as requested on the various aspects of the Plan that call for periodic monitoring , particularly in regard to the information needed to determine when it is appropriate to increase the initial development levels for office uses set forth in the Plan, based on the criteria outlined in the Plan as well as the pace of actual redevelopment.	Staff has established monitoring parameters for Tysons and reports on them in these Progress Reports. Review of and updates to the Plan's monitoring recommendations are part of the Plan Amendment currently adopted in March 2017.
#8	The Board directs staff to commence the planning and operational analysis necessary to implement the higher priority transportation facilities listed in the Plan table titled "Transportation Infrastructure, Programs, and Services, As They Relate to the Level of Development in Tysons."	Staff continues to implement a number of transportation related projects listed in the referenced Plan table. Funding from 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)

	Follow-On Motion as adopted by BOS June 22, 2010	2016 Status Update
#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 2017.
#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 12 intersections) is expected to be completed at the end of 2017. 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 Plan Amendment adopted in March 2017. 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.
#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

	Follow-On Motion as adopted by BOS June 22, 2010	2016 Status Update
#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.
#15	The Board directs staff to bring to the Board an official map of those streets associated with the first rezoning to the Planned Tysons Corner Urban Center (PTC) district. The official map should be adopted concurrently with the rezoning or as soon as possible subsequent to the rezoning and should include existing streets and future street alignments that have been conceptually engineered. The Board further directs staff to bring forward amendments to the official map associated with subsequent rezonings when such are required to address the alignments of new or modified streets that have been conceptually engineered.	No official map is proposed. The Conceptual Grid of Streets map contained within the Comprehensive Plan was updated as part of the Plan Amendment adopted in March 2017. A map of streets that have been delivered and streets that have been proffered but not yet built is included in the Transportation chapter of this report.
#16	The Board directs staff to bring to the Board for adoption an official map of public facilities concurrently with the first rezoning to the Planned Tysons Corner Urban Center (PTC) district. The official map should include the locations of existing and planned public facilities, including parks and athletic fields, that have been identified within the district or subdistrict of the rezoning application. The Board further directs staff to bring forward amendments to the official map with subsequent rezonings when such are required to reflect the locations of additional public facilities as they are identified.	No official map is proposed; amendments to the Comprehensive Plan are preferred as the method to reflect changes over time. An interdepartmental team has refined the type, location, space needs, timing and costs for public facilities in Tysons, including parks and athletic fields. A Tysons Park System Concept Plan has been developed to refine and elaborate upon the Conceptual Parks and Open Space Network in the Plan. The plans for public facilities and for parks are conceptual in nature and provide guidance without being overly prescriptive. Changes to these sections of the Plan are also part of the Plan Amendment adopted in March 2017. See "Parks Initiatives" section, at the end of this Appendix, 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.

	Follow-On Motion as adopted by BOS June 22, 2010	2016 Status Update
#18	The Board directs staff to prepare, in coordination with appropriate stakeholders, the urban design guidelines manual that expands upon, and provides additional detail on the urban design elements contained in the Plan.	The Tysons Urban Design Guidelines were endorsed by the Board on January 21, 2012. Updates to the Comprehensive Plan for consistency with the Guidelines were part of the Plan Amendment adopted in March 2017 and updated version of the Guidelines was endorsed by the Board on March 14, 2017.
#19	The Board directs staff to assess the need for dedicated staffing and staff resource requirements for development applications, plan monitoring and other activities necessary to implement the Plan for Tysons and return to the Board with its recommendation.	A staff resource plan was developed, approved and implemented to support the implementation of the Plan for Tysons. See additional details in the "On-going Implementation" section that follows.
#20	The Board directs staff to be flexible when reviewing projects that include minor deviations from a strict interpretation of the Plan if such projects exhibit excellence in architecture and urban design; contribute significantly to the urban nature of Tysons; meet transportation and public facility guidelines; and, on balance, meet the objectives of the Plan.	Implementation activities are on-going. The following section provides additional details on the progress that staff has been making to provide additional flexibility for projects in Tysons.

On-going Implementation

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 Steering Committee allows issues to be quickly reviewed at the senior staff level when Tysons-wide or County-wide policy may be impacted or when needed on site specific zoning applications.
- 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 for early identification of any concerns about substantial conformance, and addresses review and approval of certain proffered features and conditions by these agencies. It also allows the Core Team to identify potential issues that may be avoided with future cases.

Process Initiatives

As noted previously, one benefit of the 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 2017 are listed below. More detailed information may be found in previous Progress Reports.

- VDOT Level of Service (LOS) Waivers: The developers, the County and VDOT have collectively developed a process to address LOS waivers to allow an emphasis to be placed on alternative modes of transportation such as biking and walking, and to permit the streets to have an urban character.
- Implementation of Section 2-1200 of the Public Facilities Manual (PFM), Tysons Corner Urban Center, allowing "alternative" specifications for infrastructure and/or design. Design alternatives are listed in site plan submittals, but do not require the submission of a stand-alone PFM waiver.
- Streetlight standards: Technical Bulletin 14-07, dated May 5, 2014, provides guidance and criteria for lighting design for public roads and sidewalks using the fixtures recommended in the Tysons Urban Design Guidelines.
- Underground Stormwater Management in Residential and Mixed-use Projects: The Board adopted a PFM amendment on June 3, 2015, that eliminated the need for a Board waiver for most underground stormwater detention facilities within the County. 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 locations are either in electrical rooms located within the building footprint, along a less active building edge, or in underground vaults located in alleys or driveways. If site or building design precludes these options, locating underground vaults in a plaza or in the building zone adjacent to the public right-of-way is appropriate, although design integration issues would need to be addressed.

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, following the public comment, the Board endorsed the Planning Commission's plan to fund the transportation infrastructure in Tysons and directed staff to implement it. The Board's directions are summarized below, along with subsequent actions. The full text of the Board's endorsement and follow-on motions to implement the funding plan recommendations can be found at: 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. Rates are reviewed and updated annually with all other County transportation fund rates. The current contribution rate for 2017 is \$6.87 per gross square foot (GSF) of non-residential building structure and \$1,066 per unit for new residential uses.

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

On January 8, 2013, the Board established the Tysons-wide Transportation Fund (Tysons-wide Fund) and set guidelines for implementation. Rates are reviewed and updated annually with all other County transportation fund rates. The current contribution rates are \$6.02 per GSF of new non-residential space and \$1,066 per unit for new residential uses.

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.





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 2017. Major cases include those that include a land use change and typically include CDPs, while SEs and other amendments to cases may be considered, depending on the goal of the application. 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 12 and 14).

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.

Thirty-one major Tysons rezoning applications have been approved. Aggregated information for these 31 approved applications can be found in the table below under their non-residential maximum development options.

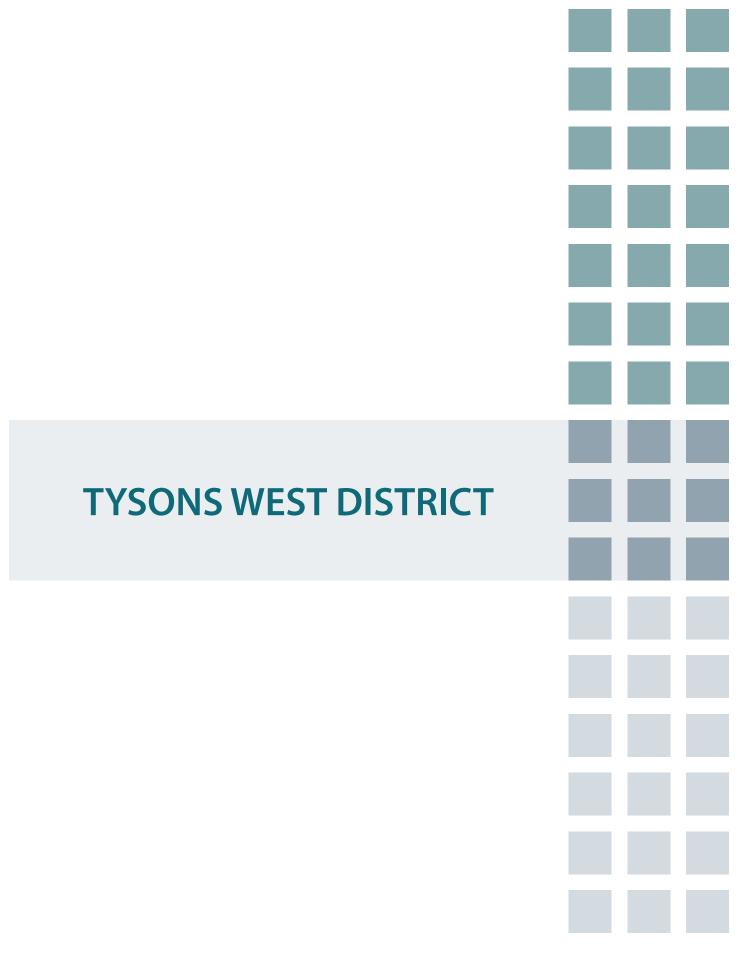
Total Development Levels for Approved Major Applications

	Existing Development ¹	Under Construction	Approved by Site Plan ²	Approved, Unbuilt Development³	Total
Office ⁴	9,639,461	940,550	724,929	12,029,579	27,410,843
Retail⁵	4,368,862	44,481	334,896	971,026	5,952,815
Hotel	1,130,804	0	0	2,770,313	3,729,545
Total Non-Residential	15,139,127	985,031	1,059,825	15,770,918	37,093,203
Residential	3,849,922	731,702	1,250,054	26,748,806	36,480,170
Residential Units	3,497	717	1,225	25,311	34,206
Total Development	19,250,615	1,716,733	2,309,879	42,225,838	73,707,833

- 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 nine rezoning applications have been filed. Of these nine, one has been indefinitely deferred. The remaining eight pending rezoning applications currently propose a net maximum total development of approximately 19 million square feet of development under their non-residential maximum options, with approximately 53% 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.



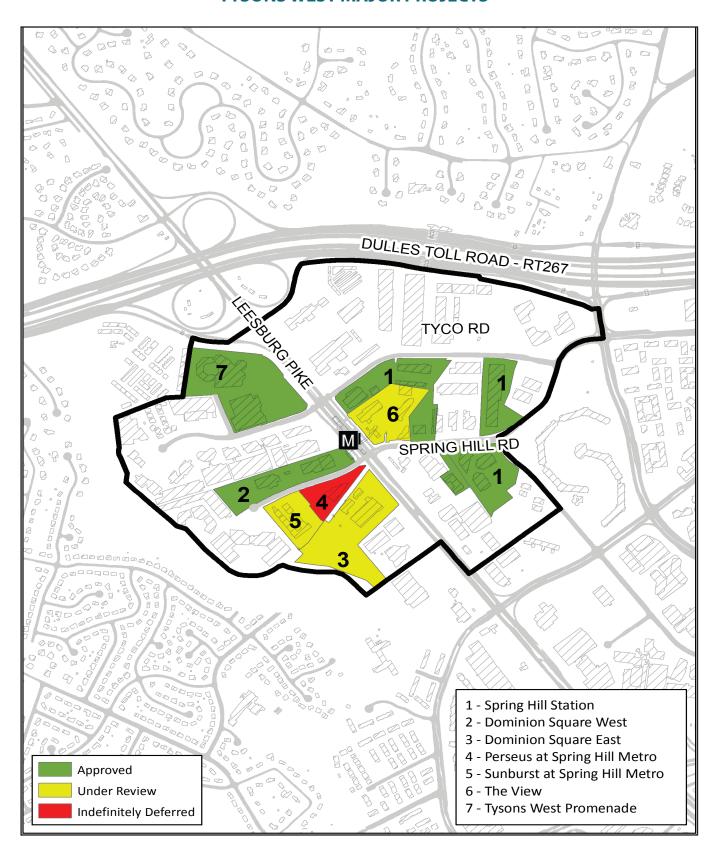
TYSONS WEST DISTRICT

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

	" (D 'II'	orc	Datail	Reside	ntial		Totals ¹
	# of Buildings	Office	Retail	GFA	DUs	Hotel	
Existing							
To Be Removed	19	148,130	514,373	0	0	80,259	921,512
To Remain	5	459,938	153,373	810,335	804	430,820	1,860,880
Under Construction							
	0	0	0	0	0	0	0
Approved by Site Plan,	Not Under Constr	uction					
	1	0	44,092	388,538	390	0	432,630
Approved by FDP							
	5	28,768	54,092	1,230,538	1,304	430,820	1,914,961
Approved by CDP							
Maximum of Employment Options	28	3,371,938	473,473	5,592,000	5,909	754,820	10,220,731
Maximum of Residential Options	29	2,936,938	457,473	6,292,500	6,828	430,820	10,146,231
Proposed by FDP (Char	ige from Approve	d)					
	0	0	0	0		0	0
Proposed by CDP (Char	nge from Approve	d)					
Maximum of Employment Options	+16	+1,744,673	+434,147	+4,696,111	+3,846	+616,733	+7,956,624
Maximum of Residential Options	+16		+265,000	+3,216,000	+3,225	+405,000	+6,858,000
Total Proposed or Appr	oved by CDP						
Maximum of Employment Options	44	5,116,611	898,620	10,798,311	10,270	1,371,553	18,238,555
Maximum of Residential Options	45	4,591,938	739,232	11,474,976	11,072	1,047,553	17,960,049

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

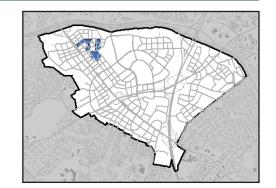


Tysons 2016-2017 Progress Re	port on the Implementatior	n of the Comprehensive Plan 88	

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 withdrawn.

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 committed 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. At this time, the County has opted to accept a contribution to funding the fire station in another location rather than waiting for construction of Building G4.

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

None.

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	04	Doto:I1	Reside	ential	Hetel	Tatala	EAD
	Buildings	Office	Retail ¹	GFA	DUs	Hotel	Totals	FAR
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 Constructio	n							
	0	0	0	0	0	0	0	
Approved by Site I	Plan, Not Und	der Constructio	on					
	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	5,994,270⁵	5.63
Option 2	18	1,688,170	114,100 ⁴	4,092,500	4,659	0	5,919,770⁵	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

	Ontion	Office	Retail	Residential		Hotel	Totals	
	Option	Omce	Retail	GFA	DUs	Hotel	IOTAIS	
Existing to Remain								
Building F1	N/A	0	0	416,834	404	0	416,834	
Under Construction	Under Construction							
	N/A	0	0	0	0	0	0	
Approved by Site Plan	, Not Under Co	nstruction						
	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

	Ontion	04.0	Ontion		Residential		Hotel	Totalo	
	Option	Office	Retail ¹	GFA	DUs	Hotel	Totals		
Existing to Remain									
	N/A	0	0	0	0	0	0		
Under Construction	n								
	N/A	0	0	0	0	0	0		
Approved by Site P	lan, Not Under Co	nstruction							
	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		
Building G1	Option 2	0	7,500	430,000	478	0	437,500		
Building G2	Option 1	0	5,700	430,000	478	0	435,700		
Building G2	Option 2	0	9,100	430,000	478	0	439,100		
Building G3	Option 1	0	5,800	430,000	478	0	435,800		
Building G5	Option 2	0	0	378,500	478	0	378,500		
Building G4	Option 1	0	2,500	430,000	478	0	457,500 ²		
Building 04	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

	Ontion	Office Retail		Resid	Residential		Totals		
	Option	Опісе	Retail	GFA	DUs	Hotel	IOtals		
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 Pla	n, Not Under Co	nstruction							
	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		
Building D3	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		
Puilding DE	Option 1	0	11,000	0	0	189,000	200,000		
Building D5	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

	Ontion	Residential Residential		Hotol	Totala			
	Option	Office	Retail	GFA	DUs	Hotel	Totals	
Existing to Remain								
Building E1 ¹	N/A	215,585	0	0	0	0	215,585	
Building E2 ¹	N/A	215,585	0	0	0	0	215,585	
Under Construction						·		
	N/A	0	0	0	0	0	0	
Approved by Site Pla	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	
Duilding E4	Option 1	0	0	0	0	135,000	135,000	
Building E4	Option 2	0	0	200,000	222	0	200,000	
Puilding EE	Option 1	0	16,000	0	0	0	16,000	
Building E5		0	0	25,000	12	0	25,000	

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

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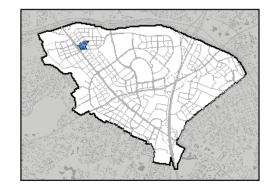
The View

Zoning Applications

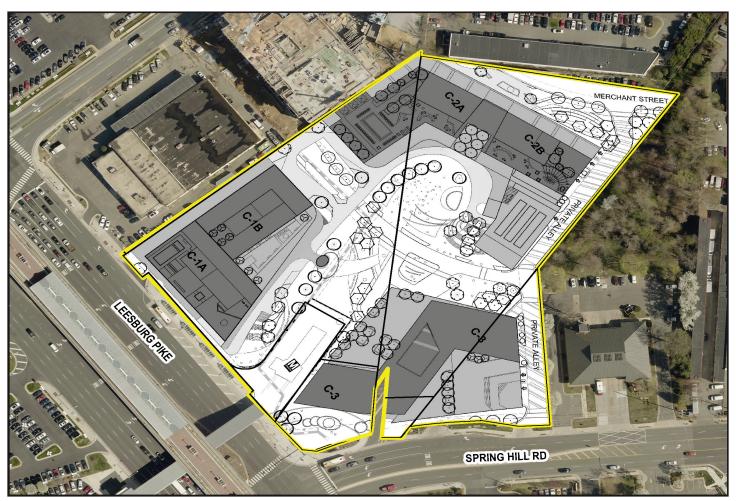
RZ 2017-PR-010 under review

Site Area

6.83 acres



Development Overview



The subject property is located directly adjacent to the Spring Hill Metro Station, with frontage on Route 7 and Spring Hill Road. This property was previously the subject of RZ 2010-PR-014C, which was withdrawn. Currently, the property is occupied by car dealerships and service areas, as well as one low-rise office building.

The application proposes fives buildings, one of which is a 615-foot tall "Iconic Tower" (building C-3) that will have retail, hotel and condominium uses. The application also includes a Performing Arts Center, as well as four more buildings with options for uses that include residential, retail and office space.

A Civic Plaza and Performing Arts Center are proposed on this site, as part of an overall vision for the site as an "arts hub" within Tysons.

Major transportation improvements proposed include the relocation of the Metro Station's Kiss and Ride lot, and the construction of a grid connection.

Current Development Activity

None.

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.

RZ 2017-PR-010

	01.	Off	Deteil	Resid	ential	Hatal	Tatala	EAD.	
	Option	Office	Retail	GFA	DUs	Hotel	Totals	FAR	
Existing	Existing								
To be Removed	4	27,145	120,049	0	0	0	280,477		
To Remain	0	0	0	0	0	0	0		
Under Construction	Under Construction								
	N/A	0	0	0	0	0	0		
Approved by Site	Plan, Not Und	der Constructi	on						
	N/A	0	0	0	0	0	0		
Proposed by FDP									
	N/A	0	0	430,000	478	0	430,000		
Proposed by CDP									
Option 1	5	529,673	280,147	1,739,493	1,106	411,733	2,985,880	8.72	
Option 2	5	0	127,759	2,225,858	1,504	411,733	2,790,184	8.64	

Residential and Employee Populations

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 1)

	Residents	Employees
Estimated Current	0	357
Estimated Proposed	1,936	2,693

Maximum Residential Option (Option 2)

	Residents	Employees
Estimated Current	0	357
Estimated Proposed	2,632	589

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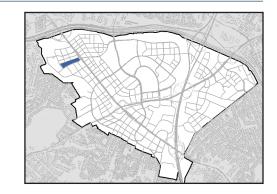
Dominion Square West (CARS)

Zoning Applications

RZ 2011-HM-012 approved 2/14/2017 FDP 2011-HM-012 approved 2/14/2017

Site Area

7.63 acres



Development Overview



The subject property is located to the south of Leesburg Pike and west of Spring Hill Road. This application was originally filed alongside RZ 2011-HM-013, known as Dominion Square East, and SE 2014-HM-034, which would allow a proposed office intensity over 2.5 FAR. These three cases, despite not being contiguous, were to be heard concurrently, but Dominion Square West split from the group and was approved by itself, while the remaining two applications are still under review.

The application proposes to redevelop an area which is currently developed with several automobile dealerships. The rezoning proposes a total of six structures, including a mix of office, retail, and residential uses. The buildings would range in height from 85 to 400 feet, with the larger structures closer to the Spring Hill Metrorail station. None of the existing structures are proposed to remain.

The site will include an athletic field, two elevated sky-parks (one private and one public) and a Metro Plaza extension. The proposed public facilities will serve the high volume of pedestrian activity associated with Metro accessibility.

Major transportation improvements proposed include the extension of Boone Boulevard, improvements to Spring Hill Road, a left turn lane on Route 7, monetary contributions to Route 7 improvements and Spring Hill Road/International Drive/Jones Branch Drive intersection improvements, and pedestrian accessibility to the Spring Hill Metro Station.

Current	Develo	onment	Activity
Current	DUVUN		/ ICCIVICY

None.

The Summary Land Use Table aggregates the total development proposed 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.

	# of	0.62	D - t - '11	Residential Hetal	Hatal	Tabala	FAD	
	Buildings	Office	Retail ¹	GFA	DUs	Hotel	Totals	FAR
Existing								
To Be Removed	2	0	72,425	0	0	0	72,425	
To Remain	0	0	0	0	0	0	0	
Under Construction	n							
	0	0	0	0	0	0	0	
Approved by Site	Plan, Not Und	der Construction	on					
	0	0	0	0	0	0	0	
Approved by FDP	Approved by FDP							
	0	0	0	0	0	0	0	
Approved by CDP								
Base	6	840,000	70,000	880,000	850	0	1,790,000	5.34
Option 1	6	840,000	90,000	1,500,000	1,500	0	2,430,000	7.25
Option 2	6	840,000	90,000	1,500,000	1,500	0	2,160,000	6.44

¹ Includes car dealerships for existing uses

Residential and Employee Populations

At the proposed level of development, the estimated increases to residential and employee population are shown in the tables below. The estimate uses Option 1, as that option has the maximum residential possible, while Options 1 and 2 both have the same employment estimates.

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

Detailed Approved Development Information

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

RZ 2011-HM-012

	Oution	04.0	Dotoil	Residential		Hotol	Totala	
	Option	Office	Retail	GFA	DUs	Hotel	Totals	
Existing to Remain	Existing to Remain							
	N/A	0	0	0	0	0	0	
Under Construction								
	N/A	0	0	0	0	0	0	
Approved by Site Pla	n, Not Under Co	nstruction						
	N/A	0	0	0	0	0	0	
Approved by FDP	Approved by FDP							
	N/A	0	0	0	0	0	0	
Approved by CDP								
C1	N/A	450,000	20,00	0	0	0	470,000	
C2	N/A	390,000	20,000	0	0	0	410,000	
C3	N/A	0	15,000	420,000	420	0	435,000	
C4	N/A	0	15,000	430,000	430	0	445,000	
C5	Option 1	0	15,000	320,000	320	0	335,000	
C5	Option 2	0	15,000	175,000	175	0	190,000	
C6	Option 1	0	5,000	330,000	330	0	335,000	
C6	Option 2		5,000	175,000	175	0	180,000	

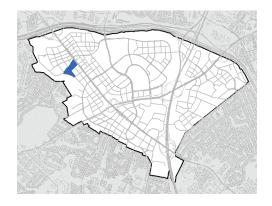
Dominion Square East (CARS)

Zoning Applications

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

Site Area

12.28 acres



Development Overview



The subject property is located to the south of Leesburg Pike and east of Spring Hill Road, and includes a portion of a Board of Supervisors-owned parcel which contains overhead electrical transmission lines. This application was originally filed concurrently with RZ 2011-HM-012, known as Dominion Square West, which was approved in February, 2017. The application is being reviewed with RZ 2011-HM-027 (Sunburst at Spring Hill Metro). FDP 2011-HM-013 has been filed for the proposed Dominion Power electrical substation.

The application proposes to redevelop an area which is currently developed with several automobile dealerships. The rezoning proposes a total of six structures, including a mix of office, retail, residential and hotel uses. The buildings would range in height from 140 to 350 feet, with the larger structures closer to the Spring Hill Metrorail station. None of the existing structures are proposed to remain.

Major transportation improvements proposed include the extension of Boone Boulevard, Roseline Street and Dominion Street, which will eventually provide grid connections when neighboring sites are redeveloped, as well as contributions toward the Tysons-wide and Tysons Grid of Streets transportation funds.

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.

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.

Current Development Activity

None.

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	Off	Doto:11	Reside	ential	Hatal	Totala	EAD
	Buildings	Office	Retail ¹	GFA	DUs	Hotel	Totals	FAR
Existing								
To Be Removed	3	0	72,623	0	0	0	72,623	
To Remain	0	0	0	0	0	0	0	
Under Constructio	n							
	0	0	0	0	0	0	0	
Approved by Site I	Plan, Not Unc	ler Construction	on					
	0	0	0	0	0	0	0	
Proposed by FDP	Proposed by FDP							
	0	0	0	0	0	0	0	
Proposed by CDP				_				
	6	1,215,000	125,000	500,000	500	205,000	2,045,000	3.92

¹ Includes car dealerships for existing uses

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	161
Estimated Proposed	2,875	4,480

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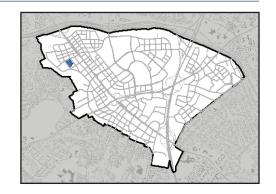
Sunburst at Spring Hill Metro

Zoning Applications

RZ 2011-HM-027 under review FDP 2011-HM-027 under review

Site Area

4.39 acres



Development Overview



*Image depicted is from CDP Illustrative Plan – (Option B), dated – May 4, 2017

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 East application, RZ 2011-HM-013. 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.

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	05	Doto:I	Reside	ential	Hatal	Tatala	EAD
	Buildings	Office	Retail	GFA	DUs	Hotel	Totals	FAR
Existing								
To Be Removed	2	0	6,423	0	0	80,259	86,682	
To Remain	0	0	0	0	0	0	0	
Under Constructio	Under Construction							
	0	0	0	0	0	0	0	
Approved by Site F	Plan, Not Und	der Constructio	on					
	0	0	0	0	0	0	0	
Proposed by FDP	Proposed by FDP							
	0	0	0	0	0	0	0	
Proposed by CDP								
Option A	4 ¹	0	29,000	1,324,370	1,355	0	1,362,378 ²	7.13
Option B	4 ¹	440,000	29,000	832,170	840	0	1,301,178 ²	6.81

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

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	1,531

Maximum Residential Option (Option A)

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

² Includes public facility square footage

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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 West (RZ 2011-HM-012), Dominion Square East RZ 2011-HM-013), and Sunburst at Spring Hill Metro (RZ 2011-HM-027) applications; however, this application has been deferred indefinitely.

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Tysons West

Zoning Applications

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

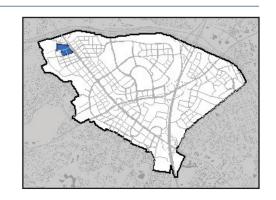
Site Plans

6279-SP-003	approved 10/23/15 (Building C)
6279-SP-004	approved 6/7/2010 (Building D)
6279-SP-005	under review (Temporary retail)

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

Site Plan 6279-SP-005 is currently under review, which would allow for the interim development of four popup retail structures on the site.

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	04	Doto:I	Reside	ential	Hatal	Tatala	EAD	
	Buildings	Office	Retail	GFA	DUs	Hotel	Totals	FAR	
Existing	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	n								
	0	0	0	0	0	0	0		
Approved by Site I	Plan, Not Und	ler Construction	on						
	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	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

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

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

Detailed Approved Development Information

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

RZ 2011-HM-032

	Oution	Office	Doto:I	Reside	ential	Hotol	Tatala
	Option	Office	Retail	GFA DUs	Hotel	Totals	
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 Pl	an, Not Unde	r 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	338,500¹
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.

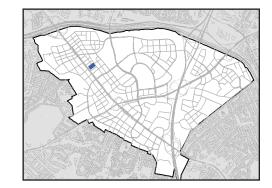
The Evolution

Zoning Applications

RZ 2017-PR-021 under review

Site Area

2.99 acres



Development Overview



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

The subject property is located on Route 7, one-half mile south of the Spring Hill Station Metro. Currently, the property is occupied by a seven-story commercial building.

The application proposes one building that would accommodate 1,400 Workforce Dwelling Units (WDUs). These WDUs would make up 100% of the total residential units available.

Current Development Activity

None.

Summary Land Use

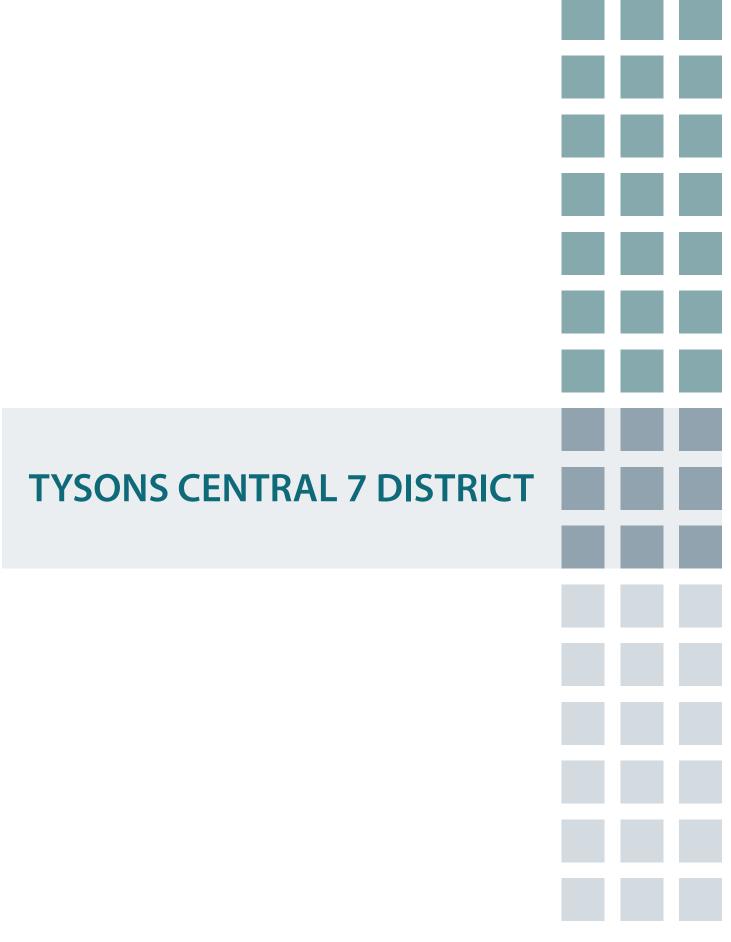
The Summary Land Use Table aggregates the total development approved for this application. The table includes development approved pursuant to the CDP; approved through FDPs; what has been approved by site plan, but is not under construction; and, what is under construction or completed. The table that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

	# of	Office	Doto:I	Reside	ential	Hetel	Totals	EAD	
	Buildings	Отсе	Retail	GFA	DUs	Hotel	Iotais	FAR	
Existing	Existing								
To Be Removed	1	156,884	0	0	0	0	156,884		
To Remain	0	0	0	0	0	0	0		
Under Constructio	n								
	0	0	0	0	0	0	0		
Approved by Site I	Plan, Not Und	ler Construction	on						
	0	0	0	0	0	0	0		
Proposed by FDP									
	0	0	0	0	0	0	0		
Proposed by CDP									
	1	0	0	1,624,448	1,400	0	1,624,448	12.44	

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	523
Estimated Proposed	2,450	0



TYSONS CENTRAL 7 DISTRICT

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

	# of Decilation	055	Deteil	Resid	ential	Hetel	Totals ¹
	# of Buildings	Office	Office Retail		DUs	Hotel	lotais.
Existing							
To Be Removed	7	48,666	82,402	0	0	0	131,068
To Remain	5	1,100,414	0	0	0	0	1,100,414
Under Construction							
	1	0	14,331	393,702	398	0	408,033
Approved by Site Plan,	Not Under Constru	ıction					
	6	526,189	423,999	2,568,438	2,379	0	1,677,249
Approved by FDP							
	17	1,895,414	423,999	2,568,438	2,379	0	4,890,851 ²
Approved by CDP							
Maximum of Employment Options	28	3,060,184	629,499	5,132,438	4,740	1,147,000	10,018,1213
Maximum of Residential Options	28	2,820,184	629,499	5,725,438	5,364	955,000	10,179,121 ³
Proposed by FDP (Chan	ge from Approved)					
	0	0	0	0	0	0	0
Proposed by CDP (Chan	ge from Approved	l)					
Maximum of Employment Options	0	0	0	0	0	0	0
Maximum of Residential Options	0	0	0	0	0	0	0
Total Proposed or Appro	oved by CDP						
Maximum of Employment Options	28	3,060,184	602,499	5,132,438	4,740	955,000	9,969,121³
Maximum of Residential Options	28	2,820,184	629,499	5,725,438	5,364	955,000	10,130,1213

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

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

³ Includes 49,000 sq.ft. of public facility uses

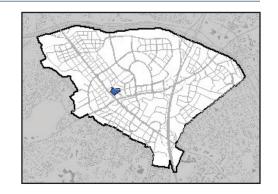
TYSONS CENTRAL 7 MAJOR PROJECTS



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Tysons Central (NV Commercial)

Zoning Applications



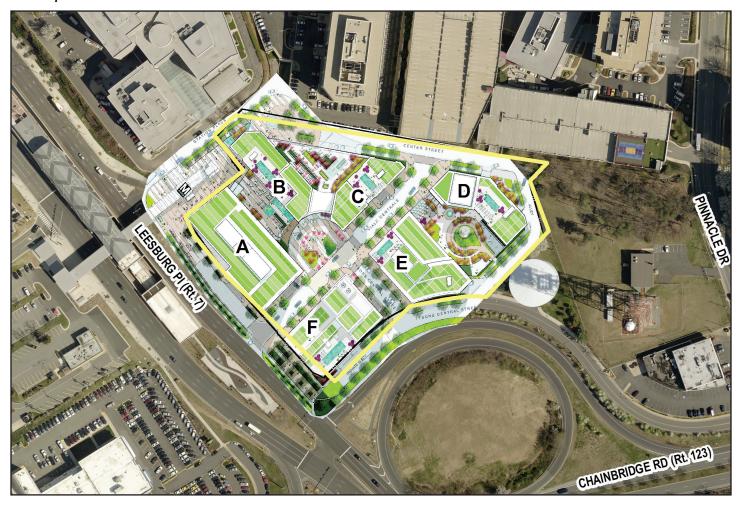
Site Plans

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

Site Area

5.79 acres

Development Overview



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 two approved FDP applications are for Building F, located in the southeast corner of the site, and Building A, located in the southwest 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 constructed an interim sidewalk from Solutions Drive to the Greensboro Metro Station.

Application Changes Under Review (PCA 2011-PR-005 and RZ/FDP 2015-PR-017)



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

The approved applications were 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 sought 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 proposed an alternative design for the previously-approved skypark, at grade on the interior level. Expansion of the Building A footprint required 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. Also, the FDP approved an office option for Building A.

Current Development Activity

Lumen, Building F, is currently under construction pursuant to Site Plan 1682-SP-001 and is expected to open in Fall 2018.

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	04.0	Dota:I	Reside	ential	Hotol	Totale	EAD	
	Buildings	Office	Retail	GFA	DUs	Hotel	Totals	FAR	
Existing	Existing								
To Be Removed	6	0	82,402	0	0	0	82,402		
To Remain	0	0	0	0	0	0	0		
Under Construction	n								
	1	0	14,331	393,702	398	0	408,033		
Approved by Site I	Plan, Not Und	ler Constructio	on						
	0	0	0	0	0	0	0		
Approved by FDP									
	2	365,000	52,000	394,000	414	0	811,000		
Approved by CDP									
Option 1- Office	6	631,000	173,000	848,000	885	155,000	1,821,500 ¹	7.17	
Option 1 - Hotel	6	560,000	173,000	848,000	885	347,000	1,942,500 ¹	7.64	
Option 2	6	320,000	173,000	1,441,000	1,509	155,000	2,043,500 ¹	8.04	

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

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

	01	0,60	Deteil	Resid	ential	Hotal	Totals		
	Option	Office	Retail	GFA	DUs	Hotel			
Existing to Ren	existing to Remain								
	N/A	0	0	0	0	0	0		
Under Constru	ction								
	N/A	0	0	0	0	0	0		
Approved by S	ite Plan, Not Under C	onstruction							
Building F	N/A	0	14,331	393,702	398	0	408,033		
Approved by F	DP								
Building F	Option 2	0	17,000	394,000	414	0	411,000		
Building A	Options 1 & 2	365,000	35,000	0	0	0	400,000		
Approved by C	DP								
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	357,500 ¹		
Building D	Options 1 & 2	0	20,000	343,000	360	0	363,000		
	Option 1 - Office	212,000	33,000	0	0	0	245,000		
Building E	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		
Building F	Option 2	0	17,000	398,000	414	0	415,000		

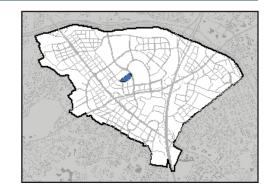
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Greensboro Park Place

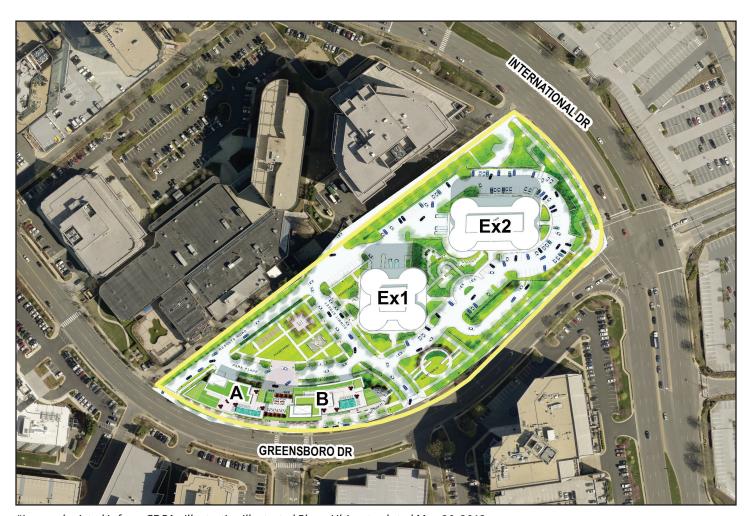
Zoning Applications

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	Office	Dotail	Reside	ential	Hetel	Totals	EAD
	Buildings	Office	Retail	GFA	DUs	Hotel		FAR
Existing	Existing							
To Be Removed	0	0	0	0	0	0	0	
To Remain	2	504,574	0	0	0	0	504,574	
Under Construction	n							
	0	0	0	0	0	0	0	
Approved by Site I	Plan, Not Und	ler Constructio	on					
	0	0	0	0	0	0	0	
Approved by FDP								
	4	504,574	1,999	479,438	520	0	989,011¹	
Approved by CDP	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

	Residential							
	Option	Office	Retail			Hotel	Totals	
				GFA	DUs			
Existing to Remain	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	1							
	N/A	0	0	0	0	0	0	
Approved by Site Pl	an, Not Unde	r 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	230,599¹	
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

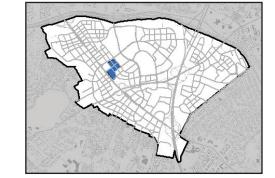
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The Boro

Zoning Applications

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

PCA 2010-PR-022 approved 10/18/2017



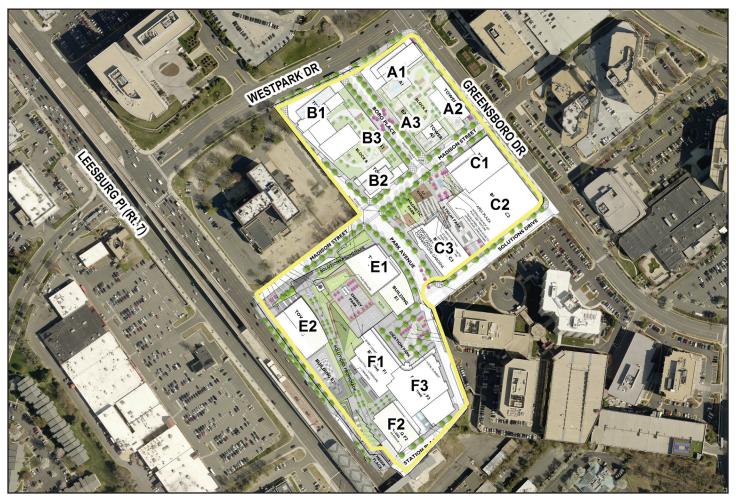
Site Plans

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

Site Area

18.11 acres

Development Overview



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

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 amended previously approved proffers to increase allowable conversion of residential use to office use in building B3 from 60,000 sq. ft. to 85,000 sq. ft. With this proposal, the overall maximum square footage of GFA allocated to office does not change, nor are any changes proposed to the approved CDP or FDP.

Current Development Activity

Two Site Plans were approved on 4/26/2017 for Block A & Building B3, and Buildings C2 & C3.

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	# of Office	Dotoil	Residential		Hotel	Tatala	FAR
	Buildings	Отсе	Retail	GFA	DUs	Hotel	Totals	FAK
Existing	Existing							
To Be Removed	0	0	0	0	0	0	0	
To Remain	3	595,840 ¹	0	0		0	595,840¹	
Under Construction	n							
	0	0	0	0	0	0	0	
Approved by Site I	Plan, Not Und	ler Construction	on					
	0	0	0	0	0	0	0	
Approved by FDP	Approved by FDP							
	10	1,025,840	356,500	1,080,000	835	0	2,462,340	
Approved by CDP	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

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)

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

RZ 2010-PR-022

	o .:	Residential		ntial		T • • •			
	Option	Office	Retail	GFA	DUs	Hotel	Totals		
Existing to Rer	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		
	Inder Construction								
	N/A	0	0	0	0	0	0		
Approved by S	ite Plan, Not Under Co					1 -			
11	N/A	0	0	0	0	0	0		
Approved by F				1 0		1			
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 ²		
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 C	DP								
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		
D2	Hotel/Residential Mix	0	0	260,000	150	290,000	550,000		
B2	Residential Only	0	0	550,000	400	0	550,000		
B3	N/A	0	0	115,000	125	0	115,000 ²		
	Hotel/Residential Mix	0	8,000	225,000	0	200,000	433,000		
C1	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

² PCA 2010-PR-022 allows for the increase of allowable converstion of residential to office use in B3 from 60,000 sf to 85,000 sf

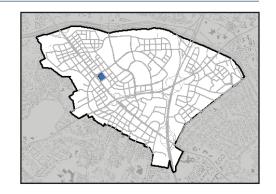
Westpark Plaza

Zoning Applications

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

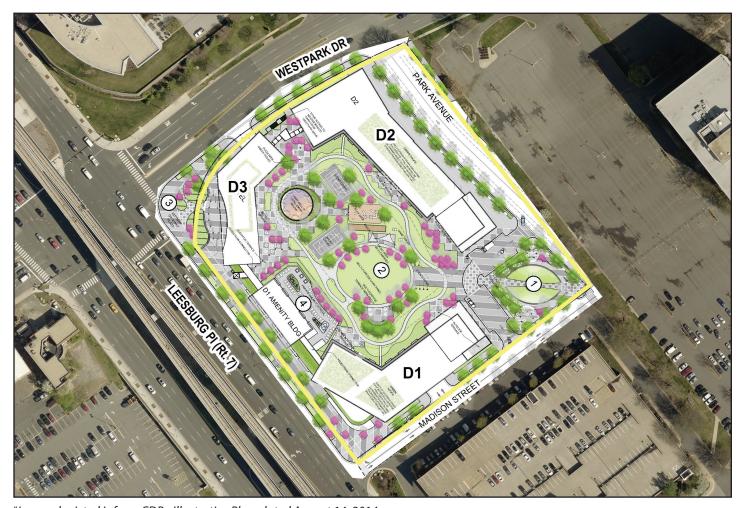
Site Plans

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



Site Area

5.37 acres



*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.

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	Office	Dotoil	Reside	ential	Hatal	Totals	EAD
	Buildings	Office	Retail	GFA	DUs	Hotel		FAR
Existing								
To Be Removed	0	0	0	0	0	0	0	
To Remain	0	0	0	0	0	0	0	
Under Constructio	n							
	0	0	0	0	0	0	0	
Approved by Site F	Plan, Not Und	ler Construction	on					
	0	0	0	0	0	0	0	
Approved by FDP								
	1	0	13,500	615,000	610	0	628,500	
Approved by CDP	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

	Oution	04.	Dotail	Residential		Hatal	Tabala	
	Option	Office	Retail	GFA	DUs	Hotel	Totals	
Existing to Remain								
	N/A	0	0	0	0	0	0	
Under Construction								
	N/A	0	0	0	0	0	0	
Approved by Site Pl	an, 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	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	

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TYSONS CENTRAL 123 DISTRICT

TYSONS CENTRAL 123 DISTRICT

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

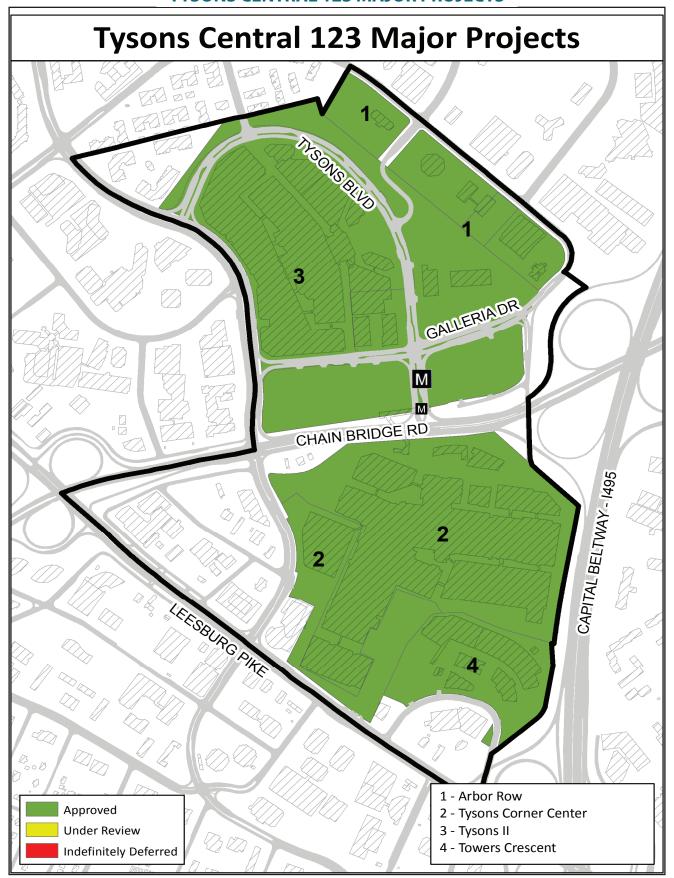
	# of Duildings	044	Doto:I	Residen	Residential		Totals ¹
	# of Buildings Office		Office Retail		DUs	Hotel	lotais
Existing							
To Be Removed	4	303,624	0	0		0	303,624
To Remain	17	3,456,994	3,598,995	1,009,075	890	602,725	8,684,789 ²
Under Construction							
	0	0	0	0	0	0	0
Approved by Site Plan,	Not Under Constr	uction					
	1	198,740	1,260	0	0	0	200,000
Approved by FDP							
	41	7,125,097	3,809,531	4,820,861	4,313	2,474,144	18,230,633 ³
Approved by CDP							
Maximum of Employment Options	43	8,035,682	3,869,325	4,914,761	4,346	596,303	17,393,181 ³
Maximum of Residential Options	29	3,287,175	2,870,770	4,142,607	3,806	245,913	10,573,575

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

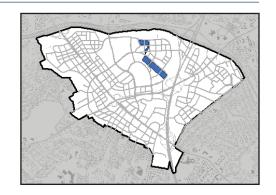


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Arbor Row

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



*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

The site plan for Building A2 is currently under review (25530-SP-004). Demolotion has been completed for Block A.

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	04	Doto:I	Reside	ential	Hatal	Totale	EAD
	Buildings	Office	Retail	GFA	DUs	Hotel	Totals	FAR
Existing	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 Constructio	n							
	0	0	0	0	0	0	0	
Approved by Site F	Plan, Not Und	ler Construction	on¹					
	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	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

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

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

Detailed Approved Development Information

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

PCA 2011-PR-023

	Ontion	Office	Dotoil	Reside	ential	Hotol	Tatala
	Option	Office	Retail	GFA	DUs	Hotel	Totals
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 Pl	an, Not Unde	r Construction					
Building F	N/A	198,740	1,260	0	0	0	200,000
Approved by FDP ¹							
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 CDP ¹							
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

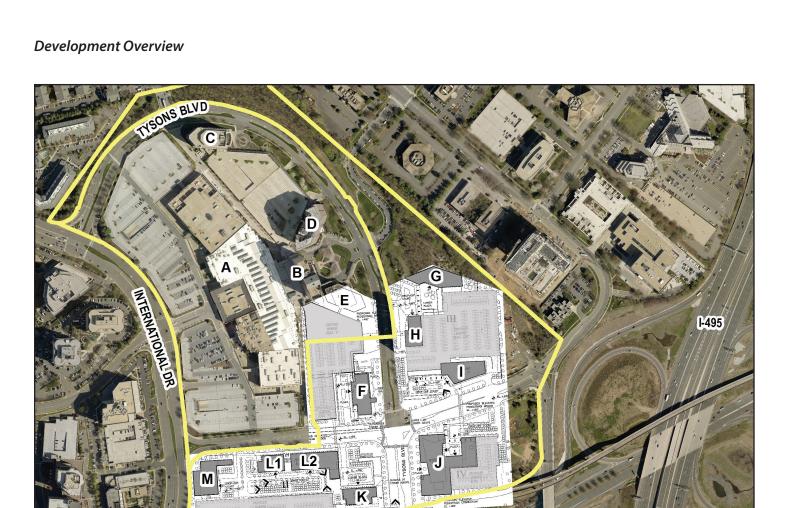
RZ 84-D-049 approved 10/15/1984 PCA 84-D-049-5..... approved 6/16/2003 FDPA 84-D-049-6 approved 6/16/2003

Site Plans

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

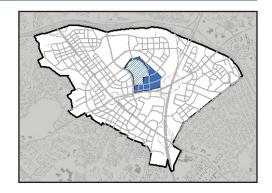
Site Area

106.84 acres (PCA application area 57.44 acres)



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

CHAIN BRIDGE RD (Rt. 123)



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	04	Doto:I	Reside	ential	Hatal	Tabala	EAD
	Buildings	Office	Retail	GFA	DUs	Hotel	Totals	FAR
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	n							
	0	0	0	0	0	0	0	
Approved by Site I	Plan, Not Und	ler Construction	on					
	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	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)

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

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

Detailed Approved Development Information

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

PCA 84-D-049-5

	Oution	Office Retail		Residential		Hetel	Totalo
	Option	Отсе	Office Retail		DUs	Hotel	Totals
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	<u>. </u>	,	,		J		
	N/A	0	0	0	0	0	0
Approved by Site Pl	an, Not Unde	r 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	O ²	563,174
Building L1	Office	285,600 ²	0	0	0	O ²	285,600
Building L2	Office	478,800 ²	0	0	0	O ²	478,800
Building M	Office	533,267 ²	0	0	0	O 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

	Oution	Office	Datail	Resid	ential	Hotol	Totals		
	Option	Office	Retail	GFA	DUs	Hotel	iotais		
Approved by CDP	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	O ²	563,174		
Building L1	Office	285,600 ²	0	0	0	O ²	285,600		
Building L2	Office	478,800 ²	0	0	0	O ²	478,800		
Building M	Office	533,267 ²	0	0	0	O ²	533,267		

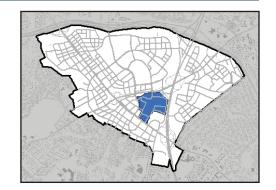
¹ Buildings A & B were not included in PCA 84-D-049-5. They are included in the table for informational purposes only.

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

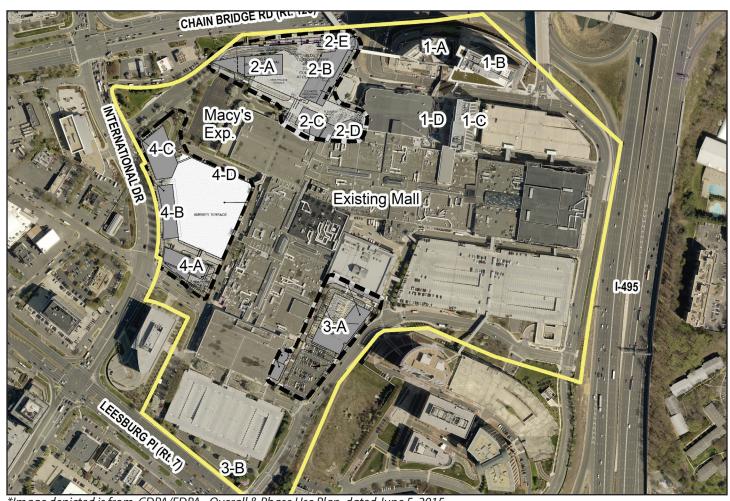


Site Plans

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



*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	Current .	Devel	opment A	<i>Activity</i>
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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	04.0	Doto:I	Reside	ential	Hotol	Totals⁴	FAD
	Buildings	Office	Retail	GFA	DUs	Hotel	lotais	FAR
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 Constructio	n							
	0	0	0	0	0	0	0	
Approved by Site F	Plan, Not Und	der Constructio	on					
	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	6,015,217³	
Approved by CDP ²	!					_	_	
	14	1,241,088	2,721,446	1,779,660	1,573	245,913	6,015,217³	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

	0 11	orr	D 1 1	Resi	Residential		
	Option	Office	Retail	GFA	DUs	Hotel	Totals
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	270,913¹
Bldg 1-D	N/A	0	5,778 ³	0	0	0	5,778
Under Construction	1						
	N/A	0	0	0	0	0	0
Approved by Site P	lan, Not Unde	r Construction	,				
	N/A	0	0	0	0	0	0
Approved by FDP	<u>'</u>		,	<u>'</u>	<u>'</u>	<u>'</u>	-
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	6,034³	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	6,034³	0	0	0	6,034

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

	Option	Office	Retail	Reside	ential	Hotel	Totals		
	Option	Office	Retail	GFA	DUs	посеі	IOLAIS		
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		

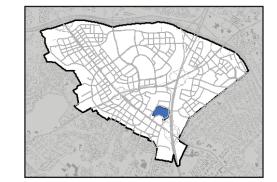
- 1 Includes 17,000 sq.ft. conference center associated with hotel use
- 2 Retail approved for Phase 3 next to Bloomingdales
- ${\tt 3\ Includes\ kiosks, Lord\ \&\ Taylor\ entrance, Mall\ concourse\ entrance, etc.\ See\ proffers\ for\ additional\ information}$
- 4 Includes 25,000 sq. ft. conference center associated with hotel use

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Towers Crescent

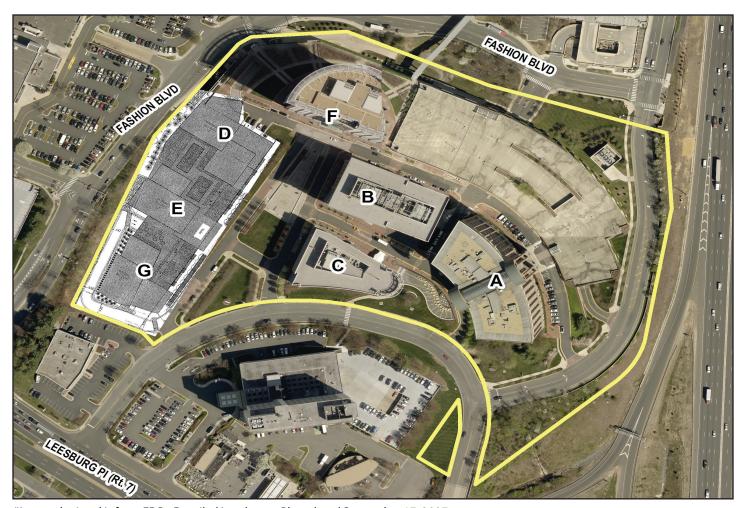
Zoning Applications

RZ 2006-PR-028 approved 10/15/2007 FDP 2006-PR-028 approved 10/3/2007



Site Area

18.03 acres



*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	04.0	Dota:I	Reside	ential	Hotel	Totale	EAD
	Buildings	Office	Retail	GFA	DUs	посеі	Totals	FAR
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	n	<u> </u>	'	<u>'</u>	·	•		
	0	0	0	0	0	0	0	
Approved by Site	Plan, Not Und	ler Construction	on					
	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

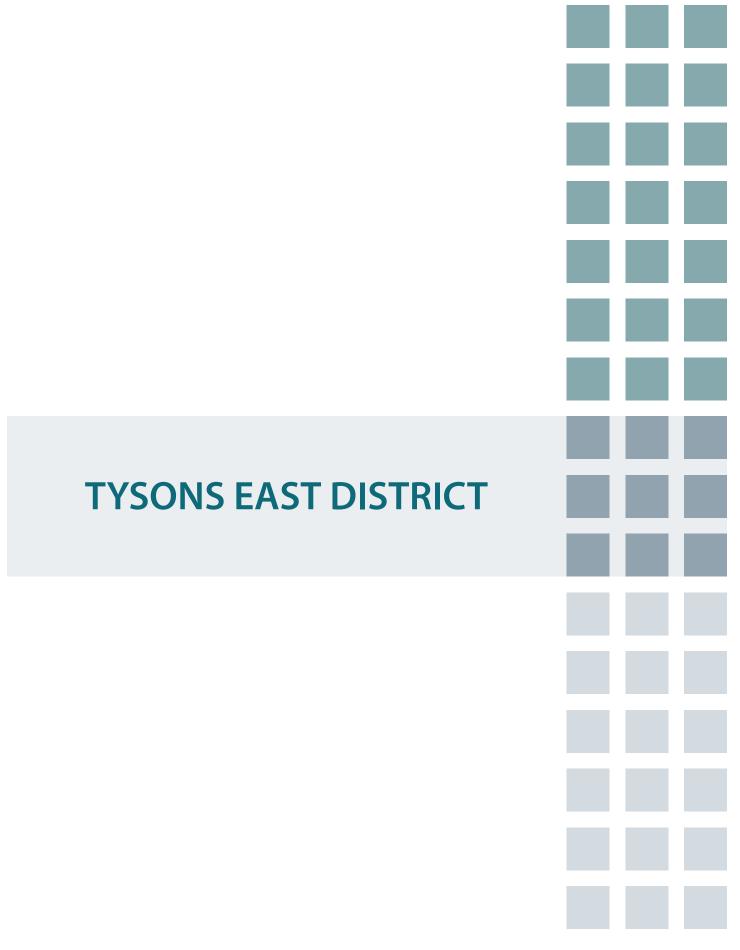
All numbers in square feet of development except dwelling units (du)

RZ 2006-PR-028

	Ontion	Office	Retail	Residential		Hotel	Tabela
	Option	Office		GFA	DUs	посеі	Totals
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	1	'	'	,	,		
	N/A	0	0	0	0	0	0
Approved by Site P	lan, Not Unde	r 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	248¹	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	164¹	0	164,473
D, E & G Podium	N/A	0	15,359	295,477	296¹	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	2481	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	164¹	0	164,473
D, E & G Podium	N/A	0	15,359	295,477	296¹	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

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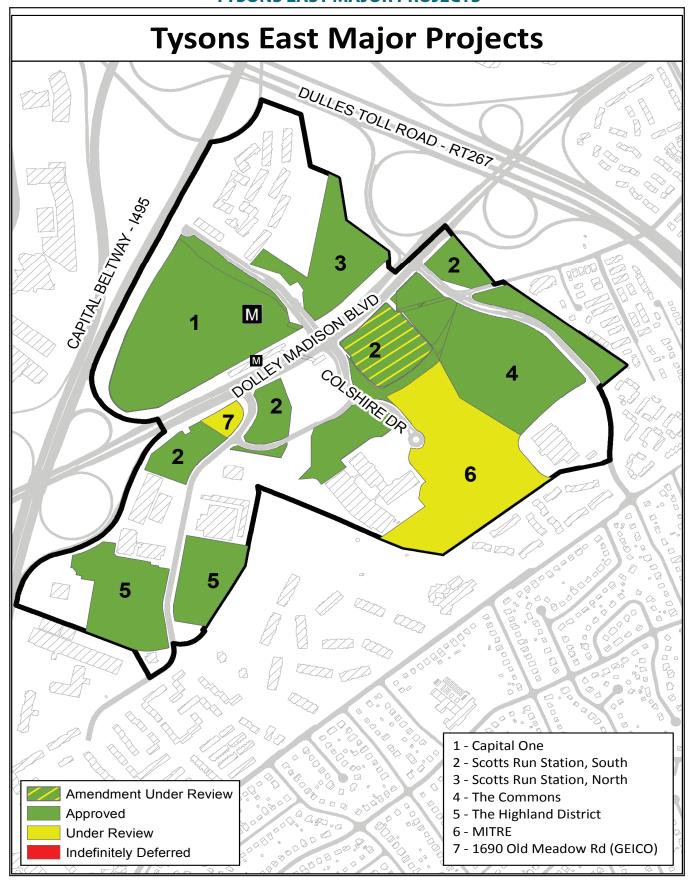
TYSONS EAST DISTRICT

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

# of Delling		066	Deteil	Reside	ntial	Haral	- 1	
	# of Buildings	Office	Retail	GFA	DUs	Hotel	Totals ¹	
Existing				,				
To Be Removed	23	865,156	0	287,616	288	0	1,152,772	
To Remain	4	949,961	0	475,694	425	0	1,425,655	
Under Construction								
	2	940,550	30,150	338,000	319	0	1,308,700	
Approved by Site Plan,	Not Under Constr	uction						
	0	0	0	0	0	0	0	
Approved by FDP								
	22	2,812,529	326,008	2,934,694	2,716	665,374	8,869,408	
Approved by CDP								
Maximum of Employment Options	50	8,167,693	482,149	8,682,206	8,315	883,574	18,340,622	
Maximum of Residential Options	50	8,167,693	482,149	8,682,206	8,315	883,574	18,340,622	
Proposed by FDP (Char	nge from Approve	d)	·					
	+6	+1,150,412	+15,625	+0	+0	+128,735	+1,294,772	
Proposed by CDP (Char	nge from Approve	d)						
Maximum of Employment Options	+7	+1,960,660	+13,000	+0	+0	+0	+1,973,660	
Maximum of Residential Options	+7	+1,960,660	+13,000	+0	+0	+0	+1,973,660	
Total Proposed or Appr	oved by CDP							
Maximum of Employment Options	57	10,128,353	494,591	8,682,206	8,315	883,574	20,314,282	
Maximum of Residential Options	57	10,128,353	494,591	8,682,206	8,315	883,574	20,314,282	

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

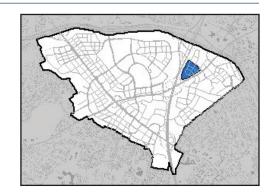


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Capital One

Zoning Applications

RZ 2010-PR-021	approved 9/25/2012
FDP 2010-PR-021	approved 9/20/2012
PCA/CDPA 2010-PR-021	approved 5/12/2014
FDPA 2010-PR-021	approved 4/23/2014
PCA/CDPA 2010-PR-021-02	approved 6/29/2017
FDPA 2010-PR-021-02	approved 7/11/2017

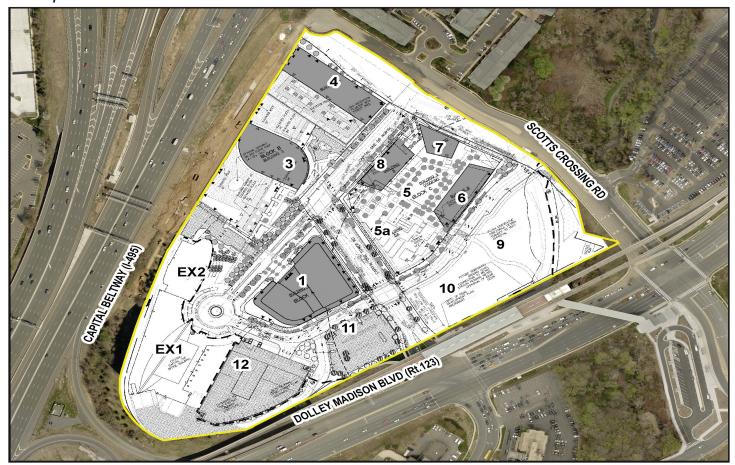


Site Plans

6835-RGP-003	approved 9/10/2013 (site work)
6835-SP-005	approved 2/3/2014 (Block A Infrastructure)
6835-SP-006	approved 3/2/2015 (Block B)
6835-SP-007	under review (Block A)
6825-SP-008	under review (Block C)

Site Area

26.22 acres



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

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 12 buildings with office, hotel, retail and residential uses will be added. Building heights range from 60 to 470 feet.

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.

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

The recently approved PCA modifies Blocks A, C, and D. The 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

Building 3 is currently under construction.

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	Office	Retail	Reside	ential	Hotel	Totals	FAR
	Buildings	Office	Retail	GFA	DUs	посеі		FAN
Existing								
To Be Removed	1	0	0	0	0	0	1,247³	
To Remain	2	505,500	0	0	0	0	505,500	
Under Constructio	n							
	1	940,550	30,150	0	0	0	970,700	
Approved by Site F	Plan, Not Und	ler Construction	on					
	0	0	0	0	0	0	0	
Approved by FDP	Approved by FDP							
	11	1,754,029	210,708	922,000	845	665,374	4,182,611 ²	4.1
Approved by CDP ¹								
	15	2,682,219	252,629	1,292,000	1,249	665,374	5,522,7222	4.1

- 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	2,186	11,680

Detailed Approved Development Information

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

PCA 2010-PR-021-02

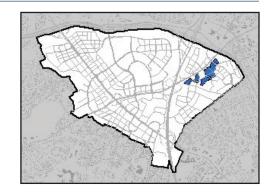
	Ontion	Office	Dotail	Resi	dential	Hotal	Totals
	Option	Office	Retail	GFA	DUs	Hotel	
Existing to Remai	in						
EX 1	N/A	479,500	0	0	0	0	479,500
EX 2	N/A	26,000	0	0	0	0	26,000
Under Constructi	on	<u>'</u>		,	'		
Building 3	N/A	940,550	30,150	0	0	0	970,700
Approved by Site	Plan, Not Unde	r Construction					
	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	823,000	73,000	0	0	0	896,000
Building 3	N/A	931,029	17,708	0	0	81,388	948,737
Building 4	N/A	0	0	0	0	325,374	325,374
Building 5	N/A	120,000	0	0	0	0	120,000
Building 5a	N/A	0	0	0	0	0	125,000 ²
Building 6	Hotel	0	0	0	0	340,000	340,000
Building 6	Residential	0	0	340,000	0	0	340,000
Building 7	N/A	0	0	255,000	200	0	255,000
Building 8	N/A	0	0	327,000	330	0	327,000
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	823,000	73,000	0	0	0	896,000
Building 3	N/A	931,029	17,708	0	0	81,388	948,737
Building 4	N/A	0	0	0	0	325,374	325,374
Building 5	N/A	120,000	0	0	0	0	120,000
Building 5a	N/A	0	0	0	0	0	125,000 ²
Building 6	Hotel	0	0	0	0	340,000	340,000
Building 6	Residential	0	0	340,000	0	0	340,000
Building 7	N/A	0	0	255,000	200	0	255,000
Building 8	N/A	0	0	327,000	330	0	327,000
Building 9	N/A	0	3,829	400,000	404	0	403,829
Building 10	N/A	449,623	28,092	0	0	0	477,715
Building 11	N/A	230,474	10,000	0	0	0	240,474
Building 12	N/A	248,093	0	0	0	0	248,093

¹ Includes 125, 000 sf 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	. approved 1/26/2017
PCA 2011-PR-011-2	. under review
FDP 2011-PR-011-05	under review

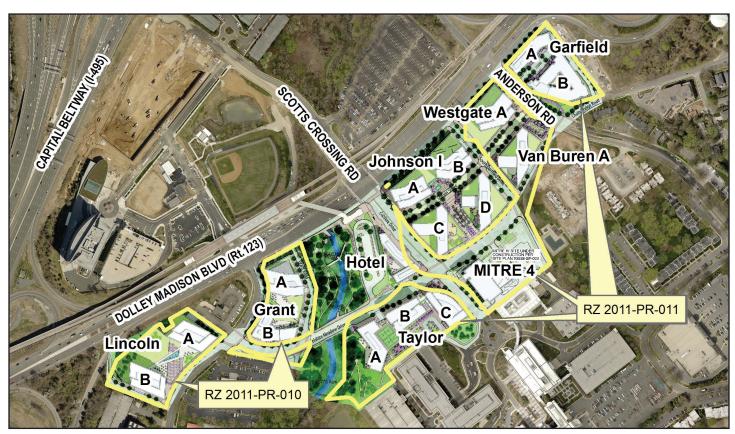


Site Plans

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)



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.

FDP 2011-PR-011-04 was approved to show two interim retail structures in the area to be developed with Buildings A and B. The applicant has submitted PCA and FDP applications (PCA 2011-PR-011-2, FDP 2011-PR-011-05) to refine the building and site design for Johnson I Buildings C and D, as well as a hotel use that will include a restaurant and another small retail use.

Application Changes Under Review (PCA 2011-PR-011-2, FDP 2011-PR-011-04)



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	Office	Retail	Reside	ential	Hotel	Totals	EAD		
	Buildings	Office	Retail	GFA	DUs	посеі	IOtals	FAR		
Existing	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 Constructio	Under Construction									
	0	0	0	0	0	0	0			
Approved by Site I	Plan, Not Und	ler Construction	on							
	0	0	0	0	0	0	0			
Proposed by FDP										
	1	0	2,625	0	0	128,375	131,360			
Approved by FDP										
	8	553,000 ¹	103,330 ¹	993,099	900	0	1,645,994²			
Approved by CDP ³	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

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

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

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

Detailed Approved Development Information

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

RZ 2011-PR-010/011

		255		Resi	dential		
	Option	Office	Retail	GFA	DUs	Hotel	Totals
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	<u>'</u> 1						
	N/A	0	0	0	0	0	0
Approved by Site P	lan, Not Unde	r Construction					,
	N/A	0	0	0	0	0	0
Approved by FDP	<u>'</u>	<u>, </u>				<u> </u>	<u>'</u>
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	O ¹	0	0	0	340,000
Taylor C⁴	N/A	213,000	7,100	0	0	0	220,100
Johnson I A	Interim	0	2,900	0	0	0	2,900
Johnson I B	Interim	0	4,000	0	0	0	4,000
Johnson I C	N/A	0	71,100	380,000	375	0	451,100
Johnson I D-1	N/A	0	18,200	125,000	0	0	601,200
Approved by CDP ²							
Grant A	N/A	506,907	5,000³	0	0	0	506,907
Grant B	N/A	0	5,000³	430,036	391	0	435,036
Lincoln A	N/A	362,603	8,640³	0	0	0	371,243
Lincoln B	N/A	250,000	8,640³	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	19,720³	0	0	0	564,520
Johnson I B	N/A	635,000	19,720³	0	0	0	654,720
Johnson I C	N/A	0	19,720³	450,000	409	0	469,720
Johnson I D	N/A	0	19,720³	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	5,000³	0	0	0	448,700
Taylor C	N/A	255,200	5,000³	0	0	0	260,200

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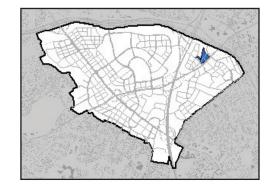
Scotts Run Station North

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



*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	O.C.	D	Reside	ential		-	FAD
	Buildings	Office	Retail	GFA	DUs	Hotel	Totals	FAR
Existing								
To Be Removed	0	0	0	0	0	0	0	
To Remain	0	0	0	0	0	0	0	
Under Construction	n							
	0	0	0	0	0	0	0	
Approved by Site	Plan, Not Und	der Construction	on					
	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

	Ontion	Office ¹	Dotoil	Residential		Hotol	Totala
	Option	Omce.	Retail	GFA	DUs	Hotel	Totals
Existing to Remain							
	N/A	0	0	0	0	0	0
Under Constructio	n					•	
	N/A	0	0	0	0	0	0
Approved by Site F	Plan, Not Unde	r 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
building A	A/B	0	8,000	258,000	258		266,000
Duilding D	Base, Hotel	0	8,000	138,000	130	0	146,000
Building B	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
Puilding E	Base, A/B	229,000	7,000	0	0	0	236,000
Building E	Hotel	0	7,000	0	0	229,000	236,000

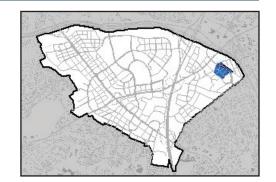
¹ Any building indicated as office may be replaced with a hotel use, subject to parking requirements

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Anderson Park (The Commons)

Zoning Applications

RZ 2011-PR-017 approved 6/4/2013 FDP 2011-PR-017 approved 5/9/2013 FDPA 2011-PR-017 under review



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



*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, turfed and lit athletic field. This field satisfies the athletic field needs generated by both the Commons and Capital One. Capital One will provide a 30,000 sq.ft. community center to satisfy the public facility requirements of both applications. The applicant has committed to meet the LEED standards and stormwater management goals referenced in the Comprehensive Plan.

FDPA 2011-PR-017 was filed to allow a temporary hotel use in Building 1, The Kingston.

Current Development Activity

Building 1 (The Kingston) is currently under construction and is expected to be delivered in November, 2017.

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	2.55	2	Reside	ential		Totals		
	Buildings	Office	Retail	GFA	DUs	Hotel		FAR	
Existing	Existing								
To Be Removed	12	0	0	287,616	288	0	287,616		
To Remain	0	0	0	0	0	0	0		
Under Construction	n								
	1	0	0	338,000	319	0	338,000		
Approved by Site I	Plan, Not Und	der Constructio	on						
	0	0	0	0		0	0		
Approved by FDP									
	1	0	0	338,000	331	0	338,000		
Approved by CDP	Approved by CDP								
	7	0	01	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

	Ontion	04.0	Doto:I	Reside	ential	Hotol	Totale		
	Option	Office	Retail	GFA	DUs	Hotel	Totals		
Existing to Remain	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 Pl	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		

MITRE

Zoning Applications

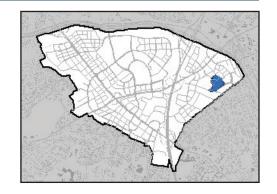
RZ 2010-PR-023 under review FDP 2010-PR-023 under review PCA 2011-PR-011 under review SE 2010-PR-034 under review

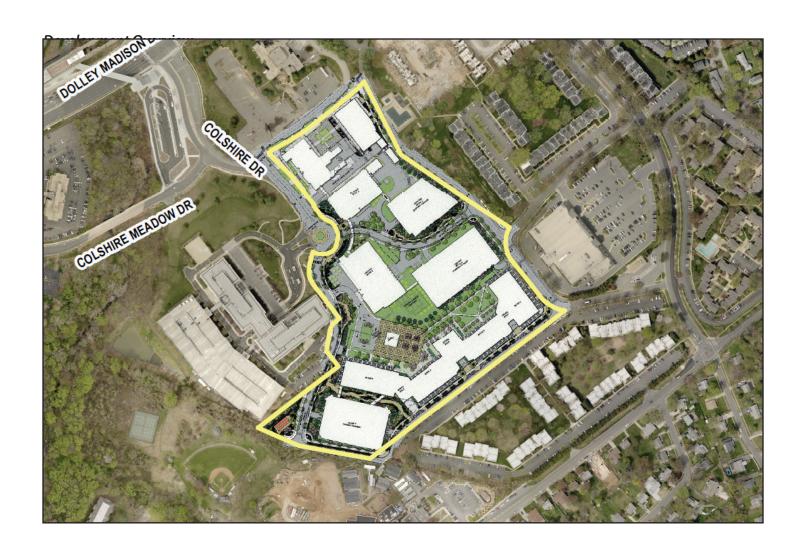
Site Plans

1702-SP-010-1.....under review (MITRE 5)

Site Area

22.5 acres





*Image depicted is from CDP - Overall Landscape Plan, dated April 28, 2017

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

Site Plan 1702-SP-010-01 is currently under review for MITRE 5.

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	Office	Retail	Reside	ential	Hotel	Totals	FAR
	Buildings	Опісе	Ketaii	GFA	DUs	посеі		
Existing	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	n							
	0	0	0	0	0	0	0	
Approved by Site I	Plan, Not Und	der Constructio	on					
	0	0	0	0	0	0	0	
Proposed by FDP								
	4	893,412	0	0	0	0	893,412	
Proposed by CDP								
	8	1,703,660	0	0	0	0	1,703,660¹	2.08 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	1,482
Estimated Proposed	0	5,679

Tysons 2016-2017 Progress Report on the Implementation of the Comprehensive Plan 18	8

The Highland District

Zoning Applications

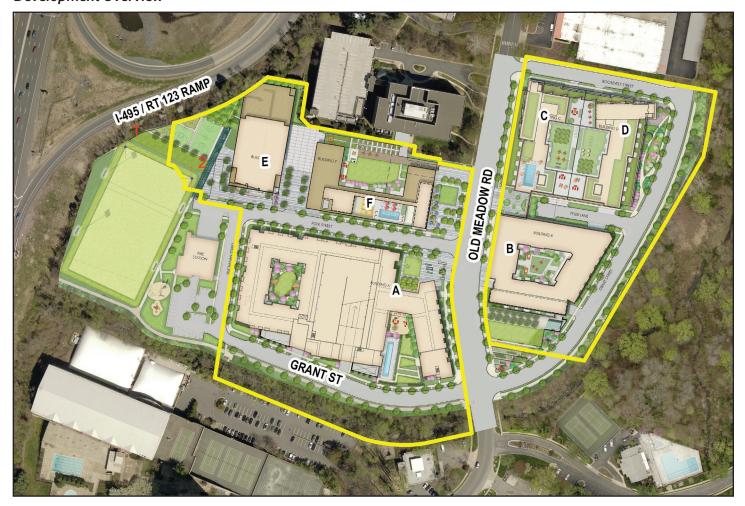
RZ 2014-PR-021 approved 7/12/16 FDP 2014-PR-021 approved 6/29/16 FDP 2014-PR-021-02 approved 6/29/16 PCA 92-P-001-12 approved 7/12/16

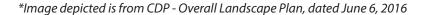
Site Plans

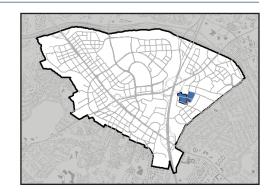
7788-SP-004 under review (Building B)

Site Area

16.74 acres







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 is 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

Site Plan 7788-SP-004 is currently under review for Building B, The Dylan.

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	044	Doto:I	Reside	ential	Hotol	Totals	EAD
	Buildings	Office	Retail	GFA	DUs	Hotel		FAR
Existing	Existing							
To Be Removed	4	336,281	0	0	0	0	336,281	
To Remain	0	0	0	0	0	0	0	
Under Constructio	n							
	0	0	0	0	0	0	0	
Approved by Site F	Plan, Not Und	ler Constructio	on					
	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

	Ontion	044	Dotoil	Resi	Residential		Totale	
	Option	Office	Retail	GFA	DUs	Hotel	Totals	
Existing to Rema	in							
	N/A	0	0	0	0	0	0	
Under Construct	ion						·	
	N/A	0	0	0	0	0	0	
Approved by Site	Plan, Not Unde	er Construction						
	N/A	0	0	0	0	0	0	
Approved by FDF	P							
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 CDI	P							
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	
Building E	Option 2	0	0	260,000	250	0	260,000	
Building F	N/A	0	10,000	368,000	360	0	370,000	

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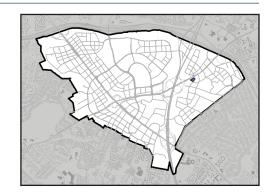
1690 Old Meadow Road (GEICO)

Zoning Applications

RZ/FDP 2015-PR-014.....under review SE 2015-PR-029.....under review

Site Area

1.29 acres





*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	0.66	Deteil	Reside	ential	Hetel	Totals	FAR
	Buildings	Office	Retail	GFA	DUs	Hotel		
Existing	Existing							
To Be Removed	1	12,952	0	0	0	0	12,952	
To Remain	0	0	0	0	0	0	0	
Under Constructio	n							
	0	0	0	0	0	0	0	
Approved by Site I	Plan, Not Und	ler Construction	on					
	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.

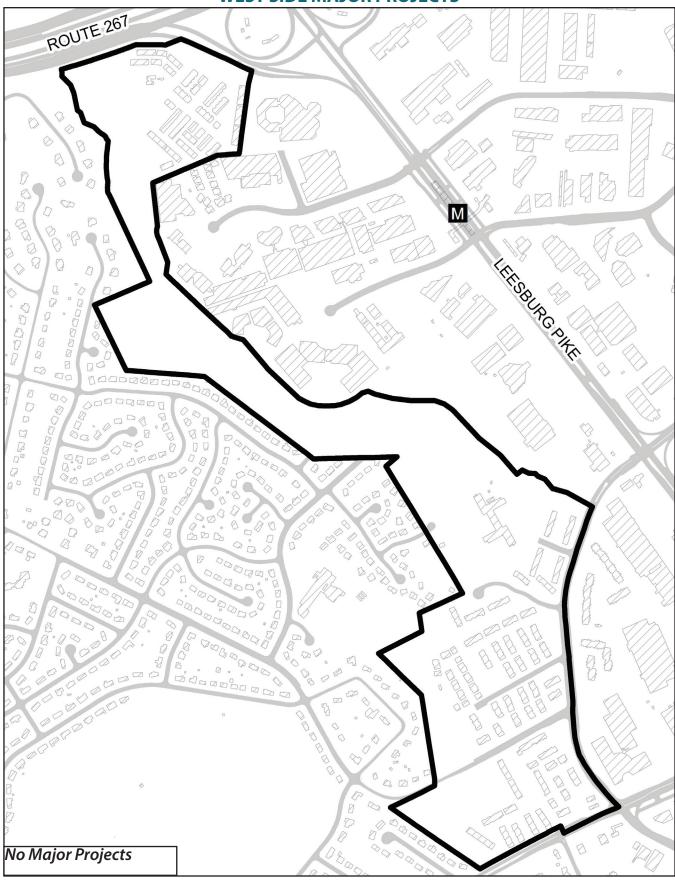
	Residents	Employees
Estimated Current	0	43
Estimated Proposed	0	866

WEST SIDE DISTRICT

WEST SIDE DISTRICT

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

WEST SIDE MAJOR PROJECTS



Tysons 2016-2017 Progress Report on the Imp	plementation of the Comprehe	nsive Plan 198



OLD COURTHOUSE DISTRICT

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

	# of Buildings	Office	Potoil	Reside	ntial	Hotal	Totals
	# of Buildings	Office	Retail	GFA	DUs	Hotel	iotais
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 Constr	uction					
	0	0	0	0	0	0	0
Approved by FDP							
	4	408,568	0	375,000	385	107,115	869,683
Approved by CDP							
	6	691,324	0	375,000	375	107,115	1,152,439

OLD COURTHOUSE MAJOR PROJECTS



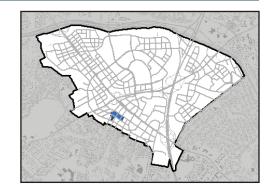


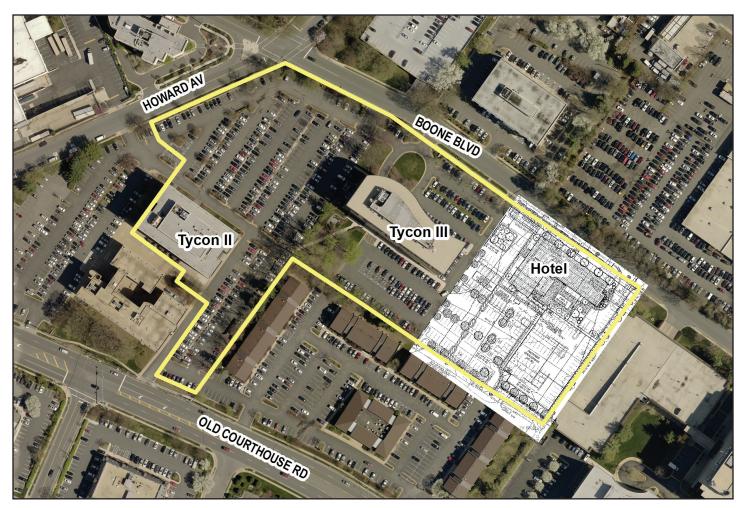
Boone Boulevard

Zoning Applications

PCA C-597-4..... approved 7/21/2008 SE 2007-PR-014.... approved 7/21/2008

Site Area 8.87 acres





*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	Office	Retail	Residential		Hetel	Tatala	FAD	
	Buildings	Отсе	Retail	GFA	DUs	Hotel	Totals	FAR	
Existing	Existing								
To Be Removed	0	0	0	0	0	0	0		
To Remain	2	326,017	0	0	0	0	326,017		
Under Constructio	n								
	0	0	0	0	0	0	0		
Approved by Site I	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

	Ontion	Office	Retail	Residential		Hatal	Totals		
	Option			GFA	DUs	Hotel	IOLAIS		
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	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									
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 CDP ¹									
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

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International Place at Tysons

Zoning Applications

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



Site Area

5.4 acres



*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 approved 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.

The application proposes two urban parks for public use, as well as inner courtyards for private resident use.

Major transportation improvements include the construction of Zach Garrett Drive, which will connect Boone Boulevard and Route 7. The application also includes improvements to the Route 7 and Gallows Road intersection, which will provide pedestrians with a safer and more efficient route to and from the property.

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

	# of	046	Doto:I	Residential		11-4-1	Tabala	EAD	
	Buildings	Office	Retail	GFA	DUs	Hotel	Totals	FAR	
Existing	Existing								
To Be Removed	1	0	35,520	0	0	0	35,520		
To Remain	0	0	0	0	0	0	0		
Under Construction	n	·		·					
	0	0	0	0	0	0	0		
Approved by Site	Approved by Site Plan, Not Under Construction								
	0	0	0	0	0	0	0		
Approved by FDP									
	1	129,000¹	375,000	359,808	385	0	483,000²		
Approved by CDP									
	1	129,000¹	375,000	359,808	385	0	483,000²	2.05	

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

² The proffered maximum square footage

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	430

Detailed Approved Development Information

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

RZ/FDP 2015-PR-006

	Ontion	04.0	Dotail	Reside	ential	Hotal	Totale
	Option	Office	Retail	GFA	DUs	Hotel	Totals
Existing to be Remo	ved						
	N/A	0	35,520	0	0	0	35,520
Under Construction	Under Construction						
	N/A	0	0	0	0	0	0
Approved by Site Pl	an, Not Unde	r Construction					
	N/A	0	0	0	0	0	0
Approved by FDP ¹							
Hotel	N/A	129,000¹	375,000	359,808	385	0	483,000²
Approved by CDP ¹	Approved by CDP ¹						
Hotel	N/A	129,000¹	375,000	359,808	385	0	483,000²

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

² The proffered maximum square footage

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

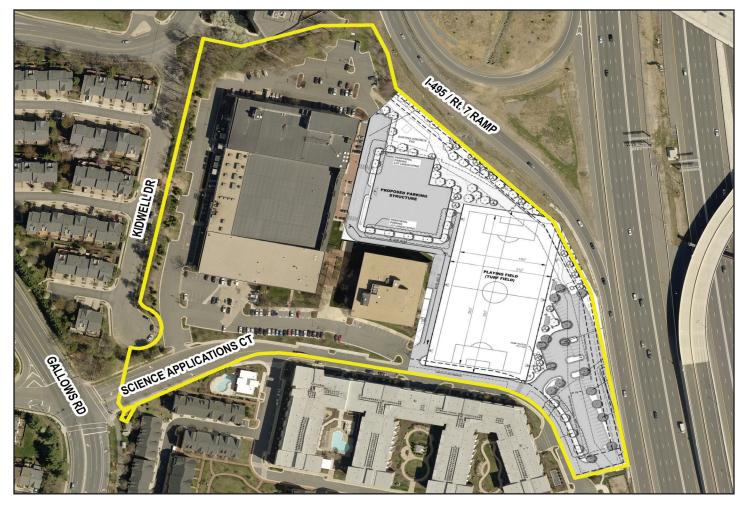
Site Plans

2481-SP-009 under review (athletic field & parking garage)

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

Site Plan 2481-SP-009 is currently under review for an athletic field and parking garage.

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	04.0	Dotail.	Reside	ential	Hetel	Totale	EAD
	Buildings	Office	Retail	GFA	DUs	Hotel	Totals	FAR
Existing								
To Be Removed	0	0	0	0	0	0	0	
To Remain	2	282,756	0	0	0	0	282,756	
Under Construction	n							
	0	0	0	0	0	0	0	
Approved by Site I	Plan, Not Und	ler Constructio	on					
	0	0	0	0	0	0	0	
Approved by FDP ¹								
	0	0	0	0	0	0	0	
Approved by CDP ¹	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

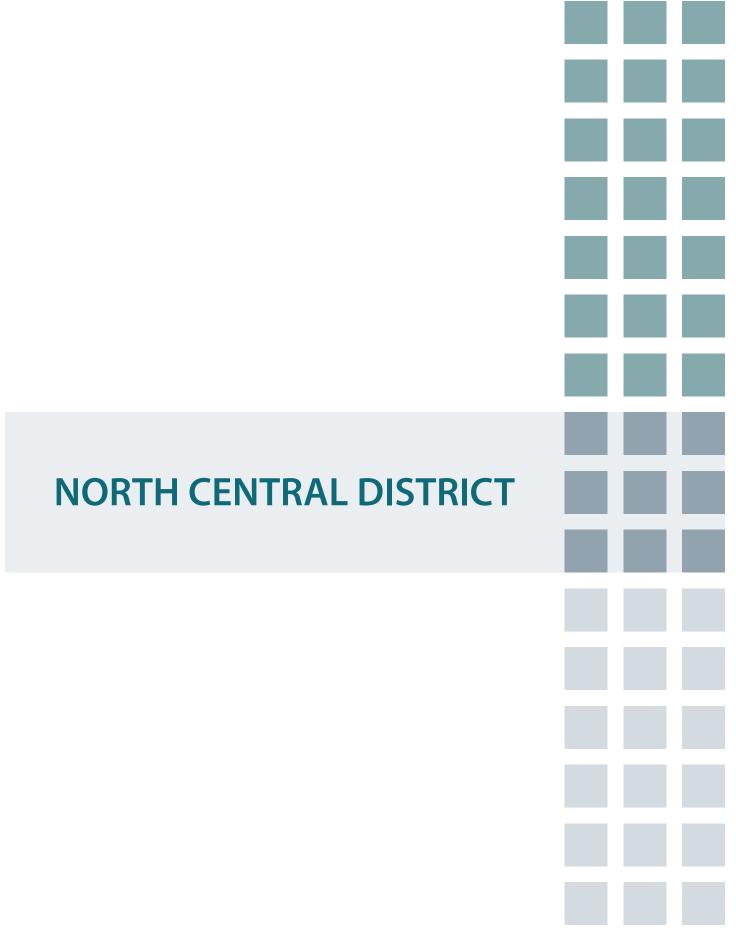
Detailed Approved Development Information

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

PCA 75-7-004-03

	Oution	04	Off an Datail		Residential		Tatala	
	Option	Office	Retail	GFA	DUs	Hotel	Totals	
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 Pl	an, Not Unde	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

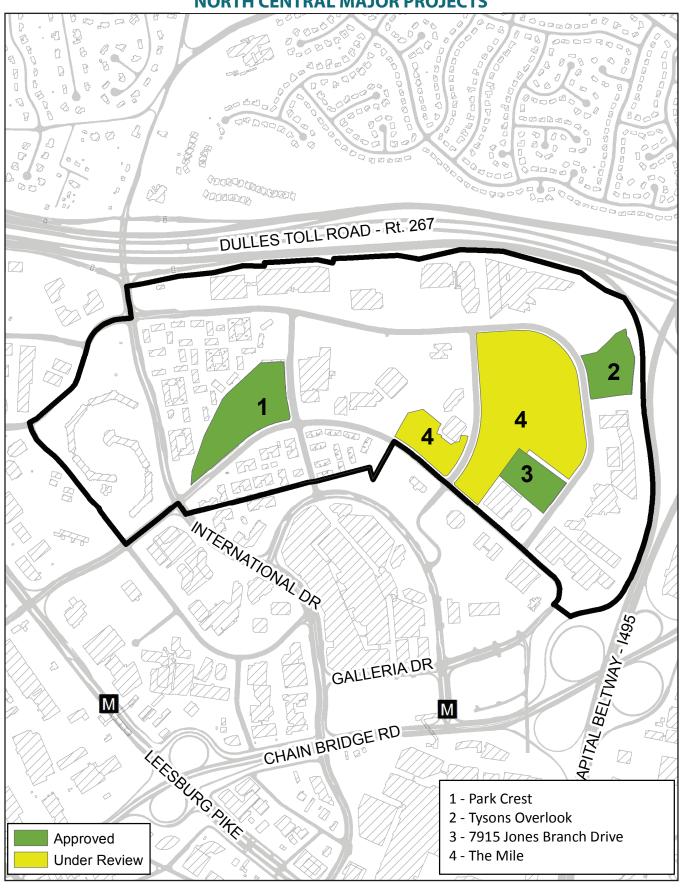
The table below provides aggregated data on all approved and pending applications in the North Central District. All development information is reported in square footage proposed for each use, except that Residential Units are also reported as the total number of units approved/proposed.

	# of Duildings	Office	Detail	Residential Retail		Hatal	Totals ¹	
	# of Buildings	Office	Office Retail		DUs	Hotel	Iotais	
Existing								
To Be Removed	7	1,413,306	0	0	0	0	1,413,036	
To Remain	6	284,769	66,601	1,736,896	1,515	0	2,088,266	
Under Construction								
	0	0	0	0	0	0	0	
Approved by Site Plan,	Not Under Constr	uction						
	0	0	0	0	0	0	0	
Approved by FDP								
	82	1,332,0772	109,810	2,337,789	1,754	148,009 ²	3,925,185 ²	
Approved by CDP								
	82	1,332,0772	109,810	2,337,789	1,754	148,009 ²	3,925,185 ²	
Proposed by FDP (Chan	ge from Approve	d)			,	_	,	
	0	0	0	0	0	0	0	
Proposed by CDP	Proposed by CDP							
	13	650,000	120,000	2,970,000	2,970	140,000	3,880,000	
Total Proposed or Appr	oved by CDP							
	212	1,143,362 ²	219,610	5,307,789	4,724	140,000 ²	6,810,761 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

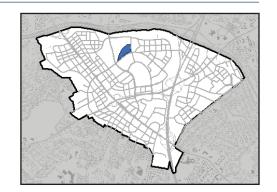


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Park Crest

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	Office	Retail	Reside	ential	Hotel	Totalo	EAD.
	Buildings	Omce	Ketaii	GFA	DUs	посеі	Totals	FAR
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 Constructio	n							
	0	0	0	0	0	0	0	
Approved by Site I	Plan, Not Und	ler Construction	on					
	0	0	0	0	0	0	0	
Approved by FDP								
	5	0	77,310¹	1,887,789	1,354	0	1,965,099²	
Approved by CDP							_	
	5	0	77,310¹	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

	Oution	044	Dotoil	Reside	Residential ¹		Totale		
	Option	Office	Retail	GFA	DUs	Hotel	Totals		
Existing to Remain	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 Pl	an, Not Unde	r 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

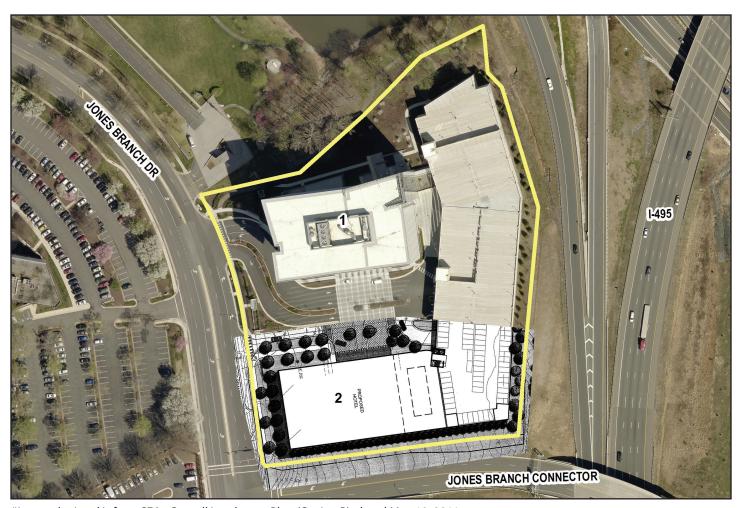
Site Plans

24989-SP-002approved 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	Office	Dotoil	Reside	ential	Hatal	Totale	EAD
	Buildings	Office	Retail	GFA	DUs	Hotel	Totals	FAR
Existing								
To Be Removed	0	0	0	0	0	0	0	
To Remain	1	284,769	0	0	0	0	284,769	
Under Construction	n							
	0	0	0	0	0	0	0	
Approved by Site	Plan, Not Und	der Construction	on					
	0	0	0	0	0	0	0	
Approved by FDP							_	
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

	Out'es	061	Datail	Resid	ential	Hetel	Totale
	Option	Office ¹	Retail	GFA	DUs	Hotel	Totals
Existing to Remai	n						
Building 1	N/A	284,769	0	0	0	0	284,769
Under Constructi	on					<u>'</u>	
	N/A	0	0	0	0	0	0
Approved by Site	Plan, Not Unde	r Construction					
	N/A	0	0	0	0	0	0
Approved by FDP)2						
	1	493,362	10,000	0	0	0	503,362
Building 1	2A	325,575	10,000	0	0	0	335,575
	2B	345,353	10,000	0	0	0	355,353
Duilding 3	2A	167,787	0	0	0	0	167,787
Building 2	2B	0	0	0	0	148,009	148,009
Approved by CDF)2						
	1	493,362	10,000	0	0	0	503,362
Building 1	2A	325,575	10,000	0	0	0	335,575
	2B	345,353	10,000	0	0	0	355,353
Duilding 3	2A	167,787	0	0	0	0	167,787
Building 2	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

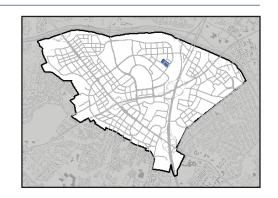
RZ/FDP 2014-PR-004..... approved 12/2/2014 PCA 2014-PR-004..... under review

Site Plans

1211-SP-002approved 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 Highgate at The Mile has been delivered, pursuant to Site Plan 1211-SP-002.

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	Office	Retail	Reside	ential	Hotel	Totals	EAD
	Buildings	Office	Ketaii	GFA	DUs	посеі	Iotais	FAR
Existing								
To Be Removed	0	0	0	0	0	0	0	
To Remain	0	0	0	0	0	0	0	
Under Constructio	n							
	0	0	0	0	0	0	0	
Approved by Site I	Plan, Not Und	ler Construction	on					
	0	0	0	0	0	0	0	
Approved by FDP								
	1	0	2,500	450,000	400	0	450,000	
Approved by CDP	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

	Oution	Office	Retail	Reside	ntial	Hatal	Totals	
	Option	Оттсе	Netali	GFA	DUs	Hotel		
Existing to Remain								
	N/A	0	0	0	0	0	0	
Under Construction								
	N/A	0	0	0	0	0	0	
Approved by Site Pl	an, Not Unde	Construction						
	N/A	0	0	0	0	0	0	
Approved by FDP								
	N/A	0	2,500	450,000	400	0	450,000	
Approved by CDP	Approved by CDP							
	N/A	0	12,300	450,000	400	0	450,000	

The Mile

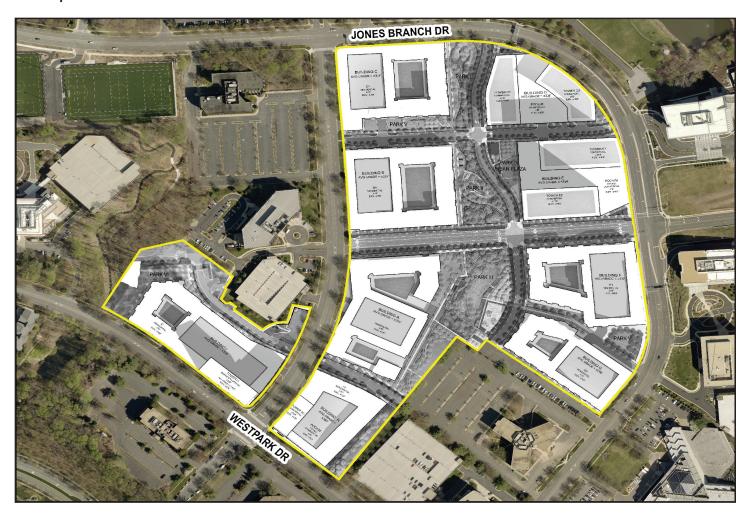
Zoning Applications

RZ 2017-PR-015 under review PCA 88-D-09.....under review

Site Area

38.83 acres

Development Overview



*Image depicted is from CDP, dated May 16, 2017

This site is currently developed with seven office buildings, and the application proposes 13 buildings with a mix of uses, including: residential, retail, office, hotel and storage. The PCA that is under review seeks to remove the subject property from West Park proffers.

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	Reside GFA	ential DUs	Hotel	Totals	FAR
Existing								
To Be Removed	7	1,413,036	0	0	0	0	1,413,036	
Under Construction	n							
	0	0	0	0	0	0	0	
Approved by Site I	Plan, Not Und	der Construction	on					
	0	0	0	0	0	0	0	
Proposed by FDP								
	0	0	0	0	0	0	0	
Proposed by CDP								
	13	650,000	120,000	2,970,000	2,900	140,000	3,260,000	1.93

Residential and Employee Population

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

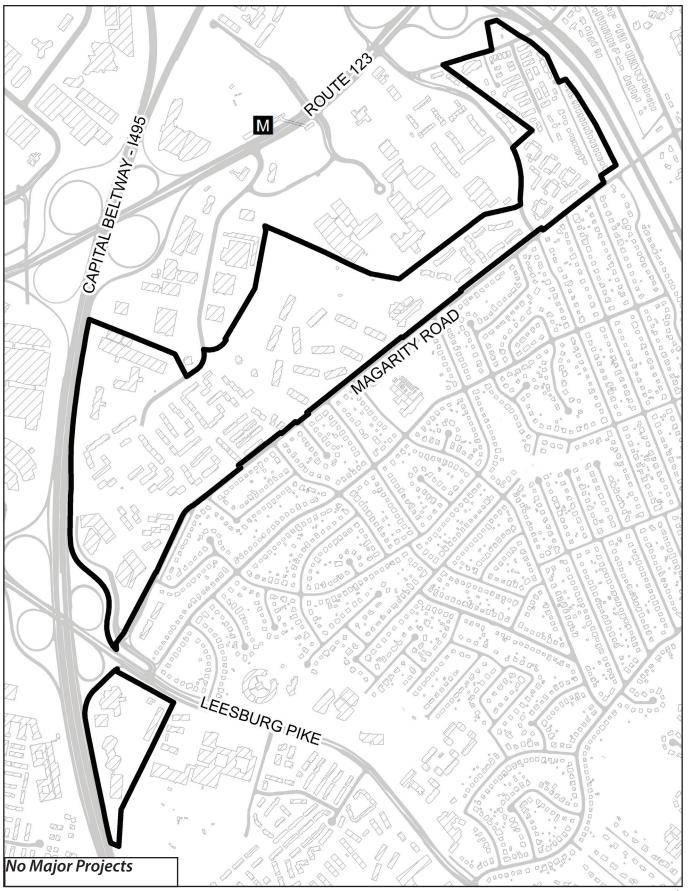
	Residents	Employees
Estimated Current	0	4,710
Estimated Proposed	5,198	2,537



EAST SIDE DISTRICT

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

EAST SIDE MAJOR PROJECTS









APPENDIX C

Tysons 2016-2017 Progress Report on the Implementation of the Comprehensive Plan 238					

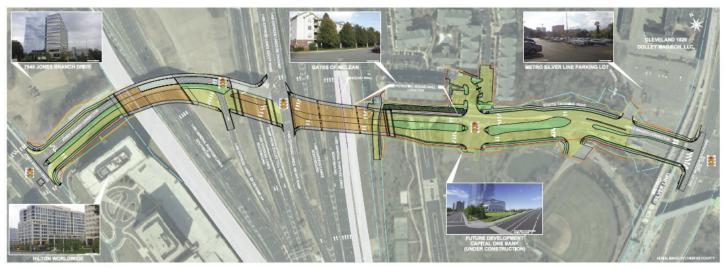
APPENDIX C - Transportation

This Appendix contains data referenced in the 2017 Tysons Progress Report, Transportation Chapter. Unless otherwise noted, data was collected in Spring 2017.

Infrastructure Improvements

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

Jones Branch Connector



Conceptual design for the Jones Branch Connector

The Jones Branch Connector 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 facilities for pedestrians and bicycles, and space for a 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. Final design plans for the project are complete. FCDOT administered the Preliminary Engineering Design and Right-of-Way phases. VDOT is administering the Construction phase. The project is fully funded. Construction started in February 2017 and at least one lane in each direction is expected to open by late 2018, with completion of the project in November 2019.

Tysons Metrorail Station Access Improvements

The Tysons Metrorail Station Access Management Study (TMSAMS), approved by the Board in May 2012, prioritized access improvements to the Metrorail stations in Tysons. Many of the recommended projects were funded in the Board's Four-Year Transportation Plan (2012). In May 2013, the Board approved a project agreement with the Virginia Department of Transportation (VDOT) for over \$20 million of federal Regional Surface Transportation Program (RSTP) and Congestion Mitigation and Air Quality (CMAQ) funds for preliminary engineering, right-of-way acquisition, and utility relocation and construction expenses for TMSAMS 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 for some projects 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.

FCDOT staff continues to implement TMSAMS projects. *Figure C1* depicts the status of each project. As of June 2017, 17 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

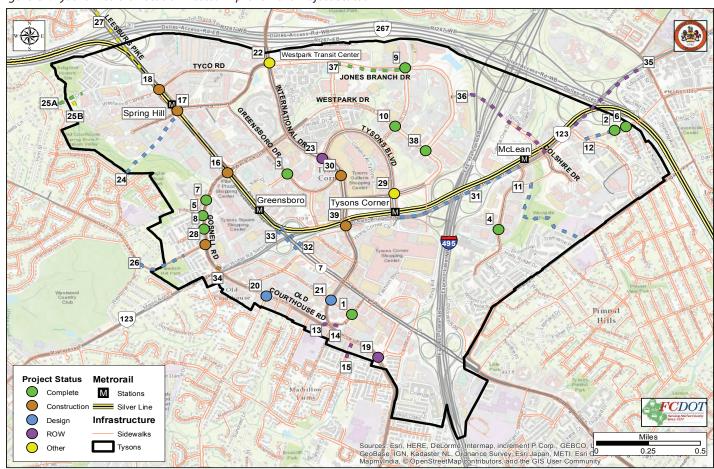


Figure C1: Tysons Metrorail Station Access Improvement Project Status

Transportation Studies

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

Route 7 Corridor Transit Study (In Process)

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

In July 2016, the NVTC board endorsed the study's recommendations for a Bus Rapid Transit (BRT) system along Route 7. The recommended route 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. Phase III, preliminary design, is expected to start in 2018. Concurrently with Phase III, the county will study in detail how the BRT will function in Tysons and how Route 7 between the Capital Beltway and Route 123 should be designed to accommodate BRT.

Tysons Neighborhood Traffic Study (In Process)

The purpose of the Tysons Neighborhood Traffic Study is to analyze 2030 traffic impacts and provide potential mitigation measures for signalized and unsignalized intersections in the neighborhoods surrounding Tysons. Phase I of the study evaluated 19 intersections. Phase II of the study evaluated those same locations, plus 12 additional locations, based upon updated land use information, including new information regarding rezoning applications/approvals and detailed results from the Tysons Consolidated Transportation Impact Analyses (CTIAs). Phase II of the Tysons Neighborhood Study is nearing completion and a set of future steps and recommendations will be provided by the end of 2017.

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

The optimum roadway configuration along Route 123 between International Drive and Anderson Road is being studied. A restricted crossing U-turn (RCUT) or "superstreet" modified intersection treatment was identified in the Consolidated Traffic Impact Analyses (CTIAs) for intersections along Route 123 between International Drive and Anderson Road. This proposed configuration changes the way left turns and through movements are made at intersections, mainly as they pertain to the side streets. Vehicles making through or left turn movements are required to turn right onto the main roadway and then make a U-turn maneuver at the directional crossovers. The modified intersection treatment configuration is anticipated to improve progression along the main roadways in both directions. In practice, these types of modified intersections have been shown to improve travel operations and improve safety by reducing crash frequency and severity.

The Route 123 corridor study was initiated in April 2017 to perform the following tasks:

- Route 123 Modified Intersection Treatment (Inside the Beltway segment between I-495 and Anderson Road): Preliminary design plans (30% level) were developed and traffic analysis for the mid-term (2020) condition had been completed previously. As part of the current study, the developed concept will be further refined and supplemented with the detailed traffic analyses to be performed for the long-term condition (2040).
- Route 123 Modified Intersection Treatment (Outside the Beltway segment between International Drive and I-495): As part the current study, the analysis for the Route

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

of

- 123 segment outside the Beltway will proceed for the long-term condition (2040). An array of roadway improvement options will be identified and analyzed for this purpose, leading to development of the preferred concept.
- Existing and future baseline condition analyses anticipated to be completed Fall 2017. Development and analyses of future alternatives anticipated to be completed Winter 2018. Final recommendations for both inside and outside the beltway and development/refinement of the conceptual design plans are anticipated to be complete by Spring 2018.

Recommendations from both studies will be complete in Spring 2018.

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



Conceptual cross section for Route 7 widening

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

The study is being conducted in conjunction with the Route 7/123 Intersection Study and Envision Route 7. 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 described previously.

Route 7/123 Intersection Study (In Process)

This study is evaluating options to reconfigure the intersection of Route 7 and Route 123 to accommodate 2040 future traffic demand. The three alternatives under review include an at-grade intersection, a two-quadrant intersection, and an 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. A charrette (pictured) was held in Spring 2016 to receive feedback from stakeholders on four options. The three remaining options listed above will be narrowed to two options and and will be reviewed by stakeholders and VDOT. This study is expected to be completed by Spring 2018.

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.fairfax-county.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 Greens-boro 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 positives and negatives associated with the potential alignments, but did not designate any as the ultimate alignment. The final alignment will be contingent upon future redevelopment of the surrounding properties.

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

Tysons East Dulles Connector Study (2016)

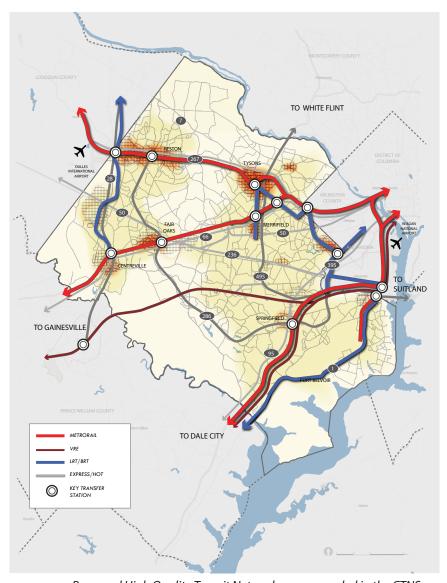
The final recommendations for the Tysons East Dulles Connector Study, also known as the Cleveland Ramps Study, included two alternatives that could facilitate a new connection from the Dulles Connector Road to the Tysons East roadway network, as recommended in the Tysons East CTIA. The proposed connection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

One of the two alternatives selected for further study

(IMR). To date, \$2M has been approved for preliminary design.

Countywide Transit Network Study (2017)

FCDOT conducted a Countywide Transit Network Study (CTNS) to identify the type of transit systems needed to accommodate desired economic growth throughout the county over the next several decades. The study developed recommendations for a high quality transit network (HQTN) to meet the transportation needs of future growth, including the extension of Metrorail, proposed Light Rail Transit (LRT) or Bus Rapid Transit (BRT) systems, and proposed express bus connections. While the Countywide Transit Network Study is not specific to Tysons, the resulting recommendations address the transit network that connects to Tysons. Recommendations in Tysons include a LRT/BRT connection along Gallows Road from Merrifield to Tysons, BRT along Route 7 (reflecting the recommendations from the Envision Route 7 study described in this report), and Express Bus service on I-495 from the Franconia-Springfield Metrorail Station to Tysons and from Bethesda to Tysons. A recommendation on the HQTN concept (shown below) was presented to the Board's Transportation Committee in December 2015 and is expected to be presented to the Board of Supervisors for endorsement at the end of 2017. An amendment to the Transportation Plan Map and Comprehensive Plan text is expected to follow. The report can be found online: http://www.fairfaxcounty.gov/fcdot/2050transitstudy/



Proposed High Quality Transit Network recommended in the CTNS

Travel Monitoring

Person Travel

Figure C2 below provides a graphic representation of the AM and PM peak period person trips from 2011 to 2017. A summary table of total person movement entering and exiting Tysons during the AM and PM peak periods on a typical weekday in 2017 can be found in *Table C1*.

The number of person trips is slightly higher in the evening as compared to the number of person trips in the morning, with approximately 159,852 persons traveling in the PM peak period and 146,906 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 63% of AM peak period trips and outbound trips account of 58% of PM peak period trips.

Figure C2 shows that total morning peak period person trips have been relatively stable over the last several years, while the number of person trips in the evening peak period has fluctuated between years. Fluctuations could be due a number of factors and do not necessarily indicate a positive or negative trend in total person trips. To obtain better insight into trends, a more robust data set, with automated vehicle counts throughout the year, is needed. FCDOT recently received \$45,000 in grant funding from the Metropolitan Washington Council of Governments (MWCOG) Transportation/Land-Use Connection (TLC) Program to start evaluating options for enhanced data collection.

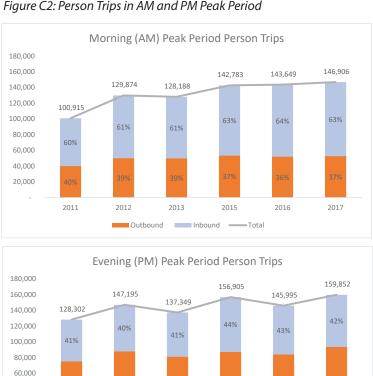


Figure C2: Person Trips in AM and PM Peak Period

2011

2012

2013

Outbound Inbound

2017

40,000 20.000

Table C1: Person Trips by Mode Entering and Exiting Tysons per AM and PM Peak Periods (2017)

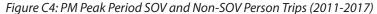
Peak Period	AM (7:00-10:00)				PM (4:00-7:00)			
	Inbound		Inbound Outbound		Inbound		Outbound	
	Person Trips	Percent of Total	Person Trips	Percent of Total	Person Trips	Percent of Total	Person Trips	Percent of Total
Single Occupancy Vehicles (SOV)	68,359	73%	38,030	72%	45,544	69%	63,060	67%
Car Pool	18,169	19%	11,020	21%	15,679	24%	22,454	24%
Rail Passengers	6,493	7%	3,130	6%	4,224	6%	6,664	7%
Bus Passengers	906	1%	314	1%	510	1%	1,042	1%
Pedestrians & Bicycles	64	0%	26	0%	38	0%	72	0%
Bicycles Only	241	0%	155	0%	377	1%	188	0%
Total	94,231	100%	52,675	100%	66,372	100%	93,480	100%

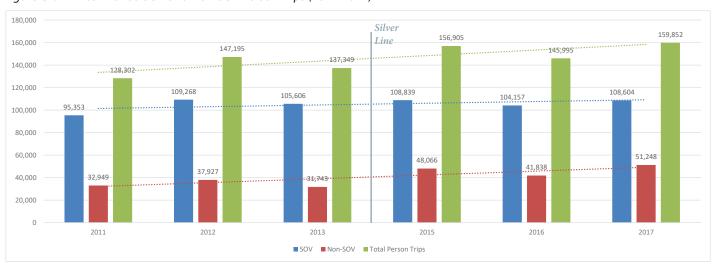
- 1 Person travel totals are derived from traffic volume and auto occupancy counts and transit passenger counts taken by the FCDOT in April 2017 and from ridership counts from WMATA, PRTC and the Fairfax Connector fare boxes. Peak periods of travel are 7:00 10:00 a.m. and 4:00 7:00 p.m. Peak hours of travel are 8:00 9:00 a.m. and 4:45 5:45 p.m.
- 2 For the purpose of this report, SOV person trips are reported as trips made by an automobile with only once occupant (the driver) based on data collected in April 2017.
- 3 Carpool person trips are auto trips with more than one occupant and are derived from auto occupancy databased on data collected in April 2017.
- 3 Rail passengers are derived from WMATA ridership statistics for peak period travel in April 2017.
- 6. This table represents vehicles and rail passengers entering and exiting Tysons as well as through trips.

Figure C3 and Figure C4 show the change in SOV and non-SOV person trips in AM and PM peak periods from 2011 to 2017. A summary table of total person movement entering and exiting Tysons during the AM and PM peak periods from 2011 to 2017 can be found in *Table C2*. Since the opening of the Silver Line the number of SOV trips has been relatively flat while Non-SOV trips have grown considerabley.



Figure C3: AM Peak Period SOV and Non-SOV Person Trips (2011-2017)





Vehicle Travel

Figure C5 depicts the 15 locations where traffic enters and exits Tysons. *Figure C6* shows the total number of vehicles counted at the 15 locations during the peak AM and PM peak period from 2011 to 2017. Vehicle counts tabulated for the peak period (7:00 am-10:00 am and 3:45 pm-6:45 pm) are available in *Table C2*.

Figure C5: Vehicle Count Locations

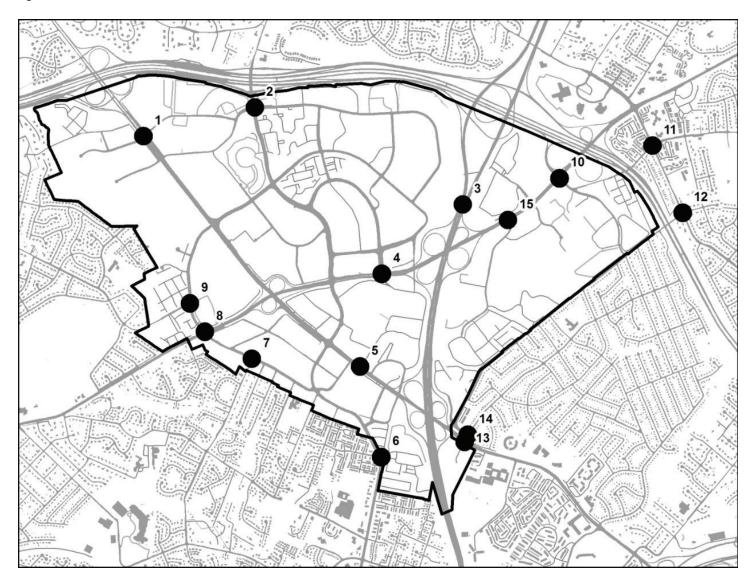
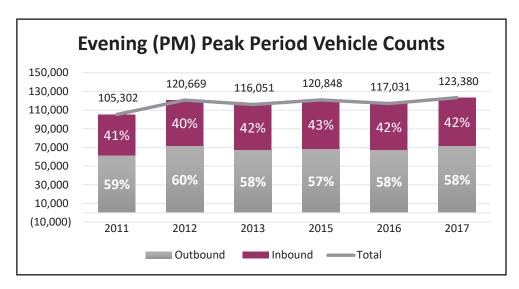


Figure C6: Vehicle Counts in AM and PM Peak Period



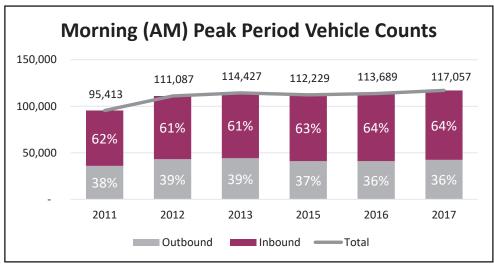


Table C2: Motorized Vehicles Entering and Existing Tysons in the Peak Period (2017)

	AM			РМ
West of Capital Beltway	Enter	Exit	Enter	Exit
1. Route 7 N of Tyco Road	10,231	4,683	5,297	9,630
2. Spring Hill Road N of Int'l Drive	7,090	1,315	2,508	5,150
3. I-495 / Express Lane Access	3,515	1,335	719	5,150
4. Rt. 123 E of Tysons Blvd.	11,352	7,007	9,048	11,234
5. Rt. 7 E of Tysons Corner SC Entrance	9,901	4,540	6,935	7,740
6. Gallows Road S of Science App Ct.	5,536	2,259	2,929	5,711
7. Woodford Rd. S of Old Courthouse Rd	994	500	585	1,546
8. Rt. 123 W of Old Courthouse Road	4,427	1,684	2,515	3,905
9. Old Courthouse Rd W of Gosnell Road	2,269	745	790	2,871
Totals 2017	55,315	24,068	31,326	52,937
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	7,864	5,175	6,820	5,920
11. Chain Bridge Road W of Great Falls St.	872	1,215	1,570	1,335
12. Magarity Road W of Great Falls St.	1,064	1,681	1,420	1,710
13. Lisle St/Magarity Road N of Rt. 7	2,431	1,980	1,808	2,462
14. Rt. 123 W of Old Meadow Road	7,125	8,267	8,600	7,472
Totals 2017	19,356	18,318	20,218	18,899
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

- 1 2017 Traffic counts were taken by FCDOT in April, 2017.
- 2 The AM peak period is 7:00-10:00 a.m. and the PM peak period is 4:00-7:00 p.m.
- 3 Express ramps include the I-495 ramps to Westpark Drive and Jones Branch 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

Traffic Level-of-Service Analysis

Table C3 and *Table C4* show LOS from 2011 to 2017 at the 15 intersections assessed in Tysons during the AM and PM peak hour.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 four in 2017, with none at LOS F in 2017. Completed transportation improvements, including the three 'Express Lanes' entry points from the Beltway, have had a significant positive impact on redistributing traffic volumes into and out of Tysons.

Saturated traffic conditions, demonstrated by poor or failing LOS during the peak hour, indicates that travel at intersections 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 is expected to exhibit growth and more peak spreading. Both peak hour and peak period traffic data will continue to be collected in the Tysons traffic monitoring program to provide an annual assessment of traffic and transportation utilization trends and changes to the underlying traffic patterns in the Tysons area.

Table C3: Tysons AM Peak Hour Intersection Level of Service from Year 2011 to Year 2017

201	1 to 2017 Intersection AM Peak Hour LOS	2011	2012	2013	2015	2016	2017
1.	Route 7 at Tyco Road						
2.	Spring Hill Road at International Drive						
4.	Route 123 at Tysons Boulevard						
5.	Route 7 at Tysons Shopping Mall Entrance						
6.	Gallows Road at Science Applications Court						
7.	Woodford Road at Old Courthouse Road						
8.	Route 123 at Old Courthouse Road						
9.	Old Courthouse Road at Gosnell						
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				
	Е				
	F				
	No LOS				

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.

Table C4: Tysons PM Peak Hour Intersection Level of Service from Year 2011 to Year 2017

201	1 to 2017 Intersection AM Peak Hour LOS	2011	2012	2013	2015	2016	2017
1.	Route 7 at Tyco Road						
2.	Spring Hill Road at International Drive						
4.	Route 123 at Tysons Boulevard						
5.	Route 7 at Tysons Shopping Mall Entrance						
6.	Gallows Road at Science Applications Court						
7.	Woodford Road at Old Courthouse Road						
8.	Route 123 at Old Courthouse Road						
9.	Old Courthouse Road at Gosnell						
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				
	Е				
	F				
	No LOS				

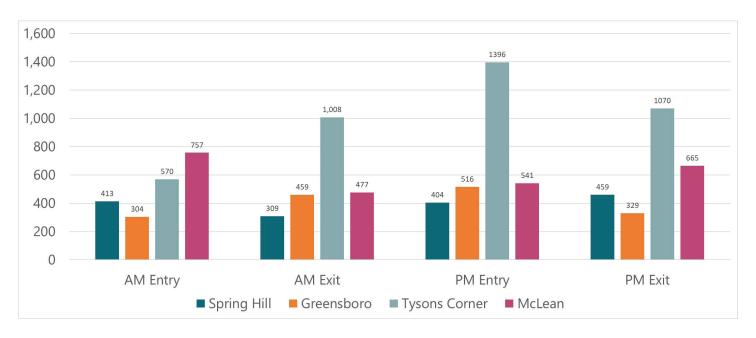
Any abrupt changes in Level-of-Service (LOS) between years 2011 to 2012 may have been contributed to ongoing construction work associated with the Silver Line and Capital Beltway (I-495) Express lane projects that were under construction during the traffic count period.

Transit Monitoring

2017 Silver Line Ridership Characteristics

The ridership information in *Figure T5* (in the Transportation section) can be further broken down by entries into and exits out of the various Tysons stations on the Silver Line. *Figure C7* below shows the details of this information for 2017 under both AM and PM conditions.

Figure C7: Average Weekday Peak Period Entry/Exit Comparisons - April 2017



Based upon the information shown in Figure C7, individual station use is exhibiting 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 McLean station shows 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 McLean Station. Spring Hill Station is the most balanced in terms of AM and PM entries and exits.

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 C8*.

Figure C8: Average Weekday Peak Period Entry/Exit Comparisons - April 2017



Bus Transit

Figure C9 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 2017.

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 *Table C6. Figure C10* summarizes the results of peak period ridership counts for the years between 2011 and 2017. Over the last few years, ridership on bus routes serving Tysons has shown an upward trend.

Figure C9: Transit System, Spring 2017

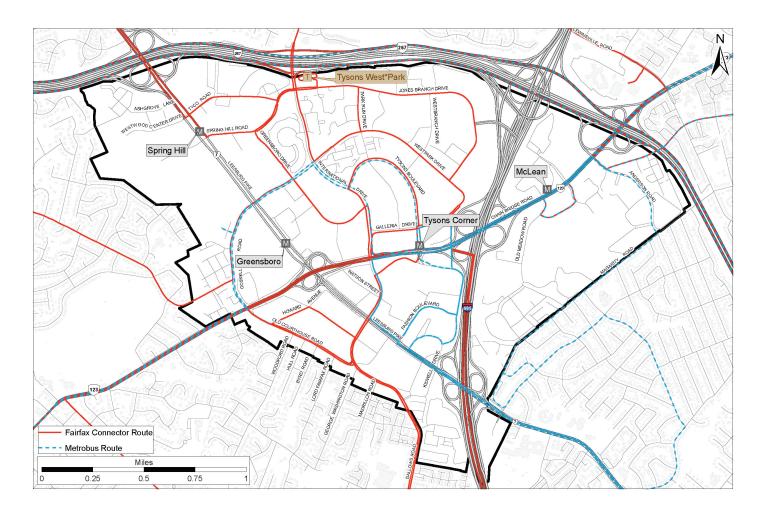


Table C5: Fairfax Connector Routes Serving Tysons - 2017

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

- 1 Routes reflect service as of spring 2017
- 2 Route 734 was eliminated in June 2016, due to overlap in service and low ridership
- 3 The 700 series routes commenced service with inauguration of the Silver Line service

Figure C10: Bus Peak Period Passengers (2011-2017)

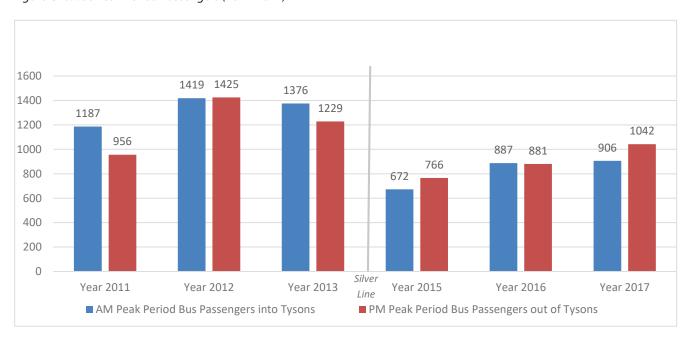


Table C6: Bus Route Description and Number of Passengers

Bus Route Description and Number	AM F	AM Peak Period		eak Period
	Enter	Exit	Enter	Exit
1 Fairfax Connector (FC) Express 494, 495	50	4	0	115
2 FC Peak Service 432, 462, 724, 574	104	85	77	86
3 FC Local service 401/402	270	98	200	216
4 FC Local Service 463, 721	55	65	70	94
5 PRTC Omni Ride: Manassas, Linton Hall, Woodbridge	221	2	8	226
6 Metrobus-Tysons Corner Station 2T	26	10	15	23
7 Metrobus-McLean Station 3T, 23T	77	16	73	74
8 Metrobus Tysons Corner Center 28A	103	34	67	208
Spring 2017	906	314	510	1042
Spring 2016	887	334	397	881
Spring 2015 (Post Silver Line)	672	146	206	776
Fall 2013: Pre-Silver Line Opening	1,376	332	544	1,229

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

Table C7: Number of Passengers by Main Route Traveled

Bus Route Description and Number	AM Pe	AM Peak Period		ak Period
	Enter	Exit	Enter	Exit
1 Beltway - FC Express 494, 495 & PRTC Omni Ride	271	6	8	341
2 Gallows Road - FC Local Service 401/402	270	98	200	216
3 Route 7 - Metrobus (MB) 28A, 574	145	87	106	266
4 Old Courthouse - Beulah FC - 432	6	11	3	10
5 Rt. 123 - FC 724, 463, 721: MC 2T, 3T, 23T	213	112	194	209
Spring 2017	906	314	510	1,042
Spring 2016	887	334	397	881
Spring 2015 (Post Silver Line)	672	146	206	776
Fall 2013: Pre-Silver Line Opening	1,376	332	544	1,229

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

Walking and Bicycling in Tysons

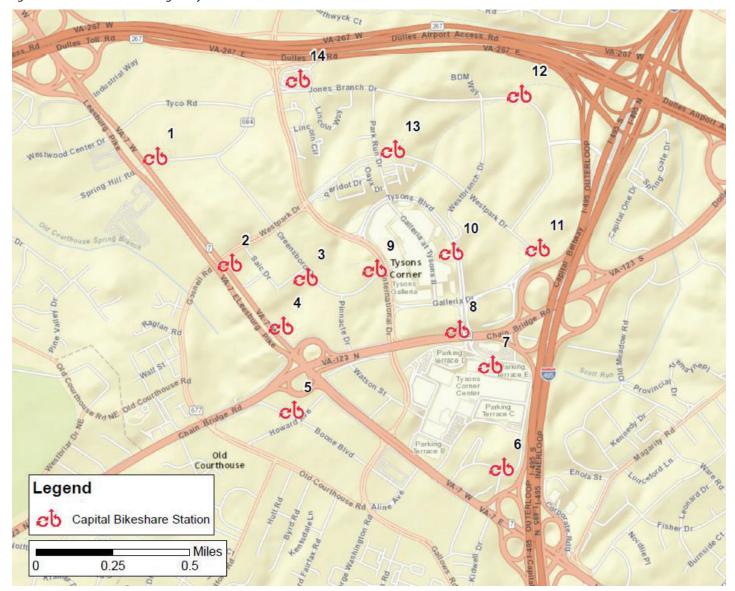


Figure C11: Number of Passengers by Main Route Traveled

Table C11 identifies the existing and planned location, type, and mileage of bicycle facilities in Tysons. Increased bicycle parking options, a goal identified in the Plan, are being secured through proffers with the rezoning of properties.

Table C8: Existing and Proposed Bicycle Facilities in Tysons

Implementation	Facility	Туре	Lane Miles
	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
Existing	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	0.3
	Westwood Center Drive (Route 7 to the end)	Drive to 7921 Jones Branch Drive) 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
	Ashgrove Plantation (connecting to Westwood Center Drive); Vesper Trail and Scotts Run Trail	Shared-Use Paths	10.0
Total Proposed (in Bicycle Master Plan)	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 30mile radius of the urban center.

Transportation Demand Management

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.

TyTran

TyTran, the Tysons Transportation Management Association (TMA), coordinates outreach and assists in coordinating TDM programs occurring through development proffers. To date, 14 companies have signed on with TyTran for help with implementing TDM strategies. TyTran uses strategies such as the distribution of information via its website, mailings, events and meetings to achieve single-occupancy vehicle (SOV) trip

reductions. Outreach to employers and employees is conducted to encourage the use of commuting alternatives such as ridesharing, use of rail and bus, flex-time and remote workplaces, among other TDM strategies. TyTran holds quarterly meetings that are attended by the group's board members, local developers and county staff to discuss TDM strategies and progress in Tysons.

Monitoring TDM Goals

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

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

To date, 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.

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APPENDIX D

APPENDIX D - Schools Data

This Appendix contains data referenced in the 2017 Tysons Annual Report, Public Facilities & Parks chapter.

Table D1: Students Residing in the Tysons Urban Center

	Elementary School							ddle 100l	High School				Total			
HS	PS	K	1	2	3	4	5	6	7	8	9	10	11	12	PG	
5	30	161	165	141	166	137	128	143	127	107	140	123	12	109	2	1,805

Table D2: Students Residing in the Tysons Urban Center Attending Schools Serving Tysons

	Elementary School							ldle lool	High School				Total			
HS	PS	K	1	2	3	4	5	6	7	8	9	10	11	12	PG	
5	0	158	153	133	154	122	121	126	126	106	131	113	117	94	1	1,660

Table D3: School Projected Capacity and Enrollment

					Projected Enrollment			Projected Enrollment						
School	Design Capacity	SY16-17 Program Capacity	SY16-17 Membership	SY16-17 Capacity Balance	SY17- 18	SY18- 19	SY19- 20	SY20- 21	SY21- 22	SY17- 18	SY18- 19	SY19- 20	SY20- 21	SY21- 22
Spring Hill ES	1,260	1,057	995	62	1,008	1,029	1,053	1,069	1,113	49	28	4	-12	-56
Westbriar ES	1,036	941	830	111	812	830	811	814	801	129	111	130	127	140
Westgate ES	790	700	548	152	548	538	525	517	51	152	162	175	183	185
Freedom Hill ES	672	653	658	-5	719	730	725	732	719	-66	-77	-72	-79	-66
Longfellow MS	1,347	1,242	1,346	-104	719	730	725	732	719	-66	-77	-72	-79	-66
Kilmer MS	1,152	1,080	1,238	-158	1,260	1,284	1,288	1,309	1,313	-180	-204	-208	-229	-233
Marshall HS	2,048	2,033	2,151	-118	2,178	2,229	2,260	2,329	2,377	-145	-196	-227	-296	-344

Table D4: Proposed School Capacity Solutions

School Name	Address	Proposed Improvements
Spring Hill Elementary School	Lewinsville Road, McLean, VA 22102	Monitor student membership Temporary facilities Interior architectural modifications
Westbriar Elementary School	1741 Pine Valley Dr, Vienna, VA 22182	Alleviate Westbriar ES attendance island by reassigning students to Colvin Run ES
Freedom Hill Elementary School	1945 Lord Fairfax Rd, Vienna, VA 22182	 Monitor student membership Temporary facilities Interior architectural modifications Examine reopening Dunn Loring Administrative Center as an elementary school to provide capacity relief to the Marshall HS Pyramid elementary schools
Longfellow Middle School	2000 Westmoreland St, Falls Church, VA 22043	Monitor student membership Temporary facilities Interior architectural modifications
Kilmer Middle School	8100 Wolftrap Rd, Vienna, VA 22182	Monitor student membership Temporary facilities Interior architectural modifications
Marshall High School	7731 Leesburg Pike, Falls Church, VA 22043	Install modular addition if membership continues to increase Reassign Marshall HS students to Langley HS
McLean High School	1633 Davidson Rd, McLean, VA 22101	• Reassign McLean HS students to Langley HS

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