



Update on Tysons Development and Transportation Projects

Tysons Transportation Service District Advisory Board

November 12, 2020

Ray Johnson, Christina Farrar, and Tom Biesiadny, Department of Transportation

Suzianne Battista, Department of Planning and Development

Presentation Overview

- FY 2021 Service District Rate Update
- Development
 - Construction
 - Growth
- Transportation Projects
 - Major Roadway Projects (Tysons-wide)
 - Table 7B
 - Grid of Streets
 - Tysons Circulator Service
 - Tysons Metrorail System Access Management Projects
 - Neighborhood Intersection Improvements Study
 - Bike Lanes and Bikeshare
- FY 2022 Service District Rate Recap

Recap of FY 2021 Service District Tax Rate Recommendation

- Due to the impacts of COVID-19, the advisory board members recommended that the Board of Supervisors hold the service district rate at \$0.05/\$100 of assessed value for FY 2021 individually via email.
- The Board approved a service district rate of \$0.05 for FY 2021 on May 12, 2020.
- ~\$4.5 million (includes interest) in service district revenues collected in FY 2021 as of October 31, 2020.
- To date, a total of \$13,492,914 in service district funds have been spent
 - \$4,612,586 on the I-495 Pedestrian Overpass
 - \$45,798 on Route 7 Widening (I-495 to I-66)
 - 8,834,530 on Route 7 Widening (Jarret Valley Drive to Reston Avenue)

Service District Allocations to Date

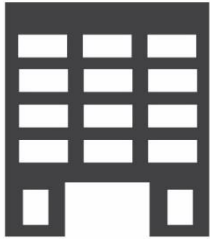
Approved Service District Funds		Expended through October 31, 2020
Route 7 Widening (I-495 to I-66)	\$10,500,000	\$45,798
Tysons/Old Meadow Ped Bridge (over I-495)	\$4,612,586	\$4,612,586
Route 7 Widening (Route 123 to I-495)	\$2,200,000	
Route 123 Widening (Old Courthouse Road to Route 7)	\$2,250,000	
Route 123 Widening (Route 7 to I-495)	\$2,000,000	
Route 7 Widening (DTR to Reston Ave)	\$8,834,530	\$8,834,530
Greensboro Ramp to Dulles Toll Road	\$1,000,000	
Total	\$31,397,116	\$13,492,914



Development

Development Dashboard

August 2019 through August 2020



1.1M square feet
delivered



2M square feet approved
by site plan, unbuilt



3.3M square
feet under
construction



1 new
proffered
public facilities

Existing Development Level as of January 1, 2011, was 47.17M

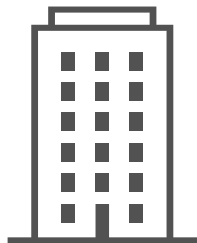
Plan Implementation Progress from 2010 Plan Adoption to August 2020



73.1M square feet in
207 new buildings entitled
within 41 rezonings



23 acres of new
public parkland
delivered



6.9M square feet delivered
in 21 new buildings



Commitments for 10
new major public
facilities

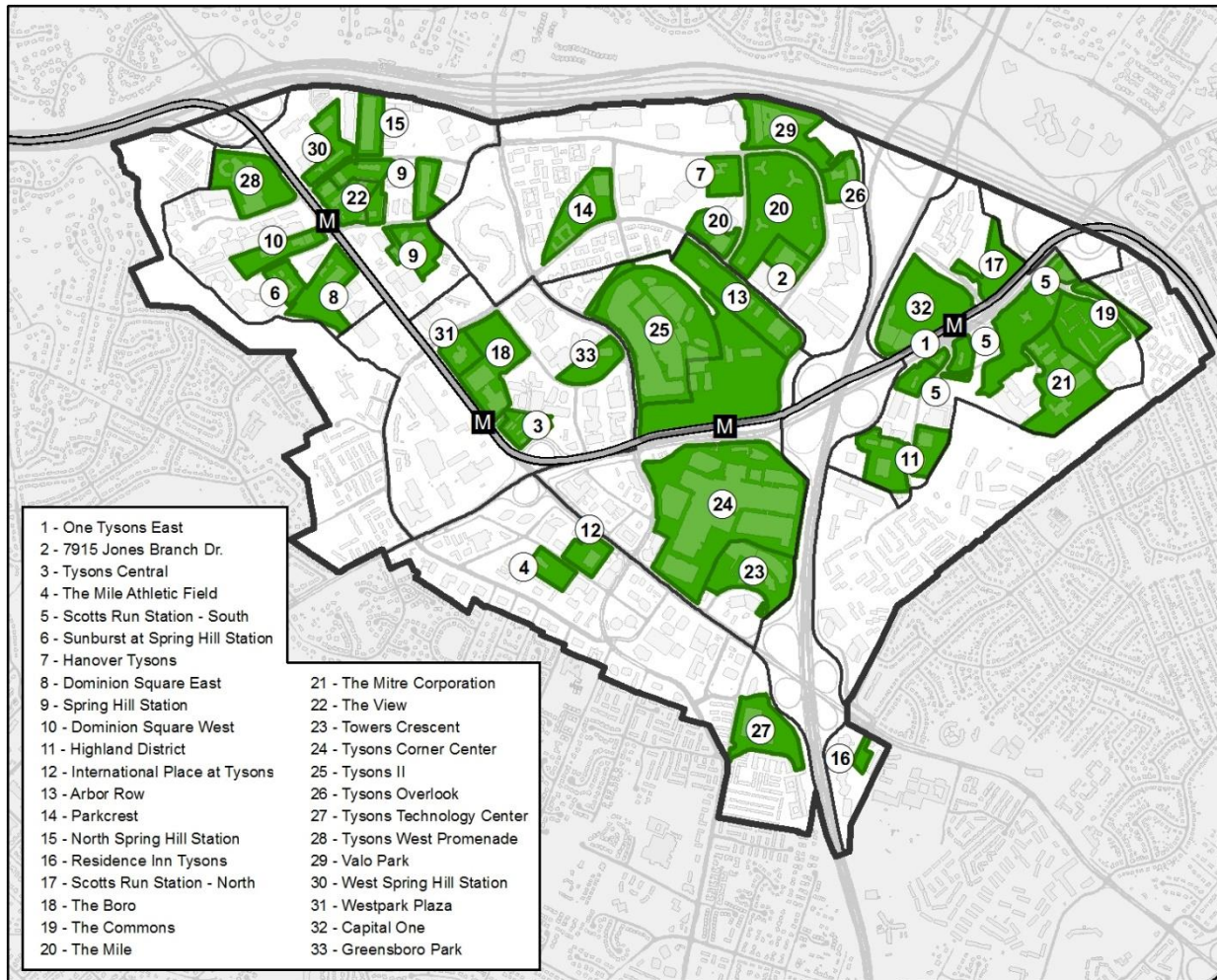
Proffered Public Facilities



- Tysons West District - Arts Facility at The View: Construction of a 20,000 square foot facility that includes a 35-year lease to an arts user.

Approved Development

41 major rezonings
approved since 2010
Plan adoption



Delivered Infrastructure & Public Facilities

August 2019 through August 2020



Route 7



Jones Branch Connector

Completed Construction

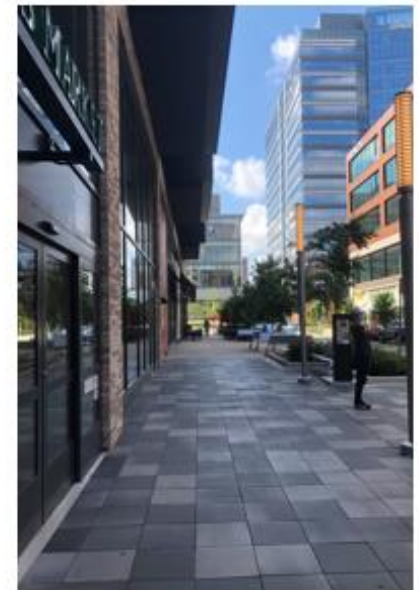
August 2019 through August 2020

Four Buildings Delivered at The Boro:

- Block A: 3 residential buildings totaling 861,516 sq. ft. (710 units) atop 98,000 sq. ft. of retail
- Block B: 44,266 sq. ft. office building with ground floor retail



Residential Towers at
The Boro
Map #18



Retail Streetscape at
The Boro
Map #18

Existing Development Levels

Land Use	2011	2020	Change from 2011 to 2020
Office (sq. ft.)	26,862,000	27,958,600	+4%
Retail (sq. ft.)	5,096,000	5,861,000	+15%
Car Dealership (sq. ft.)	730,000	383,000	-47%
Hotel (sq. ft.)	2,578,000	2,740,000	+6%
Industrial (sq. ft.)	986,000	971,000	-2%
Government/Institutional (sq. ft.)	80,000	387,000	+384%
Residential (sq. ft.)	10,844,000	15,945,200	+47%
Residential (units)	8,943	13,701	+53%
Total All Uses	47,176,000	54,245,800	+15%

Source: 2011 Annual Report, Table 1, page 8; 2020 Annual Report Table L2 Page 7

https://www.fairfaxcounty.gov/tysons/sites/tysons/files/assets/documents/pdf/annual_reports/2020-tysons-annual-report.pdf

Current Major Construction Activity

3.3 million square feet under construction as of August 1, 2020

Highland District Building B

- Residential: 196,250 sq. ft. (140 units) Map #11

Arbor Row Building E

- Residential: 509,800 sq. ft. (461 units), Retail: 7,000 sq. ft. Map #13

Capital One Block A and Block C

- Office: 899,980 sq. ft., Retail: 162,056 sq. ft., Hotel: 295,500 sq. ft., Corporate Center: 105,800 sq. ft. Map #32

Scotts Run South Block C and Block K

- Residential: 442,875 sq. ft. (410 units), Hotel: 139,313 sq. ft., Retail: 42,691 sq. ft. Map #5

Hanover Tysons

- Residential: 455,000 sq. ft (400 units), Retail: 5,700 sq. ft., Map #7



Hanover Under Construction

Upcoming Construction Activity

Approved site plans that have not commenced construction as of August 1, 2020

Residential: ~1.1M sq. ft. in ~1,035 units

- Tysons West Promenade Building C (approved) #28
- Park Crest Building 3 (approved) #14
- The Mile Building A (approved) #20



Arbor Row Block F

Office: ~860,000 sq. ft.

- Arbor Row Building F (approved) #13
- MITRE 5 (approved) #21
- Tysons Central Building A (approved) #3



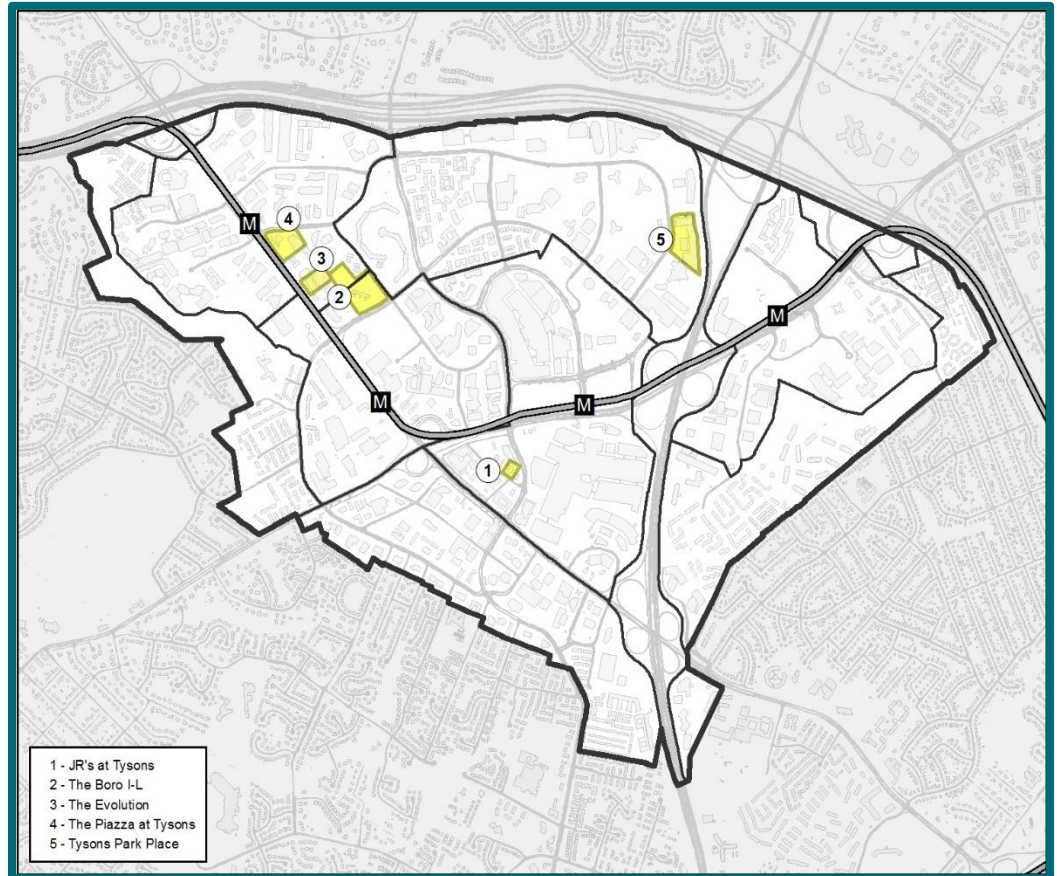
The Mile Building A

Associated Retail/Service: ~74,000 sq. ft.

Pending Development

Five rezoning applications* currently under review:

- 26 acres, up to 2.6 million sq. ft. of non-residential and 3.64 million sq. ft. of residential development
- If approved, estimated to add a maximum of 4,046 new residential units and accommodate a maximum of 20,881 new employees
- Expect that build out would occur over decades.



* Note: Applications, once approved, may require years or decades before development build-out.

Summary of Development

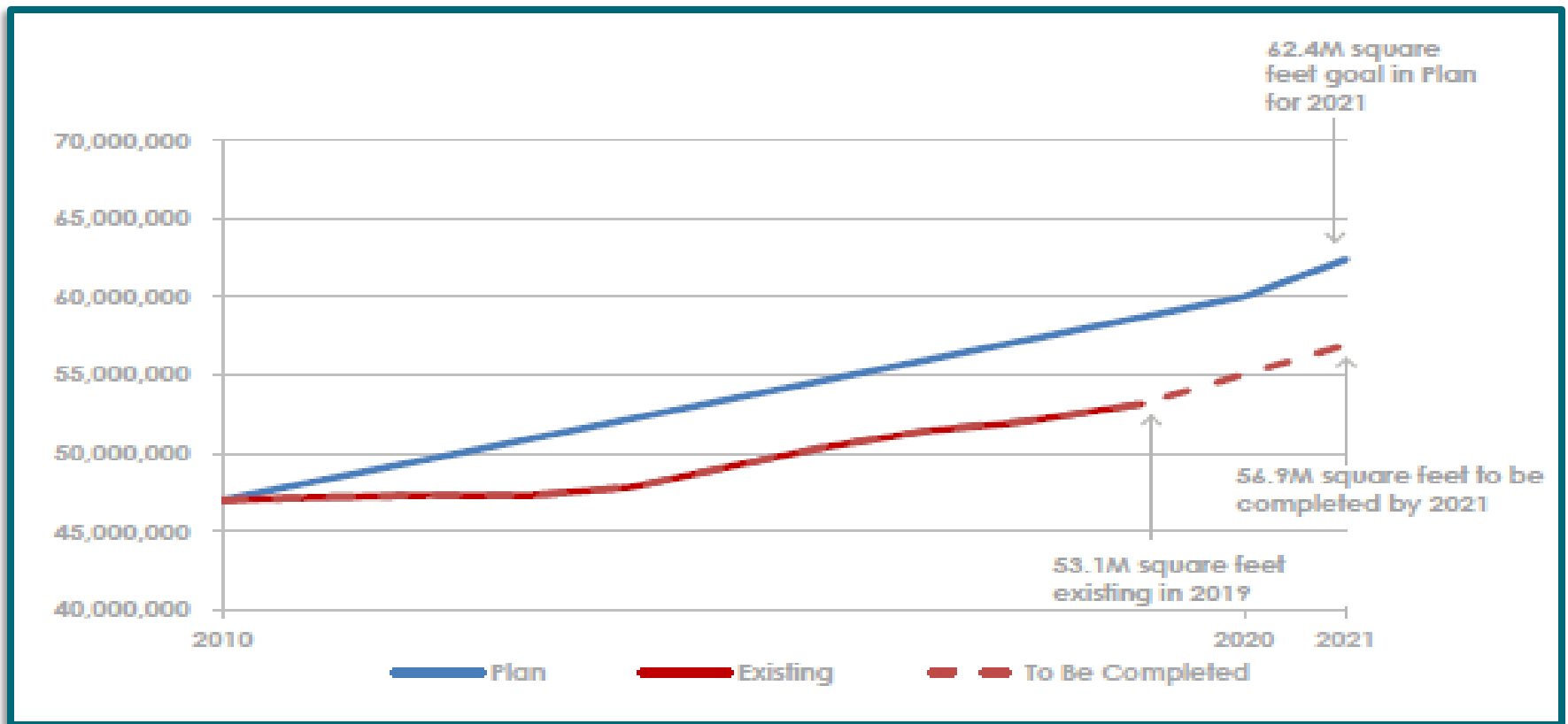
	2010	2020	Under Construction	Total
Residential Population	17,000	29,403	1,862	31,265
Residential Units	8,943	13,701	1,064	14,765
Employment Population (# of Jobs)	105,000 ¹	88,304 ²	4,955	93,259

Conclusion – Meeting the goals set forth in the Tysons Comprehensive Plan *Source: Land Use Chapter of 2020 Annual Report*

⁽¹⁾ This Comprehensive Plan employment statistic was an estimate based on the existing development levels in 2008. It used an estimated number of employees for a certain amount of square footage (i.e. office = 1 employee per 300 square feet) and is considered a rough estimate.

⁽²⁾ This number was provided by MWCOG in 2015, which has been determined to be the most accurate. MWCOG major estimates are updated every 3-5 years. The next major MWCOG estimate is anticipated to be provided in 2021-2022 and will incorporate 2020 U.S. Census data.

Development Growth; Planned and Approved



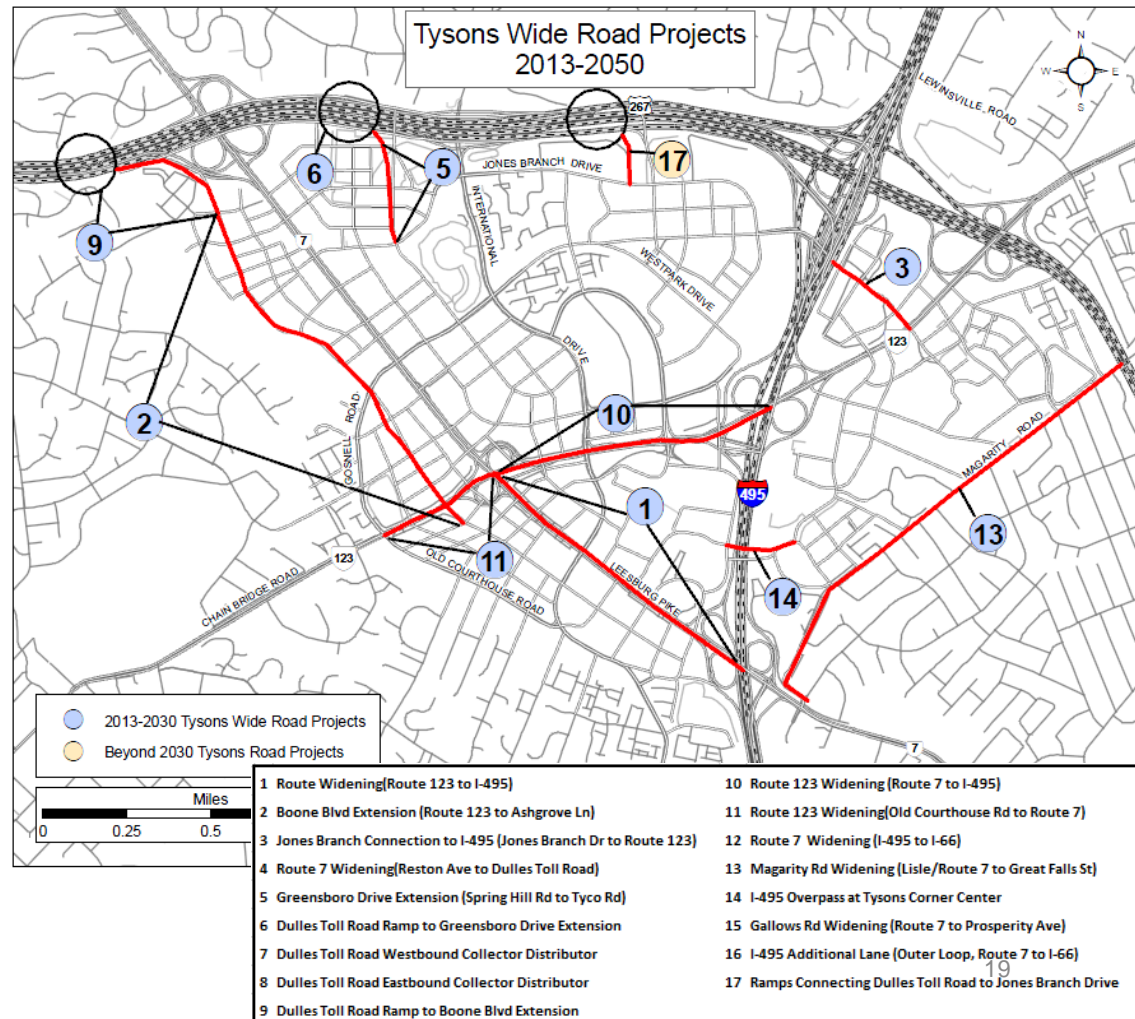


Transportation Projects

Major Roadway Projects (Tysons-wide)

Tysons-wide Improvements:

- The Comp Plan Amendment identified 17 Tysons-wide roadway improvements necessary to support the anticipated growth.
- 1 of the 17 is complete
- 1 of the 17 is under construction
- 1 is in land acquisition
- 4 others in study, preliminary engineering, or design



Major Roadway Projects (Cont.)

Route 7 Bridge over Dulles Toll Road – Completed May 2018



Major Roadway Projects (Cont.)

Jones Branch Connector – Completed Spring 2020



- Two Lanes in Each Direction Open to Traffic in November 2019
- Pedestrian walkway completed: February 2020

Major Roadway Projects (Cont.)

Route 7 Widening - (Reston Avenue to Dulles Toll Road)

- Widen Route 7 from 4 to 6 lanes from Jarrett Valley Drive to Reston Avenue
 - Intersection improvements
 - Shared use trail on both sides
 - Upgraded bus stops
- Total Project Estimate: \$314 million
 - VDOT is the project manager with County input
- Project Schedule:
 - Contract awarded: August 2018
 - Construction start: Spring 2019
 - Estimated project completion: Summer 2024
- Current Status:
 - Completed early improvements at Baron Cameron Avenue and opened third left-turn lane from Route 7 to Baron Cameron Avenue in August 2019.
 - Design plans approved for construction in October 2019.
 - Noise analysis finalized in November 2019; reviewed and approved by FHWA and VDOT. All environmental permits have been issued.
 - Bridge improvements over Dulles Roll Road previously completed.



Route 7 Widening (Route 123 to I-495)

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Major Roadway Projects (Cont.)

I-495 Overpass at Tysons Corner Center

- Tysons-Old Meadow Road Bike/Ped Improvements
 - Shared use trail from the intersection of Route 123 and Old Meadow Road east of I-495
- Total Project Estimate: \$12.2 million
 - \$4.6 million Service District Funds
- Project Schedule:
 - Design approval: November 2018
 - Right of way acquisition: Completed Fall 2020
 - Construction start: Spring 2021
 - Estimated project completion: Spring 2022

I-495 Overpass at Tysons Corner Center



Major Roadway Projects (Cont.)

Other Major Roadway Projects

Route 7 Widening (I-495 to I-66) Project #12

- Alternative analysis underway, three alternatives are being evaluated
- Draft recommendations to be shared with stakeholders and public in Spring 2021
- \$10.5 million in service district funds approved for design and land acquisition

Ramp from Greensboro Drive to Dulles Toll Road Project #6

- Study beginning Fall 2020
- Will include aerial imaging and ground surveys
- \$1 million in service district funds approved for study/engineering

Tysons Table 7B Projects

Route 123 Modified Intersection Treatment (I-495 to the Dulles Connector Road)

- Super Street Option selected in the previous study (30% design completed)
- Included in the Route 123 corridor study
- Multiple options being considered

Route 123 Modified Intersection Treatment (I-495 to International Drive)

- Staff continues analysis of the Comprehensive Plan recommendation to widen Route 123 from 6 to 8 lanes
- Multiple options being considered and evaluated

Both Projects

- Consultant selection completed
- Analysis of Future Conditions: December 2020
- Final recommendation and phasing analyses: Spring 2021

Tysons Table 7B Projects (Cont.)

Cleveland Ramp

- Modification to the eastbound off-ramp from the Dulles Access Road to Route 123
- Two preferred alternatives: Braided Ramp and an Auxiliary Lane concepts from the previous study
- Included in the Route 123 corridor study

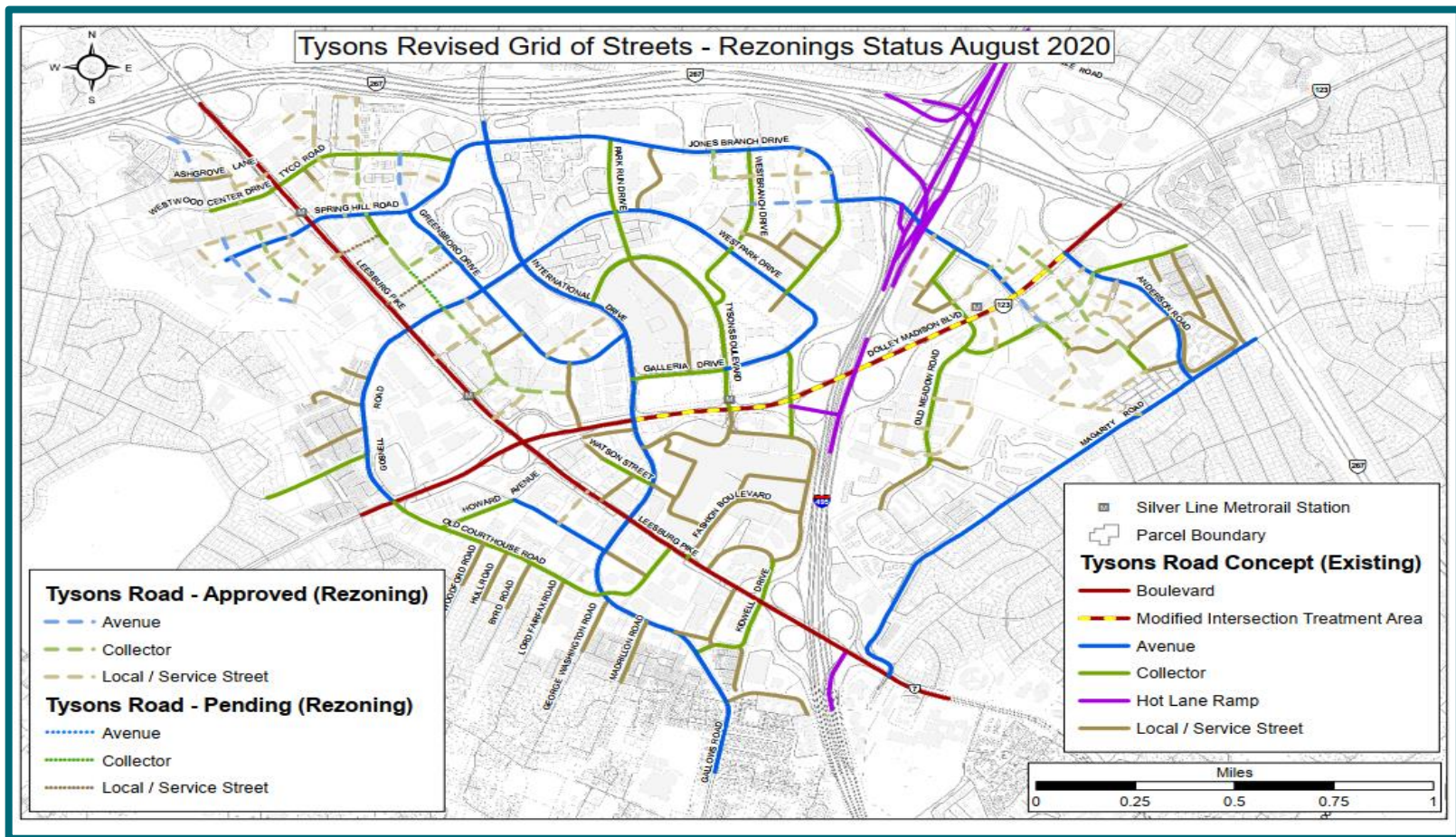
Route 7/Route 123 Interchange

- To allow additional capacity
- Two concepts are being considered and evaluated
- Bus Rapid Transit proposed through the intersection
- Stakeholder meetings are anticipated in Spring 2021

Gallows Road at Gallows Branch

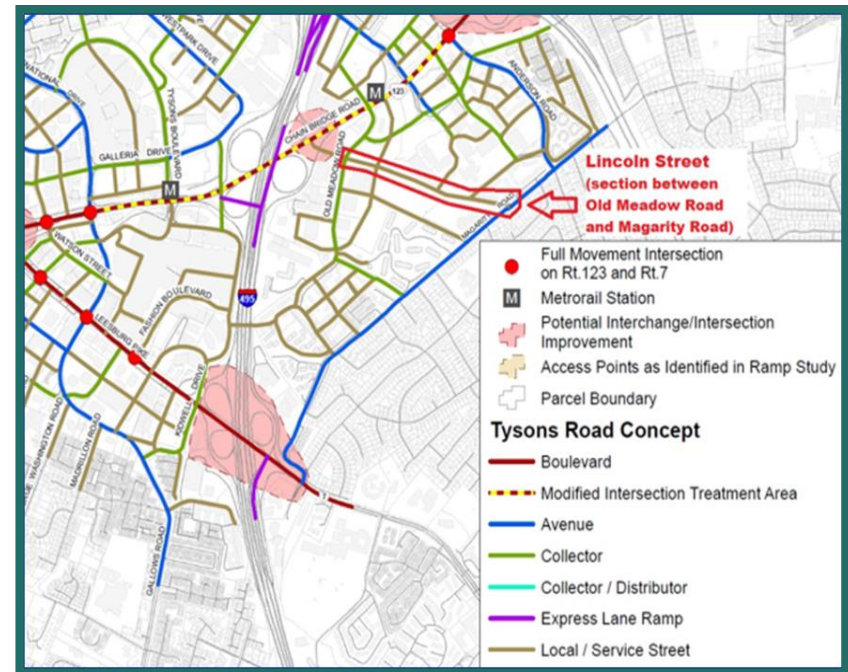
- To I-495 SB Ramp
- Study to be initiated in the future

Tyson's Grid of Streets On-going Development



Lincoln Street

- Street to connect Route 123 to Magarity Road.
- Will allow access to existing/approved developments along Old Meadow Road from Magarity Road.
- Additional access to residential units on Old Meadow Road.
- The Board has approved a total of \$8.2 million for study and design
- Design work underway
 - Feasibility study completed
 - 15% design completed
 - Est. completion: January 2021
- Construction start: Spring 2024
- Estimated project completion: Late 2025



Old Meadow Road Realignment

- This project is a part of Dulles Rail Phase I funding
- Design is 100% complete
- Utility Relocation: Completed in Spring 2020
 - One utility is remaining and ongoing
- Construction start: Spring 2020
 - 4 phases with no total road closures
 - Phase 1 and 2 – Major road construction
 - Phase 3 and 4 – Traffic light, ADA ramps and final pavement
- Estimated project completion: Late 2020



Cable Relocation

Transit Service in McLean & Tysons

Transit service in Tysons & McLean

Fairfax Connector

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

Metrobus

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

Metrorail

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





Transit Service

Purpose

- Enhance transit service in the Tysons area
- Support transit-oriented development
- Provide transit connections from the Metrorail stations to areas of Tysons not within walking distance

Implemented Service

- 2009 - Neighborhood routes from McLean and Vienna
- 2013 - I-495 Express Lanes service from Burke Centre, Lorton, and Springfield
- 2014 - Circulator routes serving Tysons' Metrorail Stations
- 2019 – New mid-day and late-night service on route 467 from Vienna neighborhoods to Tysons – enhanced during Cedarlane Bridge closure
- 2020 – New transit service from McLean to George Bush Center for Intelligence

Future Improvements

- Bus Rapid Transit from Tysons to Alexandria (Route 7)
- Work groups are evaluating alignment, station locations, and roadway design
- Final BRT report to be completed by Fall 2020
- 2021 - Route optimization study will re-evaluate the Tysons routes and better align bus service with evolving demands
- DRPT Study considering additional express service to Tysons using I-66 Outside of the Beltway toll revenues
- DRPT is evaluating transit service options on I-495



Transit Service (Cont.)

Tysons Circulator Service

- Service began July 24, 2014
- Service changes in May 2015 and June 2016 in response to passenger feedback, to include weekend service on Route 424

Ridership Trends

- Overall ridership has decreased due to the impact of COVID -19 in FY 2020 compared to FY 2019 for the following routes:
 - 422 , 423, 424, 721, and 724

Future Improvements

- After completion of Jones Branch extension across I-495, planning staff will evaluate realigning Route 424 to serve the north side of McLean Metrorail Station
- Tysons – Vienna Route Optimization Study

Tysons Metrorail Station Access Management Study

Purpose of (TMSAMS)

- To prioritize access improvements to the Metrorail stations in Tysons.
- Study completed in 2011

Timeline

- Staff recommendations approved by the Board in May 2012
- Staff is currently working to design/construct these projects

Progress Update

- 36 of 41 projects completed
- 3 in Construction/Utility Relocation
- 1 in Land Acquisition
- 1 in Design

Tysons Metrorail Station Access Improvement Projects



TMSAMS (Cont.)

Route 7 Walkway from Dulles Toll Road to Beulah Road

- Portion of work from south of DTR to Jarrett Valley Drive completed in May 2018
- The remaining construction will be included in the Route 7 Widening project from Jarrett Valley to Reston Parkway
- Estimated project completion: July 2024

Scotts Run Walkway through Scotts Run Stream Valley Park

- Design and land acquisition completed
- Construction is 95% complete
- Estimated project completion: December 2020
- Ribbon Cutting planned for January 2021

Route 123 from Great Falls Street to McLean Station

- Completed: March 2020
- Ribbon Cutting was held May 28, 2020

TMSAMS (Cont.)

Route 7 Walkways on Both Sides under Route 123

- North Side construction completed: October 2018
- South Side construction completed: August 2018



North Side



South Side

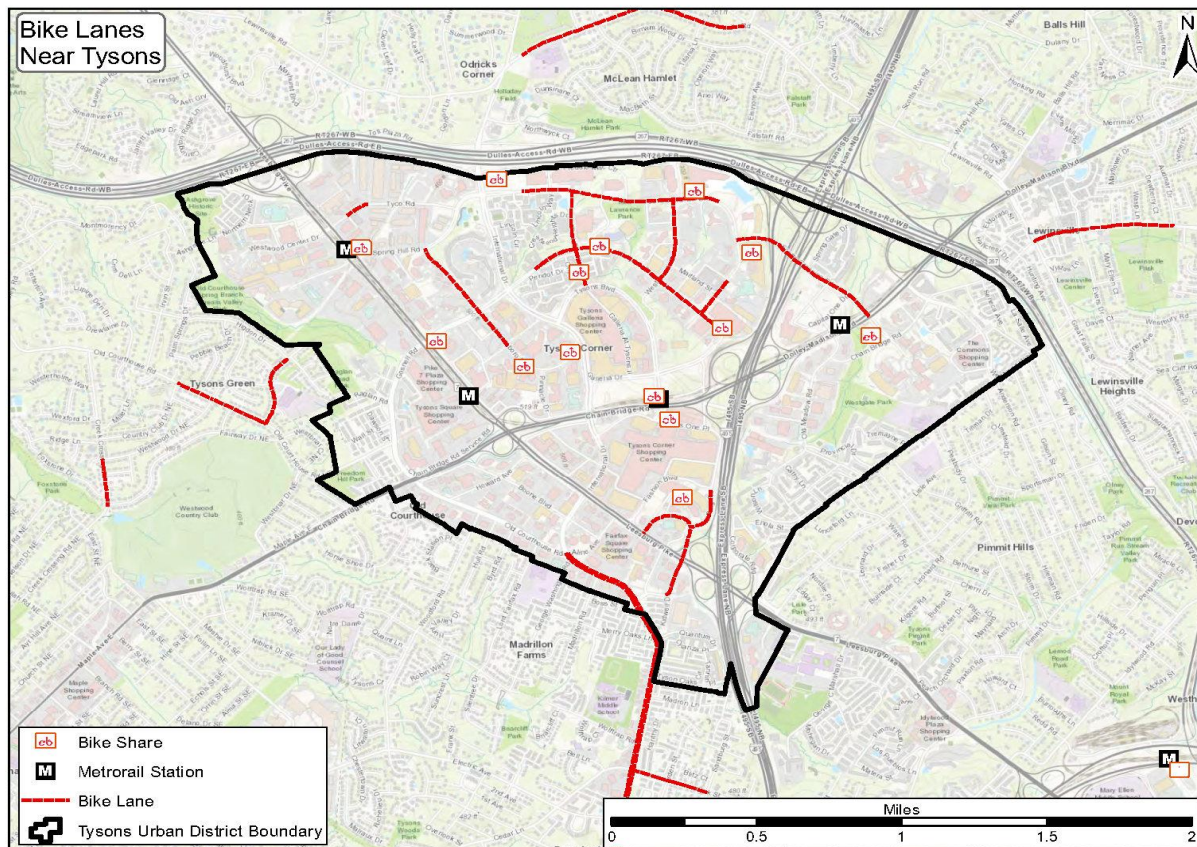
TMSAMS (Cont.)

Vesper Trail from Vesper Court to Route 7

- Construction completed: January 2019



Tysons Bike Lanes



A climbing lane was added on Jones Branch Drive in 2020

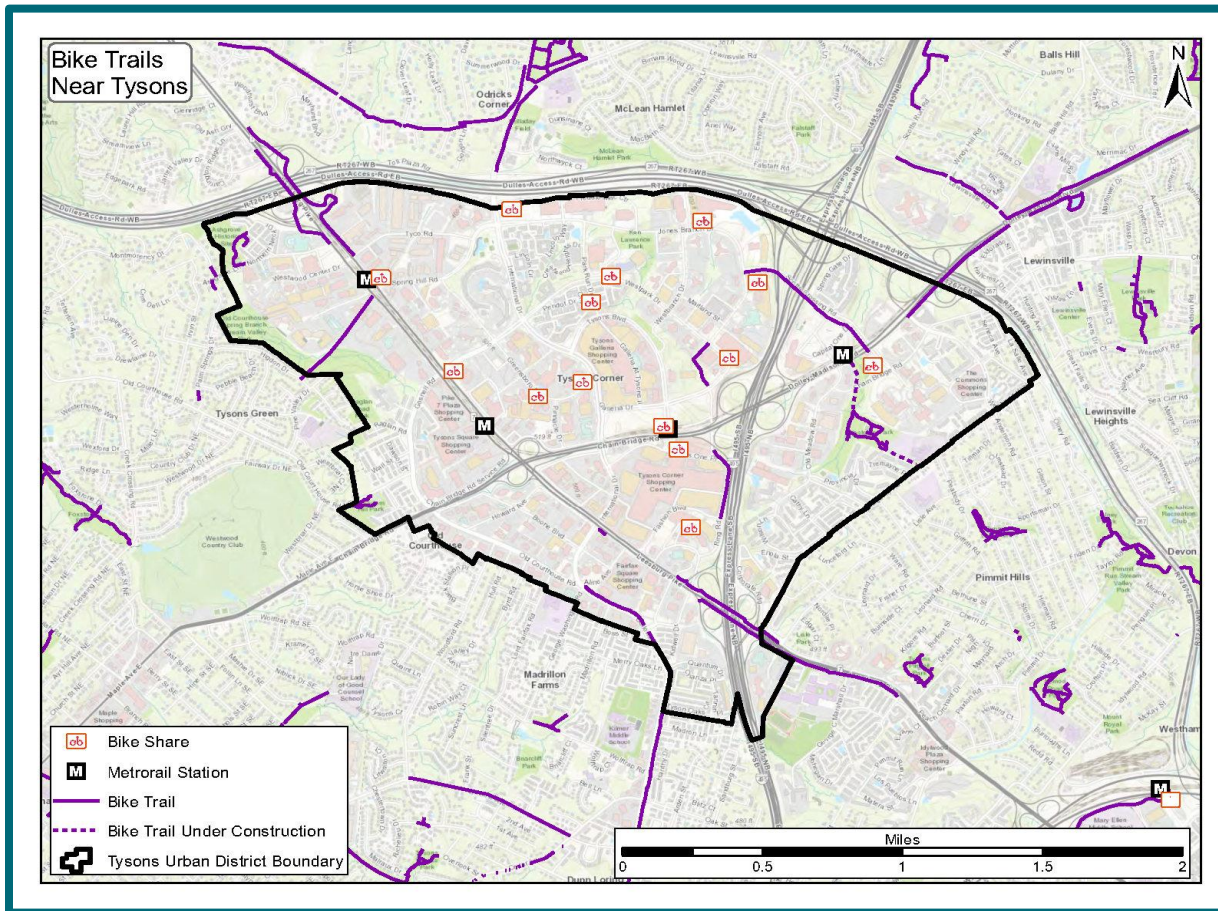
Jones Branch Connector provides bike lanes to McLean Metrorail Station

Jones Branch Connector provides bike/ped connection to McLean Metrorail Station in February 2020

New bike lanes on Pine Valley Drive connect Old Courthouse Rd with the Vesper Trail

More bike lanes will be added through future repaving and development

Tysons Trails



Vesper Trail was completed in 2019

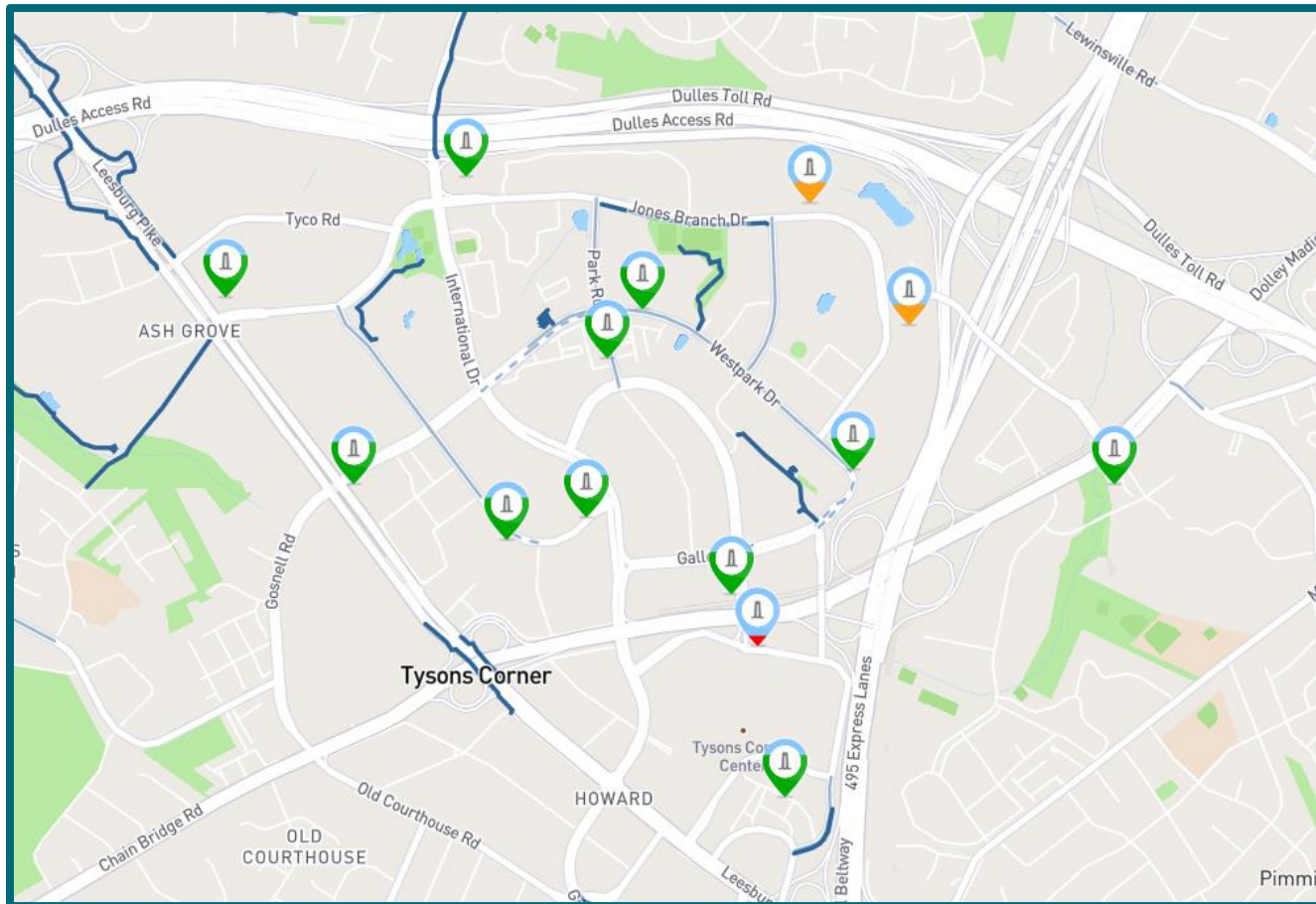
Jones Branch Connector Trail was completed in 2020

A new trail segment along Dolley Madison Blvd/Dulles Access Road was completed in 2020

New bike lanes on Pine Valley Drive connect Old Courthouse Rd with the Vesper Trail

Scotts Run Trail is under construction

Tysons BikeShare



14 of 15 bikeshare stations planned for launch currently installed

18 Additional stations underway in the Providence District

Approximately 8,600 trips taken in Tysons in CY2019, an increase of 60% from CY2018

Nearby Merrifield and City of Falls Church launched in May 2019

Tysons Neighborhood Traffic Study

Purpose

- Evaluate existing (at the time 2008) and future (2030) traffic impacts and potential mitigation measures for 30 intersections in the areas surrounding Tysons
- 13 intersections were shown to have either AM, PM, or both peak hours failing (LOS F is considered failing) under 2008 conditions

Selection Method

- Intersections were chosen based on input from Dranesville, Providence, and Hunter Mill Supervisors
- Staff evaluated 2030 conditions and potential mitigation measures and decided upon a series of proposed next steps

Proposed Next Steps

- Annually monitor locations that currently do not fail that are projected to potentially fail by 2030
- Locations in the “Monitor” category will be evaluated regularly, with potential solutions generated for locations with LOS deteriorating towards failure
- Feasibility studies, design, construction activities are underway for specific projects.

Tysons Neighborhood Study (Cont.)

Projects Advancing:

Lewinsville Road and Spring Hill Road

- Finalizing detailed traffic comparison analysis of Offset T-Intersection and conventional intersection
- Lewinsville Coalition Virtual Meeting to present comparison analysis for both options: Fall 2020
- Estimated completion of study: Early 2021

Lewinsville Road and Leesburg Pike

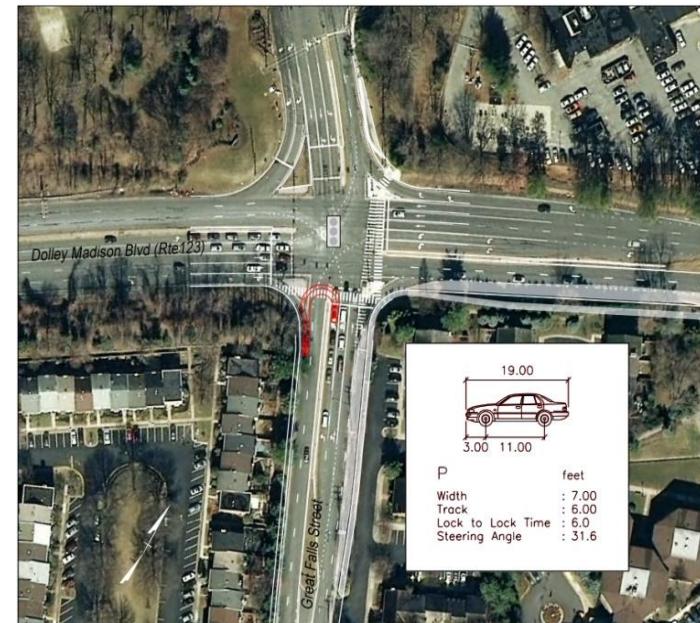
- Part of the VDOT Route 7 Widening Project (Jarrett Valley Drive to Reston Avenue)
- Concept for this intersection is a displaced left turn
- Estimated completion: July 2024

Balls Hill Road and Old Dominion Drive

- Preferred T-Intersection Improvements Option A.1 to be advance to design
- Advance property acquisition completed in October 2018
- Walkway connections to Balls Hill Rd/Churchill Rd, Balls Hill Rd/Spring Side Way and Old Dominion Dr/Forestwood Dr. are under evaluation.
- Design underway. Estimated completion: May 2021

Tysons Neighborhood Study (Cont.)

- Dolley Madison Boulevard Corridor Study
 - Includes the following Neighborhood Study intersections:
 - Dolley Madison Boulevard at Lewinsville Road/ Great Falls Street
 - Dolley Madison Boulevard at Old Dominion Drive
 - Lewinsville Road at Balls Hill Road
 - Also includes:
 - Great Falls Street and Chain Bridge Road
 - Lewinsville Road and Old Maple Drive
 - Dolley Madison Boulevard and Ingleside Avenue
 - Old Dominion Drive and Ingleside Avenue/Park Avenue
- Analysis of short-term and long-term mitigation measures has been completed
- A community meeting was conducted in June 2019
- A survey concerning mitigation measures was conducted during Summer 2019
- A meeting was held with the District Supervisor in February 2020 to discuss next steps
- The next Supervisor briefing is proposed for November 2020, followed by a community meeting in December 2020/January 2021



Silver Line Phase II

Project Status

- Overall Phase 2 – 99% complete
- Package A (Rail, System & Stations) – 99% complete
- Package B (Rail Yard at Dulles)- 99% complete

General Activities

- Dynamic/functional testing, site inspections, and walkdowns ongoing
- Property conveyances and maintenance agreements ongoing
- Wiehle Reston East Station scheduled weekend shutdowns for testing

MWAA and WMATA Concerns

- Concrete Panel Deficiencies
- Fouled Ballast at Dulles Rail Yard
- Concrete Ties/Cross-Level Deficiencies
- Software tie-in between Phase 1 and Phase 2 systems

Silver Line Phase II (Cont.)

Construction Status

- Civil – Landscape planting at stormwater management ponds under construction, storm drains ongoing
- Stations – Interior touchups and punch list items ongoing, station clean up, elevator and escalator testing
- Systems – Traction Power Substations (TPSS) and station equipment testing and final connections, all TPSS have been energized providing power to the contact rails, communications cabling installation and testing, testing of train control systems, and preparing track for dynamic testing, ETS testing, and Contact Rail Heat Tape testing
- Rail Yard – Punchlist work for all buildings at the yard, remedial track work and testing of hoist equipment ongoing

Project Schedule

- Package A (Rail, System & Stations) completion – Early 2021 (target)
- Package B (Rail Yard at Dulles) completion – Early 2021 (target)
- WMATA Board to establish Revenue Operations Date - TBD

Silver Line Phase II (Cont.)

Herndon Station



Reston Town Center Station



Silver Line Phase II (Cont.)

Innovation Center Station



Dulles Airport Station



Rail Yard Dulles Airport



Next Steps

- A Spring meeting will be held to consider the FY 2022 service district rate
 - Staff will reach out to the advisory board to schedule a date
- Letter of recommendation to the Board of Supervisors by April 9, 2021
- Public Hearings to be held April 13-15, 2021
- Board adoption of the FY 2022 budget on May 4, 2021
- Staff follow up on requested information



Questions?