



Update on Tysons Development and Transportation Projects

Tysons Transportation Service District Advisory Board

April 8, 2021

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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 Recommendation

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.
- ~\$8.9 million (includes interest) in service district revenues collected in FY 2021 as of March 31, 2021.
- To date, a total of \$13.5 million in service district funds have been spent.

Service District Allocations to Date

Approved Service District Funds		Expended through March 31, 2021
Route 7 Widening (I-495 to I-66)	\$10,500,000	\$53,043
Tysons/Old Meadow Ped Bridge (over I-495) ¹	\$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	\$2,250,000	
Route 123 Widening (Route 7 to I-495)	\$2,000,000	
Route 7 Widening (DTR to Reston Ave) ¹	\$8,834,530	\$8,834,530
Greensboro Ramp to Dulles Toll Road	\$1,000,000	\$3,123
Total	\$31,397,116	\$13,503,282

¹ Allocated Service District revenues fully expended.

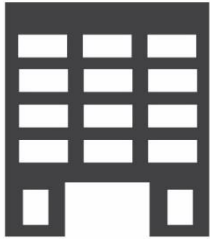
² This project is funded from multiple sources. Other sources may be used first.



Development

Development Dashboard

August 2020 through February 2021



196,000 square feet
delivered



1.8M square feet
approved by site plan,
unbuilt



3.8M square
feet under
construction

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

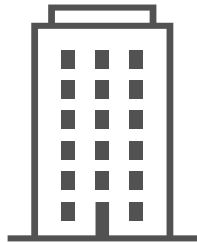
Plan Implementation Progress from 2010 Plan Adoption to February 2021



73.4M square feet in
208 new buildings entitled
within 42 rezonings



23.8 acres of new
public parkland
delivered



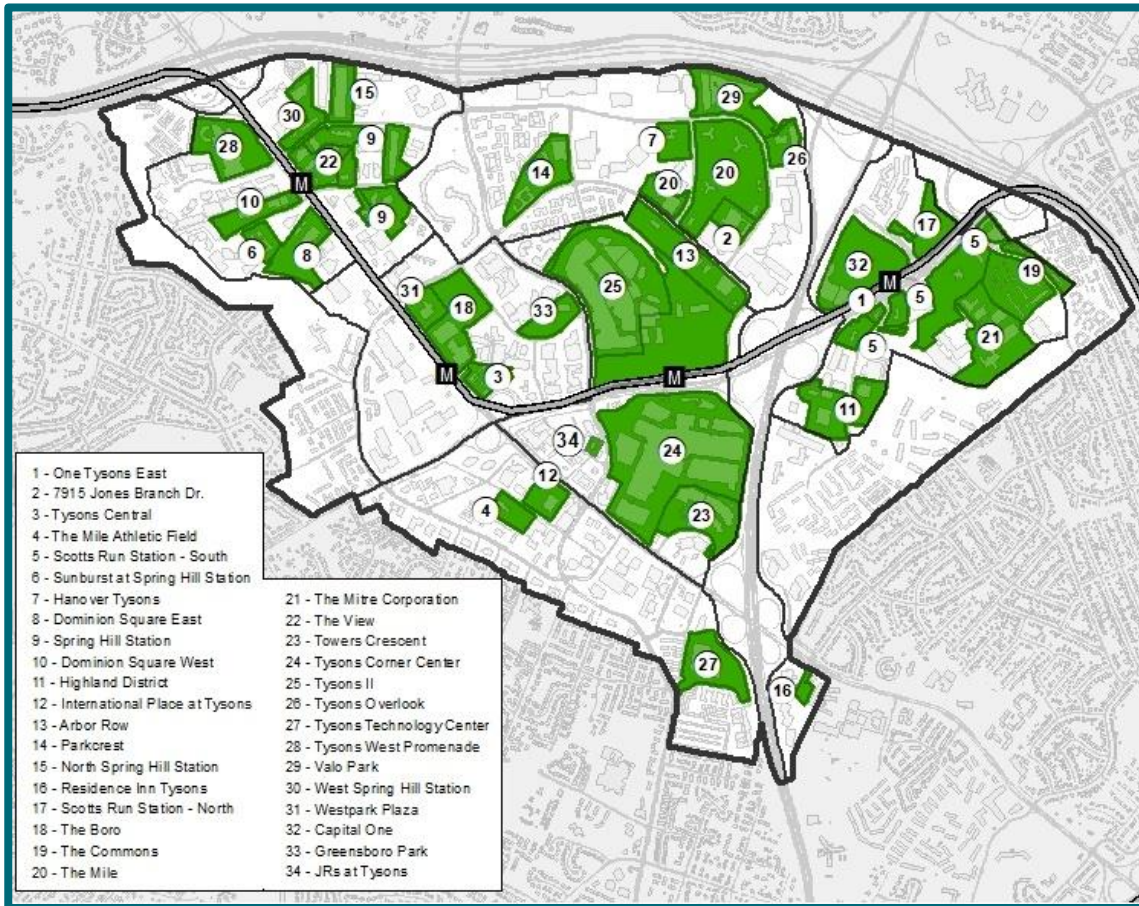
7.1M square feet delivered
in 22 new buildings



Commitments for 10
new major public
facilities

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

Approved Development



- 42 major rezonings approved since 2010 Plan adoption.
- Development cases listed may have multiple rezoning applications.

Delivered Infrastructure & Public Facilities

August 2020 through February 2021



Scotts Run Trail (Magarity Road to McLean Metrorail Station)

Completed Construction

August 2020 through February 2021

The Highland District Building B

- The Bexley
- 196,250 (sq. ft.)
- 140 condominium units
- 0.85 acres of public park space



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	16,141,450	+67%
Residential (units)	8,943	13,841	+64%
Total All Uses	47,184,943	54,455,891	+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

3.8 million square feet under construction as of February 1, 2021

- **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**
- **Tysons Central Building A**
 - Office: 360,847, Retail: 25,709 sq. ft. **Map #3**
- **The Mile Building A**
 - Residential: 470,000 sq. ft. (411 units) Retail: 2,000 sq ft., **Map #20**



Archer Hotel Under Construction

Upcoming Construction Activity

Approved site plans that have not commenced construction as of February 1, 2021

Residential: ~1.3M sq. ft. in ~1,285 units

- Tysons West Promenade Building C (approved) #28
- Park Crest Building 3 (approved) #14
- Highland District Building A (approved) #11

Office: ~500,000 sq. ft.

- Arbor Row Building F (approved) #13
- MITRE 5 (approved) #21

Associated Retail/Service: ~48,000 sq. ft.



Arbor Row Block F

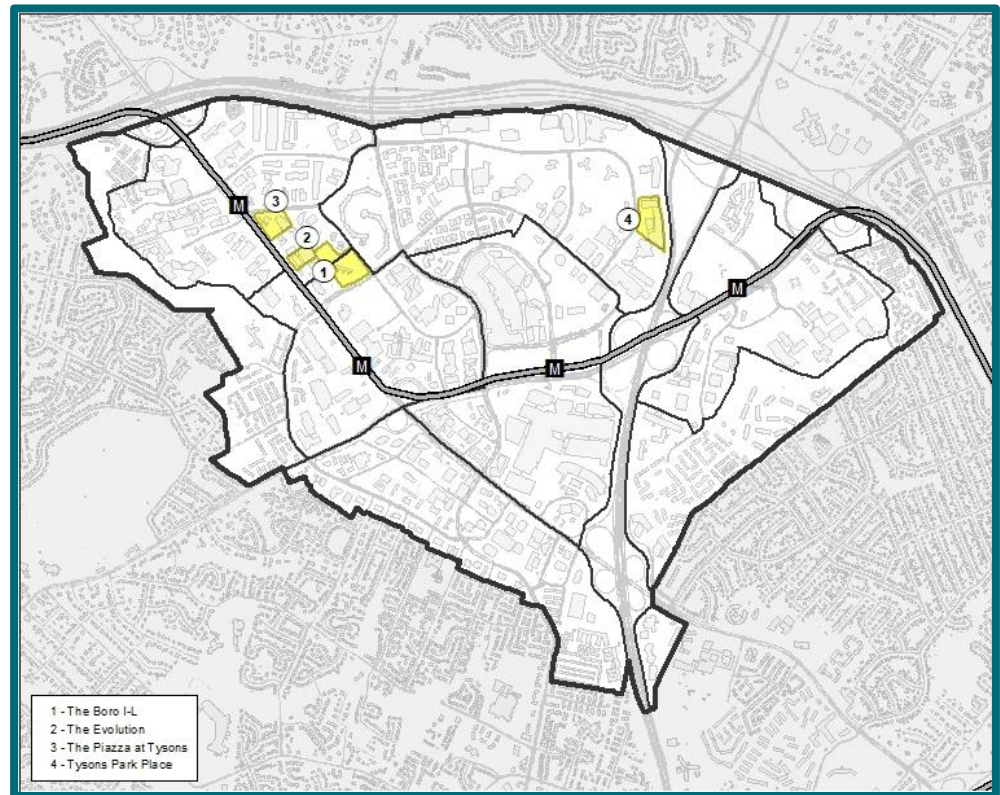


Highland District Building A

Pending Development

Four rezoning applications currently under review:

- 25 acres, up to 1.6 million sq. ft. of non-residential and 3.2 million sq. ft. of residential development
- If approved, estimated to add a maximum of 3,182 new residential units and accommodate a maximum of 4,653 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

Residential Population + Units	2010	2021	Under Construction	Total
Residential Population	17,000	29,403	2,943	32,346
Residential Units	8,943	13,841	1,682	15,523

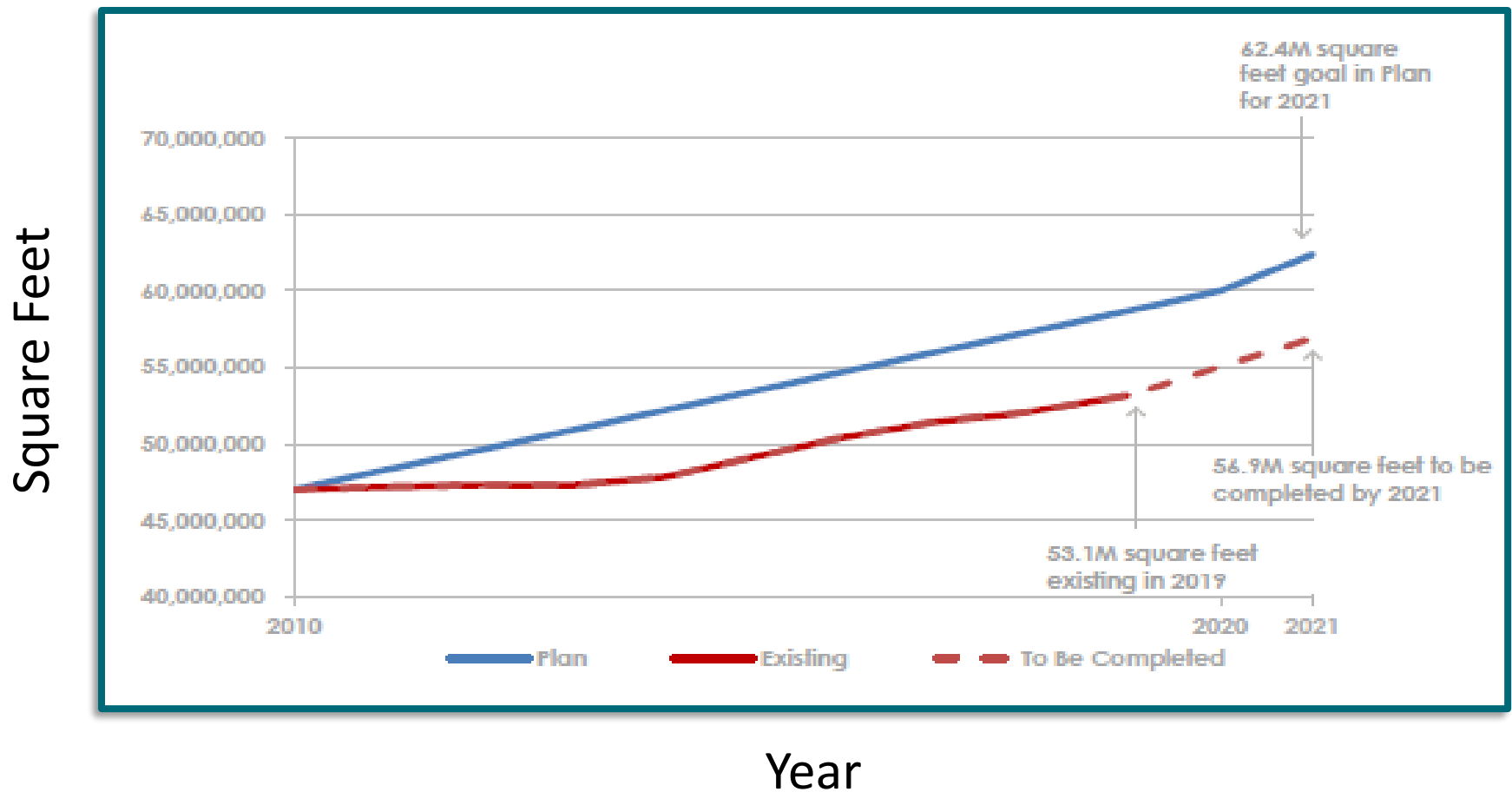
11.7 : 1 in
2010

Jobs/Household Balance

5.7 : 1 in
2021

Conclusion – Meeting the goals set forth in the Tysons Comprehensive Plan *Source: Land Use Chapter of 2020 Annual Report, modified to reflect changes since*

Development Growth; Planned and Approved



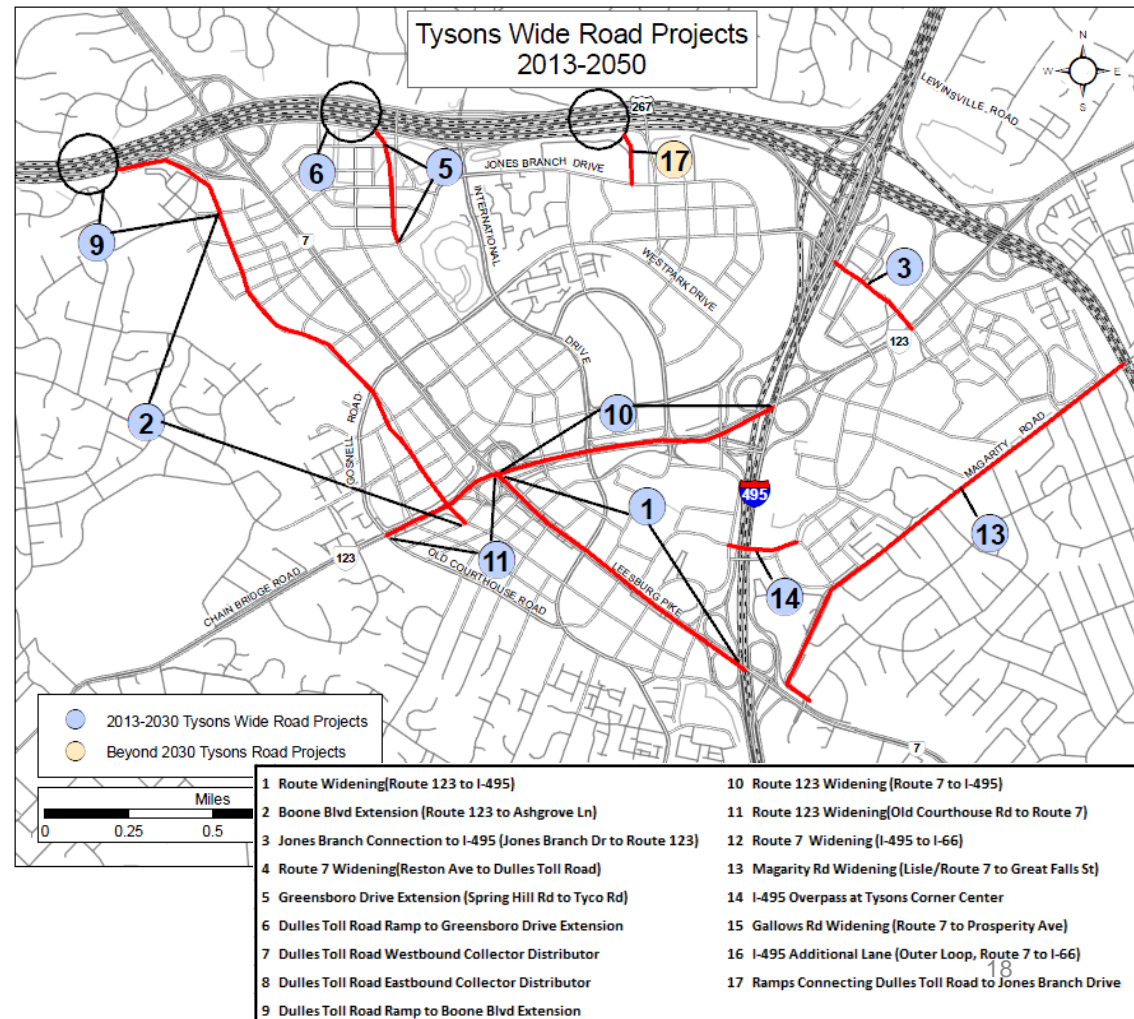


Transportation Projects

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 utility relocation
- 8 others in study, preliminary engineering, or design



Major Roadway Projects (Cont.)

Route 7 Bridge over Dulles Toll Road



Major Roadway Projects (Cont.)

Jones Branch Connector – Completed Spring 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 started: Spring 2019
 - Estimated project completion: Summer 2024
 - **Project is 43% completed**
- 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.
 - Began construction of Colvin Run Stream relocation late 2020.
 - Design plans approved for construction in October 2019.
 - Bridge improvements over Dulles Toll Road previously completed.



Major Roadway Projects (Cont.)

Route 7 Widening (Route 123 to I-495)

- Widen existing 6 lanes to 8 lanes with pedestrian improvements
- Bus Rapid Transit proposed through the corridor (Envision Route 7 – NVTC)
- Route 7 widening study is being coordinated with the BRT study
- BRT final recommendations: Fall 2021
- Design will continue following BRT lane configuration recommendations



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: \$13.4 million
 - \$4.6 million Service District Funds
- Project Schedule:
 - Design approval: November 2018
 - Right of way acquisition: Completed Fall 2020
 - Construction start: Summer 2021
 - Estimated project completion: Summer 2022

I-495 Overpass at Tysons Corner Center



Major Roadway Projects (Cont.)

Other Projects

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

- Preliminary design underway
- \$10.5 million in service district funds approved for design and land acquisition
- Waiting for resolution of Route 7 BRT alignment, which is expected in Fall 2021.

Ramp from Greensboro Drive to Dulles Toll Road Project #6

- Study began January 2021
- 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)

- Multiple options being considered and evaluated including Super Street Option selected in the previous study, Cleveland Ramp and various roadway improvements

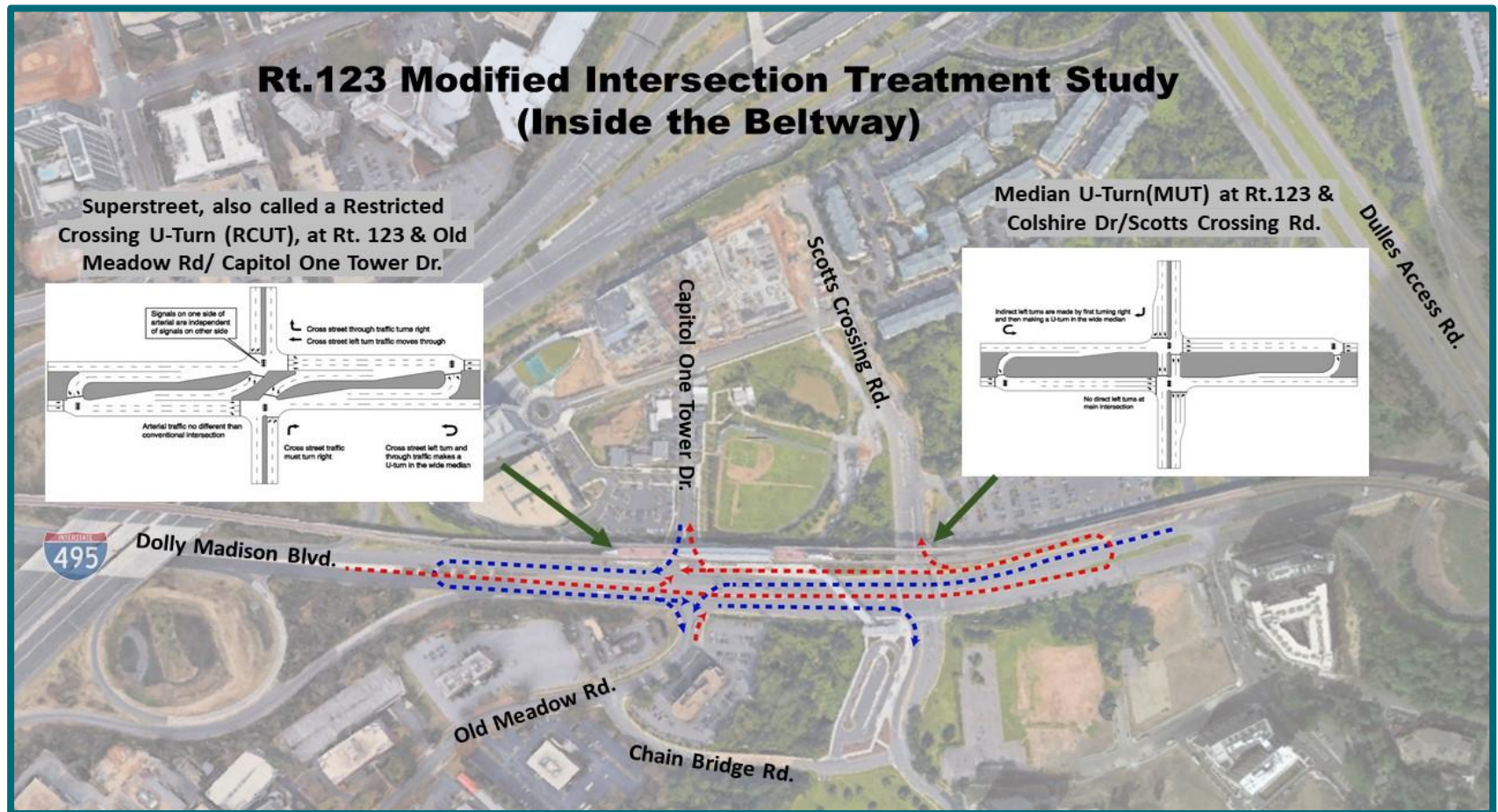
Route 123 Modified Intersection Treatment (I-495 to International Drive)

- Multiple options being considered and evaluated including the Comprehensive Plan recommendation and various roadway improvements

Both Projects

- Analysis of Future Conditions: Completed
- Development and Analysis of Preferred Alternative: Spring 2021
- Final recommendation and phasing analyses: Summer 2021

Tysons Table 7B Projects (Cont.)



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 Modified Intersection Treatment Study

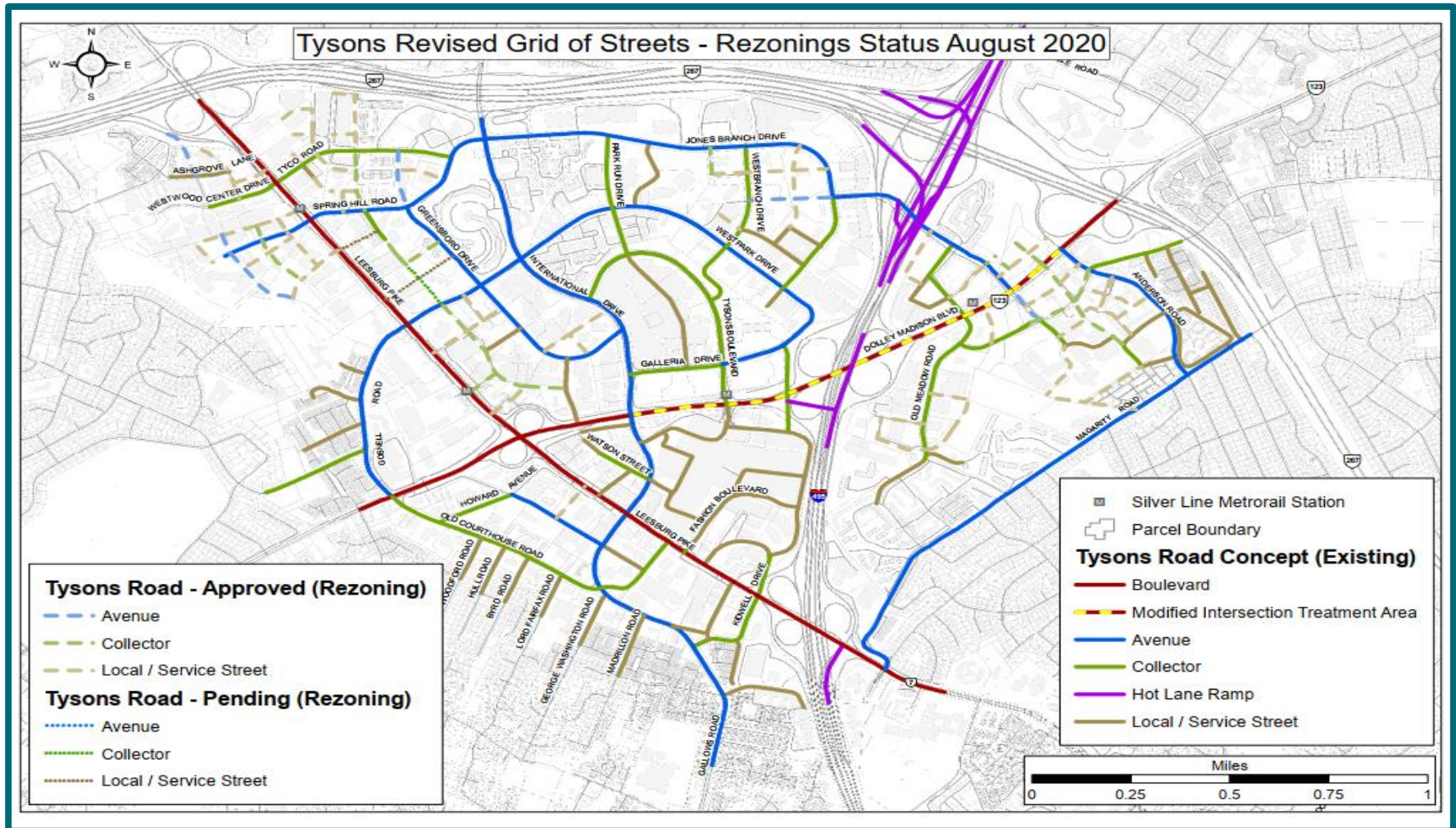
Route 7/Route 123 Interchange

- To allow additional capacity
- Two concepts are being considered and evaluated. Also evaluating more cost-effective solutions
- Bus Rapid Transit proposed through the intersection. Waiting for determination on BRT alignment
- Stakeholder meetings are anticipated in Spring 2022

Gallows Road at Gallows Branch

- To I-495 southbound ramp
- Study to be initiated in the future

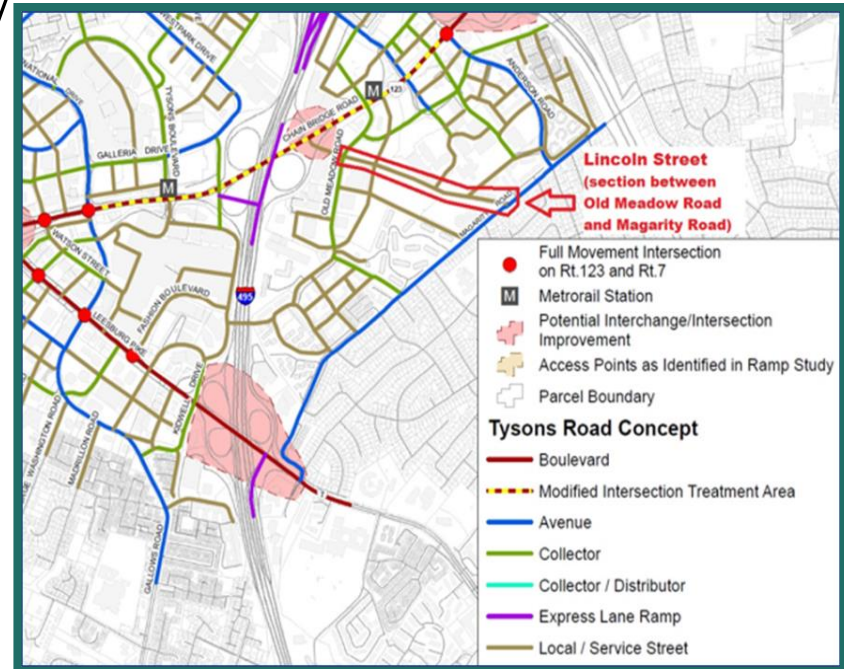
Tysons Grid of Streets On-going Development



Tyson's Grid of Streets (Cont.)

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: June 2021
- Construction start: Spring 2024
- Estimated project completion: Early 2026



Tysons Grid of Streets (Cont.)

Old Meadow Road Realignment

- Part of Dulles Rail Phase I funding
- Design: Completed
- Utility Relocation: Completed
- Construction: Substantially completed.
 - New alignment open to traffic in November 2020. Only remaining work is to tie in the new pedestrian signal pole.



Transit Service McLean & Tysons

Transit service in **Tysons & McLean**

Fairfax Connector

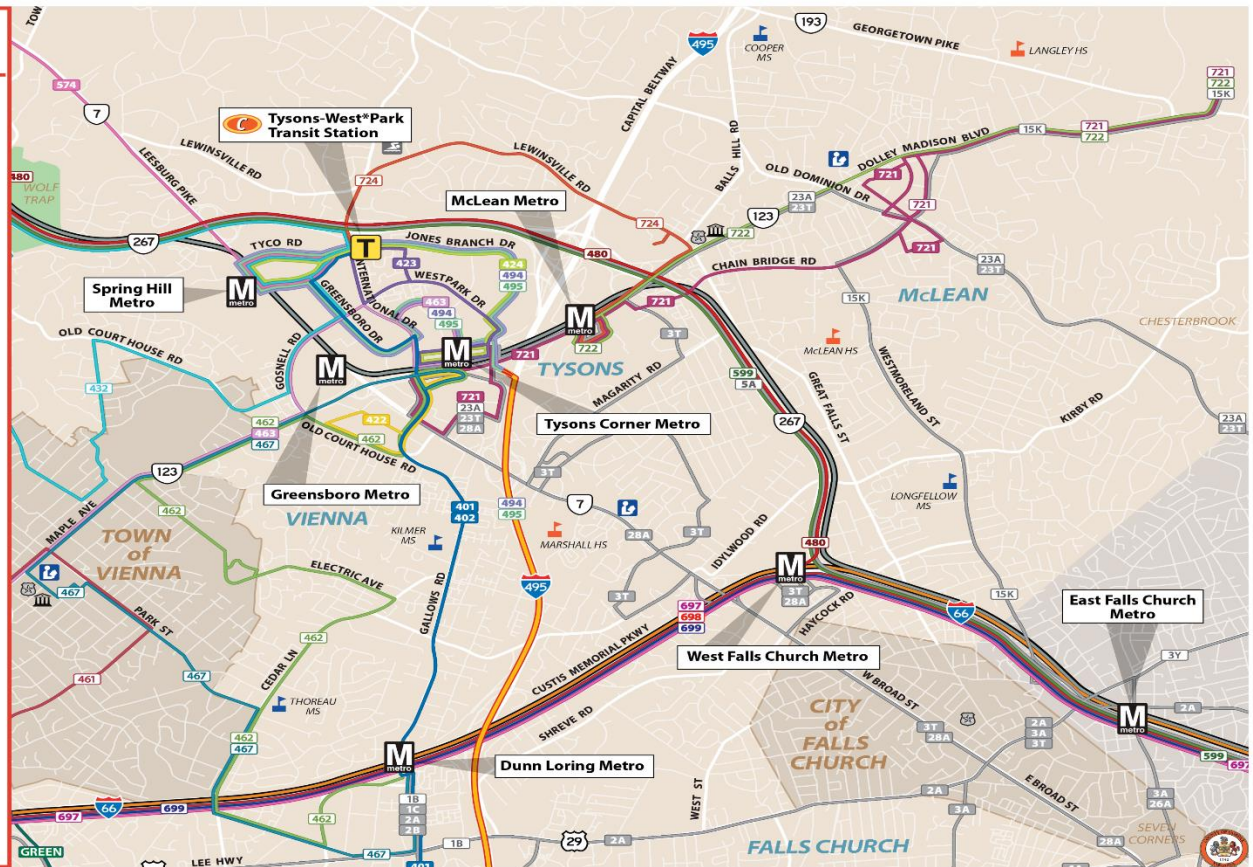
- 401** Weekday, Saturday & Sunday Service
- 402** Weekday, Saturday & Sunday Service
- 422** Weekday Service Only
- 423** Weekday, Saturday & Sunday Service
- 424** Weekday & Saturday Service
- 432** Weekday Rush Hour Service Only
- 462** Weekday Rush Hour Service Only
- 463** Weekday, Saturday & Sunday 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 (Cont.)



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 Cedar Lane Bridge closure
- 2020 - New transit service from McLean to George Bush Center for Intelligence

Transit Service (Cont.)



Ridership Trends

- Fairfax Connector service was suspended on April 11, 2020, as part of County's COVID-19 pandemic response. Service resumed on August 29, 2020.
- Fairfax Connector ridership has recovered more than 50 percent of pre-COVID levels (90% on weekends)
- Overall ridership has decreased due to the impact of COVID-19 in FY 2020 compared to FY 2019.

Future Improvements

- July 2021 – Route 467 expansion to serve Old Courthouse and Gallows Roads.
- Take over Metrobus Routes 3T – West Falls Church to McLean Station and 15K – East Falls Church to McLean Station
- 2021 - Route optimization study will re-evaluate the Tysons routes and better align bus service with evolving demands including realignment of Route 424 to serve the north side of McLean Metrorail Station
- Tysons Westpark Transit Station Reconstruction as part of Fire Station Project

Tysons Metrorail Station Access Management Study (TMSAMS)

Purpose of (TMSAMS)

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

Timeline

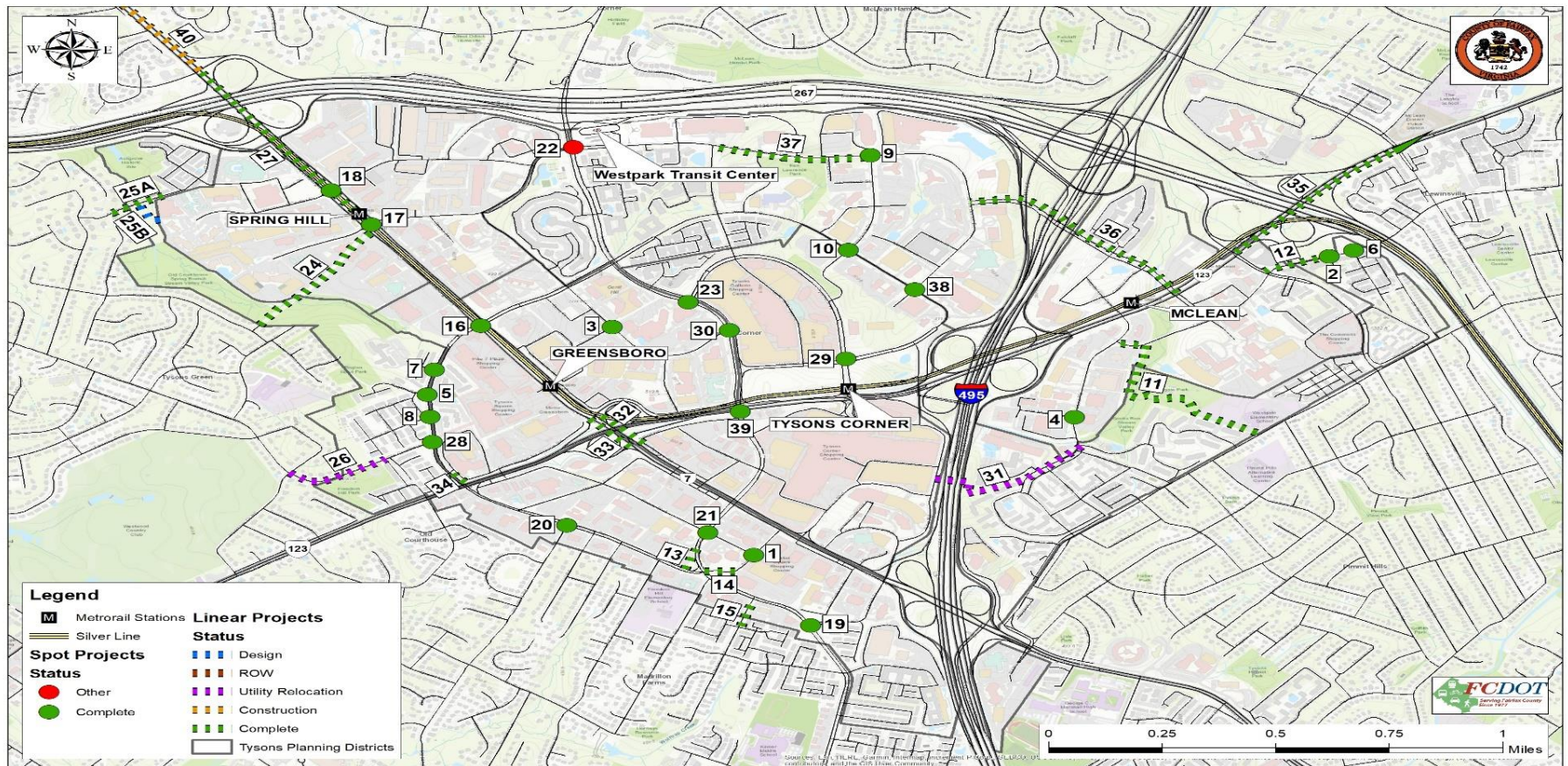
- Staff recommendations approved by the Board in May 2012.
- Staff is currently working to complete design and construction of these projects.

Progress Update

- 37 of 41 projects completed.
- 3 in Construction/Utility Relocation.
- 1 in Design.

TMSAMS Project Map

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

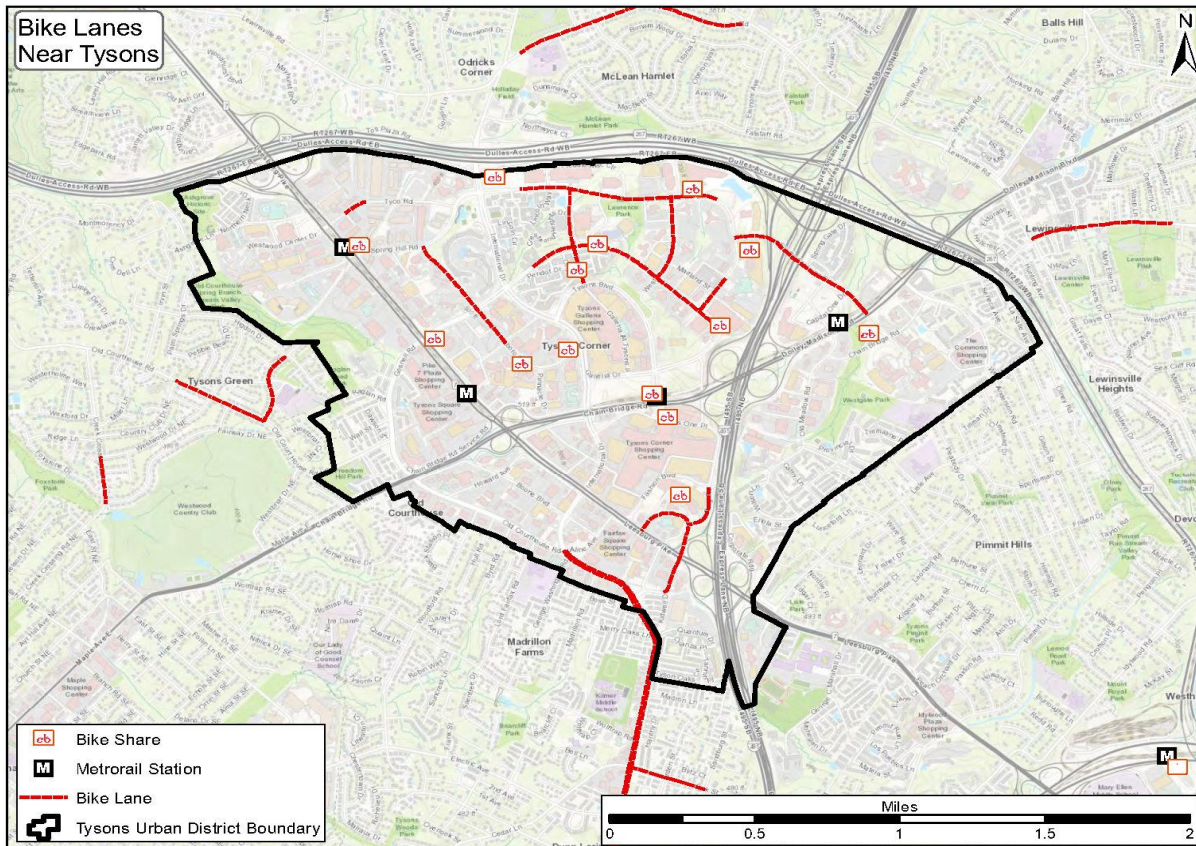
Scotts Run Walkway through Scotts Run Stream Valley Park

- Completed: December 2020
- Ribbon Cutting was held February 4, 2021



Scotts Run Walkway

Tysons Bike Lanes



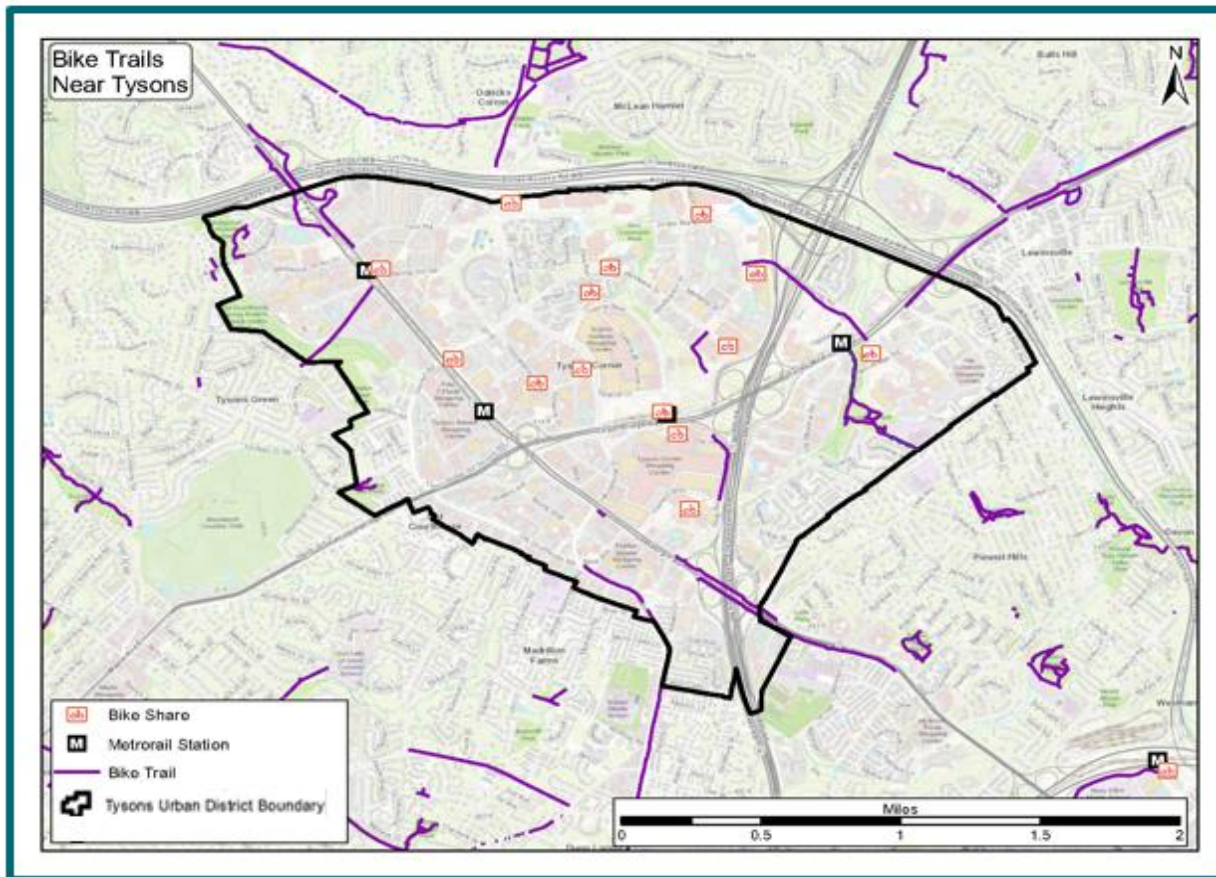
A climbing lane was added on Jones Branch Drive in 2020

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



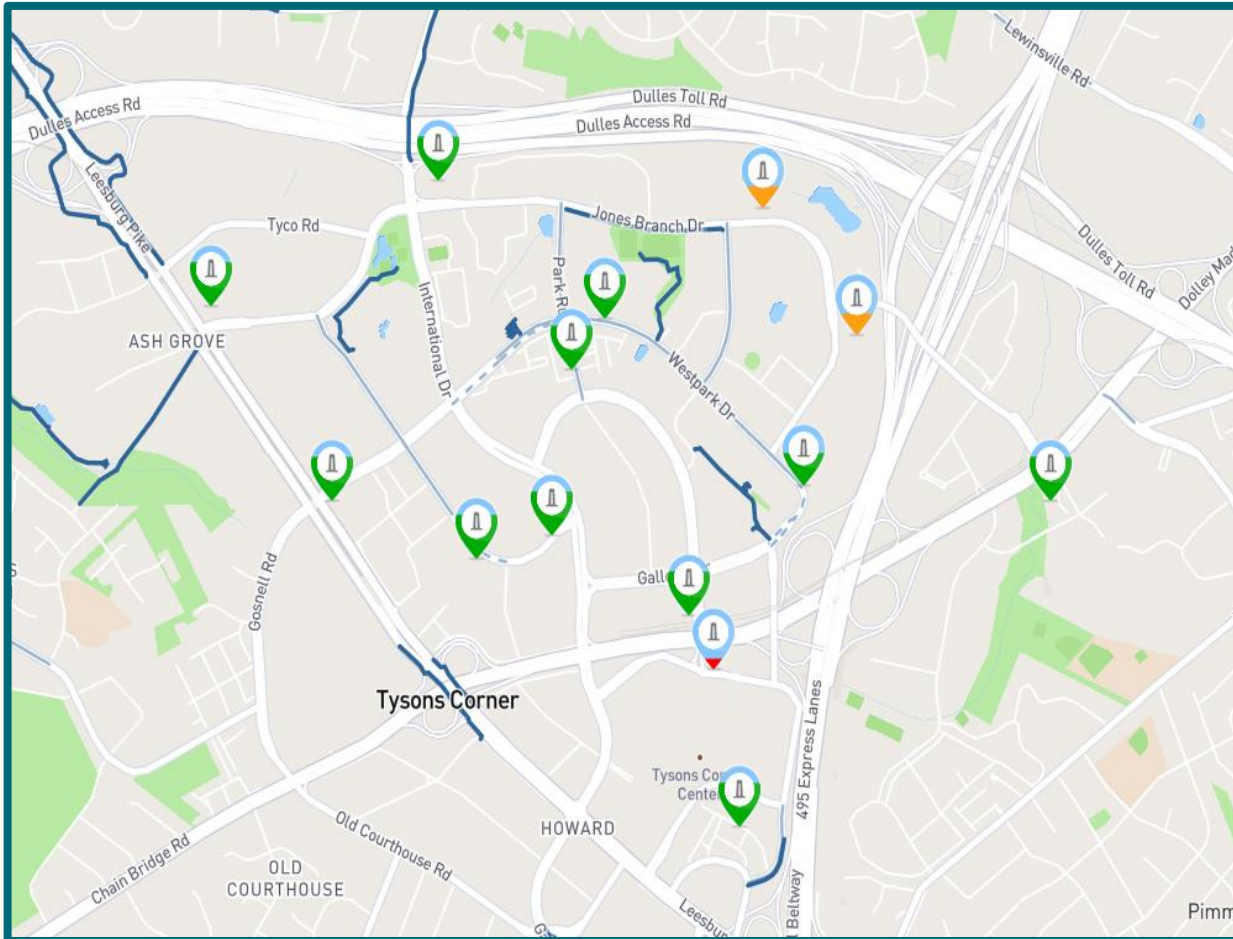
Vesper Trail was completed in 2019

Jones Branch Connector Trail was completed in February 2020

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

Scotts Run Trail was completed in December 2020.

Tysons BikeShare



14 of 15 bikeshare stations currently installed

18 Additional stations underway in the Providence District

Nearby Merrifield and City of Falls Church launched in May 2019

Approximately 4,093 trips taken in Tysons in CY2020, a decrease of 59% from CY2019

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 Traffic 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: Spring 2021
- Estimated completion of study: Fall 2021

Lewinsville Road and Leesburg Pike

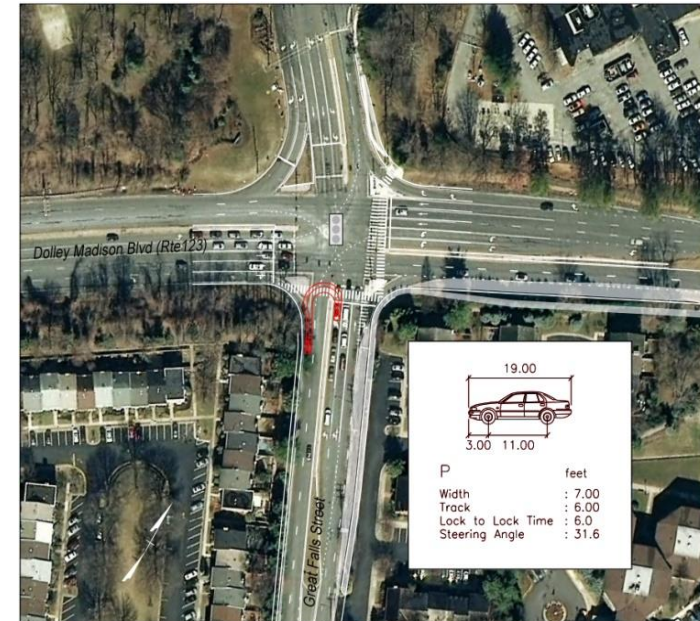
- Part of the VDOT Route 7 Widening Project (Jarrett Valley Drive to Reston Avenue)
- Concept for this intersection is a displaced left turn
- Estimated completion: July 2024

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 Traffic 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
 - 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
- Meetings were held with the District Supervisor in February and December 2020
- The next Supervisor briefing is proposed for Spring 2021, followed by a community meeting in Summer 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 continues, station finishes, touch up work, and cleanup
- Property conveyances and maintenance agreements ongoing
- Pre-final walks underway, record deliverables coordination

WMATA Concerns

- Concrete Panel Deficiencies
- Train Wash Facility / Car Hoist Equipment
- Concrete Ties / Cross-Level Deficiencies
- Software tie-in between Phase 1 and Phase 2 systems

Silver Line Phase II (Cont.)

Construction Status

- Civil – Stormwater management ponds constructed, remaining landscaping in Spring planting season, ADA sidewalk ramps, pre-final walks
- Stations – Interior touchups and station clean up continue, Dulles Station Artwork underway
- Systems – Traction Power Substations (TPSS) and station equipment testing, testing of train control systems, dynamic testing, coordination of upcoming System Performance Demonstrations , integration testing, and regression testing
- Rail Yard – Punchlist work for all buildings at the yard, remedial track work and testing of car hoist equipment ongoing

Project Schedule

- Package A (Rail, System & Stations) substantial completion – September 3, 2021 (target)
- Package B (Rail Yard at Dulles) completion – September 3, 2021 (target)
- WMATA Board to establish Revenue Operations Date – TBD (4 to 6 months after substantial completion)

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





FY 2022 Tax Rate

Service District Revenues to Date

	Total	Taxes Collected	Interest
FY2014-2020	\$45,157,275	\$44,074,052	\$1,083,223
FY2021 ¹	\$8,930,027	\$8,850,132	\$79,895
Total ²	\$54,087,302	\$52,924,184	\$1,163,118
Currently Allocated to Projects	(\$31,397,116)		
Available Project Funds ³	\$22,690,186		

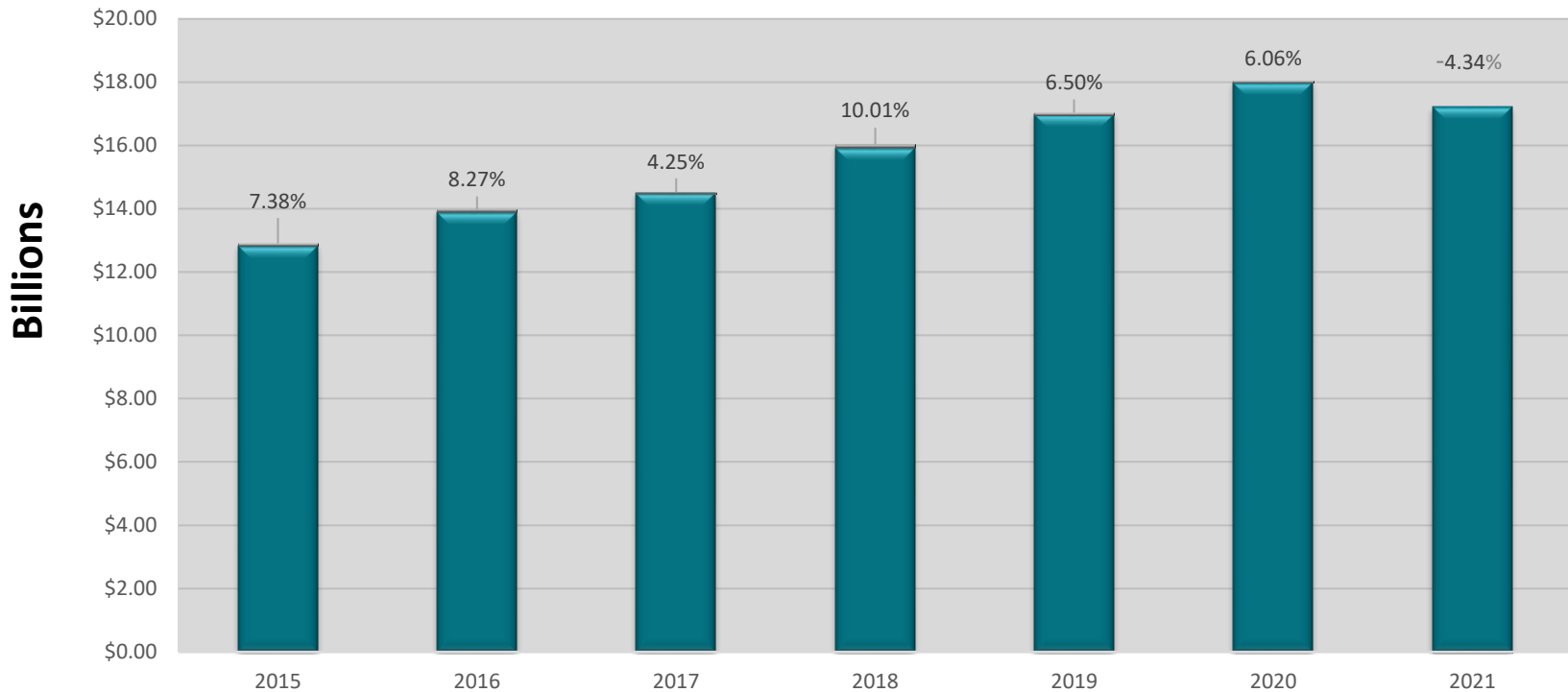
[1] As March 31, 2021.

[2] The total Service District revenue obligation is \$315.9 million (2021 dollars). Approximately 17% has been collected as of March 31, 2021.

[3] Funding available to construct projects currently in preliminary engineering or design.

Assessed Value History

Assessed Value History



Year to Year Comparisons

	2020	2021
Assessed Value (AV)	\$17,998,634,930 ⁺	\$17,215,262,673 ⁺⁺
AV Growth over prior year	7.15%	-4.34% ¹
Tyson's District Tax Rate Per \$100 AV	\$0.05	\$0.05 ²
Dulles Rail Phase I Tax Rate Per \$100 AV	\$0.11	\$0.09
Combined Tax Rate Per \$100 AV	\$0.16	\$0.14

+ - AV as of January 1, 2020.

++ - AV as of January 1, 2021.

[1] Equalization and growth.

[2] County Exec's proposed FY 2022 Advertised Budget Board advertised at \$0.05 on February 23, 2021. Rate will be formally set on May 4, 2021.

Next Steps

- Advisory Board discussion of the FY 2022 service district tax rate
- Action: Vote on rate recommendation to the Board
 - Staff recommends holding the rate flat at \$0.05 in FY 2022
- Public Hearings to be held April 13-15, 2021
- Letter of recommendation to the Board of Supervisors by April 15, 2021
- Board adoption of the FY 2022 budget on May 4, 2021
- Staff follow up on requested information



Questions?